

Technical data

Tele-Z-3L-AAAAX-25-16.00-17.5-2.54-Spez-USA

Speed:	50 mp/h	80 km/h
Gross weight***:	141120lbs	64000 kg
King pin load :	61740 lbs	28000 kg
Axle load:	79380lbs	36000 kg
Total length ±	52' - 6"	16 000 mm
Rear gooseneck swing ±	110.2"	2 800 mm
Fifth wheel height loaded ±	See remark	See remark
Gooseneck length ±	149.6"	3 800 mm
Gooseneck width ±	100"	2 540 mm
Loading length ±	472,4"	12 000 mm
Extendable by ±	123'-4 1/4"	37 600 mm
Width of the lowbed ±	100"	2 540 mm
Air suspension of axle ± :	-3"/+5"	-75/+125 mm
Axle distance:	71.3"	1810 mm

Technical description

Gooseneck and loading platform

Gooseneck with hydraulic steering system and with rear chamfered.
Quadruple extendable loading platform, with 2 intermediate table ± 8" on the extension beams.
Extension locking by spring actuated cylinders with conical fixing bolt and reinforced locking positions.
The supply lines are laid in the center spine and adapt automatically to the length of the loading platform.
(exception : supply lines for 2 extension lockings).
245/70 R 17.5 3PMSF twin tyres.
Product of our choice.
Load index 143/141J (146/146F)

Braking system

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

Lighting system

Lighting system 12-Volt in full LED, conform to the US-regulations.

Finishing

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
Steelblasted steel structure,
1 layer of zinc based primer, 1 layer of washprimer.
Finishing with 2 layers of quality painting : 2 components acrylic
lacquer, colour according to RAL colour chart.
Wax treatment of body cavities.
Wheels silvergrey.
Multicolour- and special painting on request.

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

Included options

- BPW axles and suspension, all axles hydro-mechanically steered mounted on double race turntables.
Technical axle load: 12.000 kg
Pneumatic suspension with lifting/lowering valve.
Axle tools.
- Steel headboard, removable, height± 15,7".
- 3 pairs of lashing rings (LC 22000 lbf) embedded in the outer frame of the gooseneck.
- 3 pairs of stake pockets in the outer frame of the gooseneck, for stakes± 4" x 2".
- 2" king-pin.
- Spray water cover underneath the gooseneck in the area of the hydraulic control system.
- 2 wheel chocks with carrier.
- Mechanical landing gears with 2-speeds
JOST Modul B - static testload = 110250 lbs.
- The gooseneck and the loading platform covered with wooden floor, ± 1.2" thickness, with aluminum - OMEGA profiles.
- Connection ledge for the supply lines to the truck, installed at the same height than the trailer frame.
- On the extension beam with big cross section one locking position every± 39,0".
On the extension beams with middle cross section at each beams one locking position at ± 118,1", at 236,2" and at the end of the extension.
On the extension beam with small cross section one locking position every ± 118.1" and at the end of the extension.
Thus a locking every ± 39,0" is possible.
- 13 pairs of lashing rings, embedded in the outer frame of the loading platform. (LC 22000 lbf).
- 12 pairs of stake pockets in the outer frame of the loading platform, for stakes ± 100 x 50 mm.
- 4 pairs of ferry rings for oversea-transport RO - RO.
- One pair of hydraulic landing legs with rolling feet under the extension of the loading platform.
Controls valves for the hydraulic landing legs are mounted at the front of the fixed part of the loading platform, so that the "operator" can see the clearance between the extension beams and the loading platform.

- 1 spare wheel with support, underneath the loading platform at the right side.
- One stainless steel tool-box ± 50 x 20 x 22" (L x W x H) underneath the loading platform in driving direction on the left side.
- Ladder mounted on the right hand side.
- Mudguard on all axles.
- 295.3" non-load bearing pullout at the rear of the trailer.
Including 1 towing eye, rear lighting and an height adjustable rear bumper.
- Red/White reflective tape on both sides over the entire length
- Red/White reflective tape on the rear on the entire width.
- A mud flap (www.faymonville.com) at the rear.
- 2 LED strobe lights with On/Off switch at the rear of the trailer.
- 1" flag holder on left and on right side on the gooseneck and at the rear of the trailer.
- One 7-pole plug on the connecting bar in front, as per US connecting standard.
- Side turn signals in the front area of the loading platform.
- One 7-pole socket 24S (ISO 3731) on the rear end.
- **1 cylinder Honda-gasoline engine following U.S EPA standard, with electrical starter and battery.**
Performance: 11.7 hp (8.7kW) at 3600 rpm
Max. hydraulic pressure : 3480 psi (240bar)
Flow rate: approx. 4.22 gallon/min (16l/min)
Galvanized support frame
Hydraulic oil tank 13.2 gallon (SOI)
- Remote steering by cable remote control. Optical realignment indication on the remote control. Plugs for the remote control on the gooseneck and at the rear of the trailer.
- Manual and description.
- We recommend to equip this trailer with a central greasing.
- If your truck has a special body-work, please contact us.
- 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.
- **1 pair of Twistlocks on the gooseneck, 150mm behind the headboard.**
- **Wireless remote control for the remote steering, in addition to the cable remote control, with optical realignment indication on the receiver.**
- **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.

DISCLAIMER

Specifications are for the equipment at the time it was produced and may not accurately reflect its current condition. Photographs are the representative of the subject equipment but may not be identical. Equipment availability, prices and specifications are subject to change without notice.