

REAL Torque

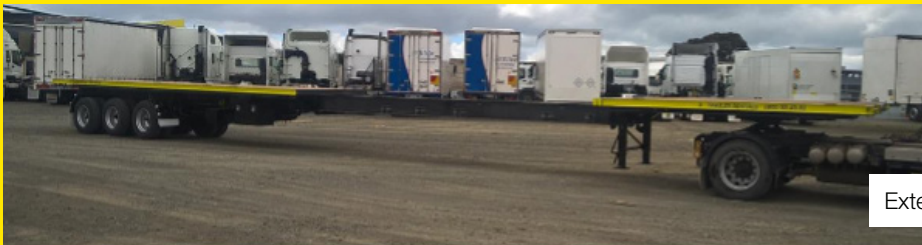
February 2022

Contact maintenance for any questions on 0800 80 80 69

Trombone Trailers



Closed position



Extended out position



Bogie position is forward



Bogie position is rearward

This month's edition looks at Trombone trailers. These are specialist trailers in our fleet that allow extra long loads to be carried.

When the trailer is in the closed position, they function as a standard 14 metre semi-trailer, but when extended out to the maximum length it can extend to 21 metres long. This creates a very versatile trailer. Some models have the added functionality of an adjustable rear bogie to obtain ideal weight transfer, and take advantage of overall load dimensions.

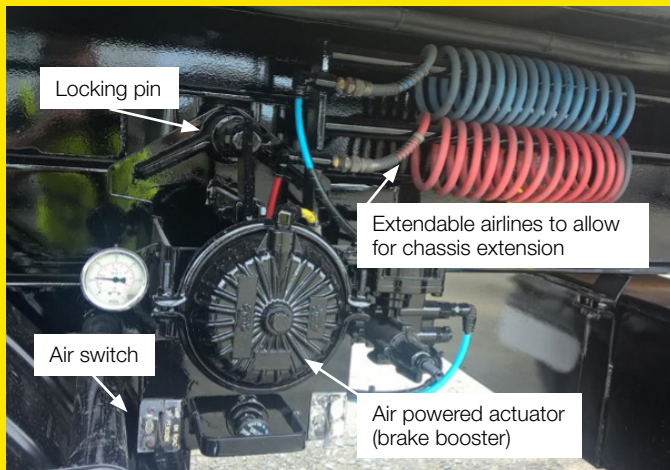


Due to the nature of the extra length when extended, a pilot vehicle is often required when operating a Trombone trailer. It's also very important to obtain the correct dimensional permits (refer to the correct agency to confirm permit requirements).



How it operates

The trailers moving sections of the chassis are secured in each position by heavy pins that engage and lock the chassis in place. These are activated to allow the chassis to extend by air pressure. The actuator is the same type as used to activate the brakes on most trucks and trailers, commonly known as brake boosters or brake pots. These boosters are plumbed to ensure that if no air is present the pins are locked in – they must have full air supply to disengage the locks. There are multiple locks on both sides of the trailer.



Some models have built-in spreader bars that can be used to provide stability of the load when the unit is extended.



To activate the booster to unlock the locks simply flick the air switch that controls the lock function. Please refer to the specific trailer you are operating for exact instructions on that trailer. Some models may have 2 air switches: 1 switch is for the locks, the other is for the sliding bogie locks.



TR Tips

Tips and Tricks

- ▶ When extending or closing up, operate on flat and level ground to prevent damage to the chassis and components.
- ▶ Whenever the unit is extended, check for any debris in the channels and area where the airlines and wiring runs. This area needs to be clean.
- ▶ Be very careful of the crush zone – keep clear when extending and closing.
- ▶ Check for cracking or defects around the locks and locking pins.
- ▶ Visually check all chassis locking pins are locked in prior to moving off.
- ▶ Use spreader bars if required.
- ▶ Ensure correct permits, over size signage, lights and pilots are obtained and used as required.

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