

# HALE

## TRAILER

BRAKE & WHEEL

A017275-A017276  
VIN: 33526-33528

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Highway-Z-9H(3+3+3)-W-AA-30ZT-16.13-17.5-2.99-PA-Booster Powerpack-HA-1-Std.

## 1 piece(s) 9-axle HIGHWAYMAX semi-trailer, extendable, hydraulically steered and hydraulic suspension.

### Technical data

Highway-Z-9H(3+3+3)-W-AA-30ZT-16.13-17.5-2.99-PA-Booster

Version:	3+3+3	3+3+3	3+3+3
Speed :	50 mp/h	18 mp/h	80 km/h
Gross weight ***:	309420 lbs	352690 lbs	140400 kg
King pin load :	71370 lbs	80090 lbs	32400 kg
Axle load :	238050 lbs	272600 lbs	108000 kg
Gooseneck length ±:	179.1"		4 550 mm
Rear gooseneck swing ±:	126"		3200 mm
Fifth wheel height loaded ±:	52"	1 320 mm	1 320 mm
Loading length ±:	635"		16 130 mm
Extendable by ±:	433.1"		11 000 mm
Width of the lowbed ±:	117.7"		2 990 mm
Loading height by max. load ± :	41.5"		1 055 mm
Hydraulic suspension ± :	-7.9+15.7"		-200/+400 mm

### Technical description

**Gooseneck:**

Compensating gooseneck with lift and lowering function.  
The hydraulic axle compensation of the first 3 axles is connected to the gooseneck cylinders.  
Precise fifth wheel adjustment by hydraulic switching and mechanical fine tuning device.  
54.000 lbs (24.494 kg) of 5th-wheel-load guaranteed at 20.000 lbs (9.072 kg) axle load.  
Double steering system with a total of 4 cylinders for the front and the rear steering system.  
Control panel for steering and suspension on the left side.  
For truck: 6 x 4 and 8 x 4

**Loading platform**

Frame in open structure (fish bone) design.  
Loading platform double extendable, extendable after 3rd and 6th axle.  
Pneumatic locking with conic locking bolt and reinforced locking positions, the supply lines are laid in the extendable beams and adapt automatically to the different loading platform length.

**Axles bogies:**

Axles bogies with "PENDEL-AXLE", all axles hydro-mechanically steered (steering angle  $-60^{\circ}/+60^{\circ}$ ).  
Hose rupture safety valve on each suspension cylinder with automatical reset function.  
On/Off valves on all suspension cylinders, with safety pin to fix axles in lifted position.  
The suspension can be switched from 3-points to 4-points system.  
Technical axle load 30.290 lbs (13.740 kg)  
Suspension stroke: 23,6" (600 mm)  
Finish of axles with 2 layers of 2 components in "FAY-Gray-34-0260".  
Axle tools.

**Electrical system:**

Lighting system 12-Volt in full LED included combined side turn signal and marker lamp on left and right side on each axle-bogie  
Electrical system 12-Volt.

**Braking system**

Braking system following US-DOT regulations with ABS system, without connection cable to the truck.

**Tyres:**

36x 245/70 R 17.5 (M+S)  
Product of our choice.

**Full metallization:**

High Resistance Metallisation (HRM) of the complete steelconstruction, after all welding works, the structure is shotblasted and a layer of zinc (85%) - aluminum (15%) is applied.

**Finishing:**

6-K Finish  
Steel-blasted steel structure,  
1 layer of zinc based primer, 1 layer of washprimer.  
Finishing with 2 layers of quality painting : 2 components acrylic lacquer, color according to RAL color chart.  
Wax treatment of body cavities.

**Steel construction:**

Steel construction of high tensile steel.

Steel grade:

\*\*S355J2+N/S355MC (yield strength 355MPa)

\*\*S690QL/S700MC (yield strength 690MPa)

Welder tested DIN-EN 287-1.

Welding process MAG according to EN ISO 4063.

Shielding gas M21 according to EN ISO 14175

- Connection to the truck PTO with flow regulator, including gallow for hanging the hydraulic supply lines.  
("Faymonville" coupling pieces).
- Fifth wheel height, laden: 52"
- Steel headboard, removable, height  $\pm 15,7"$ .
- 2 spare wheels with holder at the inner side of the headboard on the gooseneck.
- 1 gallow with a winch on the gooseneck for the spare wheels.
- Removable alu-sideboards on the gooseneck, height  $\pm 15,7"$ , anodized.
- Removable alu-rearboard on the gooseneck, height  $\pm 15,7"$ , anodized.
- One 7-pole plug on the connecting bar in front, as per US connecting standard.
- Two pairs of lashing rings recessed on the gooseneck (LC 14.162 lbf / LC 6.300 daN).
- Gooseneck covered with chequer plate.
- 2" king pin, interchangeable – for transit purpose only.
- 2 wheel chocks with carrier.
- Lighting for the control valves on the gooseneck with on/off switch.
- One pair of lashing rings in front and at the rear of the gooseneck main beams (LC 23.828 lbf / LC 10.600 daN).
- A pair of lashing points in front on the center part of the gooseneck (LC 22.480 lbf / 10.000 daN).
- A pair of lashing rings hanging behind the center part of the gooseneck 35.970 lbf / LC 16.000 daN)
- Greasing points on the gooseneck connected together to a central accessible point.
- Possibility to go up to the gooseneck.
- Brackets behind the gooseneck for optional mechanical landing gears.
- Mechanical landing gears behind the gooseneck.

- Locking position of the loading platform with conical welded locking profiles, first locking position after  $\pm 18,5"$  (470 mm) followed by a locking position every  $\pm 24"$  (610 mm) on both extension.
- 1 sliding bolsters, length  $\pm 24"$  (610 mm) with steel cover between the gooseneck and the first axle group and mechanical locking of the sliding bolster behind the gooseneck.  
Adapter to insert the bolster on the middle or small beam.
- 2 removable sliding bolsters, length  $\pm 24"$  (610 mm) for the extension beam with big cross section with steel cover and locking position on the extension beam if the sliding bolster remain in the loading platform.  
Suspension point for chain, suitable for the assembly of the sliding bolster, unfit for the lashing of the cargo.
- Lashing rings on both extension every  $\pm 24"$  (610 mm) between the locking positions (LC 22.480 lbf / 10.000 daN).
- One thread hole (M-30) in each pivot bearing for fixation of lashing tools or system components.
- 4 screwable lashing rings M30 (LC 26976 lbf / 12.000 daN)
- A pair of lashing rings alongside each travers beam (LC 22.480 lbf / 10.000 daN).
- 3 pairs of lifting points (LC 17.637 lbf / WLL 8t ).  
1 pair per axles group.
- Greasing points on the PA-bogie connected together to a central accessible point.
- Tow coupling screwed at the rear of the trailer
- Rear part of the trailer prepared for the connection of a 3-axle Faymonville Nitro-Booster
- Complete loading area with anti-slip sand coating.
- The extension beams are painted in the color of the vehicle.
- Manual-steering, handling with cable remote control from the front and the back, with PDC-light control for the realignment of the axles, without connection to the truck.  
Socket on the front of the gooseneck mounted on the right side.
- Wireless remote control for the remote steering, in addition to the cable remote control, with optical realignment indication on the receiver.
- 1" flag holder on left and on right side on the gooseneck and at the rear of the trailer.
- A mud flap ([www.faymonville.com](http://www.faymonville.com)) at the rear.
- Flashing lights and marker lights on each bogie.
- 2 LED strobe lights fitted on the rear with On/Off switch at the rear of the trailer.

- 1- cylinder Hatz-Diesel engine with electric starter and battery.  
Performance: 10.5 kW (14.2 HP) at 3000 rpm  
Exhaust classification: EPA Tier 4F / EU Stage V  
Maximum hydraulic pressure: 280 bar (4060 psi)  
Maximum flow rate: 19 l/min (5.0 gal US/min)  
Installation fix on gooseneck  
Hydraulic oil tank: 100 L (26.4 gal US/min)  
Frame hot-dip galvanized.
- Manual and description.
- All the connecting cables (electric cables, ABS cables, brake pipes, hydraulic lines,...) between the truck and the trailer are according US-standard, part of the delivery of the truck and not of the trailer.
- To consider : All accessories and special equipments increases the tare weight of the semi-trailer and decrease the payload.
- Red/White reflective tape on both sides over the entire length
- Red/White reflective tape on the rear on the entire width.
- Trailer free Belgian seaport
- Preparation of the vehicle for sea transport:  
Dismantling and lashing of gooseneck accessories such as side boards, front walls, spare wheels, PPU's etc.  
Removal and lashing of removable sliding bolsters  
Dismantling and lashing of the existing ramps, provide ramps at the rear plate with quick-release couplings.
- **3.5" king pin delivered separately – has to be installed by customer before putting into service.**

## Colors

Color of the trailer: RAL 9011 Graphitschwarz  
Color of the wheels: Silvergrey

- Complete loading area with anti-slip sand coating.

## DISCLAIMER

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Equipment availability, prices and specifications are subject to change without notice.