Russell Heale Engineering Pty Ltd
26 Hutchinson Street Burleigh Heads QLD 4220 Phone:
(07) 5593 7755 Fax: (07) 5593 7744
A.B.N. 16 163 606 370
A.C.N. 010 209 677

TAG AND FLOAT TRAILER INFORMATION SHEET

WHY PURCHASE A TRAILER FROM RUSSELL HEALE ENGINEERING?

The Russell Heale Engineering philosophy is to build very strong and long lasting trailers that will give you years of service.
We invite you to come and view our tag and float trailers at our Gold Coast factory and see for yourself how Russell Heale Engineering manufactures trailers.
As well as tag and float trailers Russell Heale Engineering also make high quality plant trailers. For more on our plant trailers visit www.rheale.com.au/plant-trailers.

SUPERIOR QUALITY

The construction engineering and techniques utilised by our company are different to those generally used in tag trailers. Russell Heale Engineering uses profile cut, fabricated main beams with a pre-camber. Side coaming rails are also profile cut with the same pre-camber, which significantly adds to the overall strength and long term durability of the trailers.
As far as we are aware, we are the only manufacturer of tag trailers using this method.
The process is more labour intensive but the final product is far superior. The cross members are a single piece, fully welded to the main vertical web and the coaming rail.

The cross members pass through the main vertical web, as opposed to being stuck on top. This contributes to the strength of the chassis, as the main beams are significantly deeper than other construction methods. The main chassis is then strengthened with a series of cross braces and stiffeners. The end result is an extremely strong platform

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GET WHAT YOU WANT

Trailers are usually available from stock and special trailers can be built to order. Our in house CAD designer can customise our standard design to meet your requirements. Trailers are available with a choice of couplings, including Flying Saucer; Bartlett Ball or Pintle Hook. ATM, tare and max load information for trailers is detailed at the end of this document.

RAMP MATERIAL AND CONSTRUCTION

- 6mm Onesteel Vertical Web
- 5mm Onesteel Checkerplate
- 100x50mm cross members
- 16mm square slip bars
- Greasable 50mm pivot pin
- Electric over Hydraulic with “float” solenoid for lowering and when loading & unloading

OTHER STANDARD FEATURES INCLUDE

2 PAK PAINT

Customer to choose a single colour for the chassis and coaming rails. The ramps to be white and the deck colour to be white, grey, black or same as the chassis colour.

INCORPORATED CHAIN BOXES

Dual lockable, fully incorporated chain boxes, 480mm deep with hinged doors

LED Lights, side lights, reflectors

- Tyre and Rim sizes: Standard 255/70R on 22.5” rims
- Air Brakes
- Air coupling configuration: Either Duomatic or Suzie Coil
- Front Leg construction and operation: Wind down max is 20,000kg capacity (2 leg version)
- Single acting hydraulic ramps

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TOOL BOX SIZE, MATERIAL AND LOCATION ON TRAILER

Lockable toolbox made of heavy duty steel, 1200mm long, 350mm high and 500mm deep, features include:

- Matte Black Powder coated Steel
- Stainless Steel Drop T- Latches, lockable and supplied with keys
- Pinch weld Rubber Seal to the door seal
- Toolboxes located on the passenger side just before the axle, with chain boxes at the front.

SPARE WHEEL CARRIER, LADDER & WATER TANK

Spare Wheel Carrier
Front mounted ladder and brushed aluminium hand washing tank

LANDING LEGS

- Swing down landing legs to rear (see photo to right)
- Two speed front landing leg

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OPTIONS AVAILABLE INCLUDE:

Hydraulic operation on landing leg, one or two leg options available.

- Bifold ramps
- Deck & Ramps with pullouts for extra wide vehicles
- Flashing lights and oversize sign, flag holders
- Deck tie downs
- Bump Bar
- Deck Wells
- Other tyre and rim sizes optional extras

BEAVERTAIL MATERIAL AND CONSTRUCTION

See below for photos of beavertail in production. Additional floor supports are included to the high load area, with large box section at the pivot point.
Note: larger beam at pivot point of beavertail.

TRAILERS BUILT BY OPERATORS FOR OPERATORS

Russell Heale has operated a heavy machinery business in the construction field for many years and understands what is needed to move equipment from A to B. Considerable thought has been given to the design and manufacture of Tag Trailers and Floats.
They are designed to handle rough terrain and adverse conditions as well as highway use.

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AUSTRALIAN MADE, AUSTRALIAN PARTS, FOR AUSTRALIAN ROADS :

These Australian made trailers utilise Australian made steel from Onesteel, Orrcon and other local suppliers. The running gear, axles, springs etc., are all supplied by Colrain and other Australian companies, so that replacement parts and expert advice are readily available. Manufacturing is centralised on the Gold Coast and with our well trained, loyal production staff, our customers know they're driving out with the best constructed, best value trailers available, bar none.

All our trailers are built to Australian Design Regulations and can be registered anywhere in Australia.

BUILT TO LAST

Russell Heale Engineering trailers will be around for many years to come, strong and tough. We are confident our trailers will perform as well if not better than any other trailer on the market.
We welcome you to come and view our trailers in production and in stock and make the comparison yourself.

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ATM, TARE AND MAX LOAD INFORMATION FOR TRAILERS

		127mm Bartlett Ball/ 8 Ball	Flying Saucer	Pintle Hook
Single Axle 8.5 tonne axle group	**ATM**	13.3	18.5	17.5
	Approx TARE	**4.5**	**4.5**	**4.5**
	Theoretical Max Load-up to	**8.8**	**14**	**11**
	SVL	**4.807**	**12**	**8.5**
Tandem Axle 16.5 tonne axle group	**ATM**	**19.8**	**28.5**	**25.5**
	Approx TARE	**6.020**	**6.020**	**6.020**
	Theoretical Max Load-up to	**12**	**18.5**	**16.5**
Tri Axle 20 tonne axle group *	**ATM**	**22.1**	**32**	**29**
	Approx TARE	**7.475**	**7.475**	**7.475**
	Theoretical Max Load-up to	**14**	**23**	**20**
	SVL	**2.615**	**12**	**9**

Notes: The maximum load is also dependant on the rating and capability of the truck and the tare weight of the truck. The deciding factor is usually the axle loadings. We usually suggest that 2 tonne is taken off the maximum load of tandem and tri axle trailers to allow for practical loading situations.

*Please note:

- Tri-axle trailers with pull out outriggers are slightly heavier by about 600kg.
- Bi-fold ramps add 715kg.

ATM- Aggregate Trailer Mass
Tare- Unladen mass of trailer
SVL- Static Vertical Load

Call us today on 1300 55 93 75 for friendly, expert advice on your trailer requirements