



Ellesmere Transport uses the new Domett trailers in its Canterbury operation.



New Domett trailer in service with Stocklines.

Domett Optimum 50-max Livestock Trailers

Tauriko – Tauranga based Domett Trailers is

experiencing strong demand for its new low height deck five-axle stock trailers.

Domett is manufacturing the trailers ranging from 32-foot through to 37ft versions.

Domett says the new trailer design is lighter than a conventional steel-chassis stock unit because the new Domett chassis has been completely re-engineered from scratch using high strength steels.

The trailer includes options of internal or J-hook mounting points to secure the stock crate and a certified rope rail to 2500kg if the operator wants to use the trailer to cart hay or wool bales.

The key element of the lower height design is animal welfare, which is an important factor when operating livestock equipment.

The more internal height in the crates, the less likely it is that the animals will suffer from issues such as back rub.

The height from ground to the top of the steel deck of the trailer is 1030mm at the rear and 1050mm at the front.

That's 30mm lower than previous model stock trailers which helps to create more internal height in the crates for the cattle.

Every millimetre counts in this area to reduce back-rub injuries to livestock.

The trailers include marine grade alloy effluent tanks fitted with Valterra effluent valves as standard.

All of the beam dimensions and original design features have been changed to reduce weight.

The coamings are specifically shaped to optimise strength exactly where it is required.

The coamings are CNC profile-cut, and have integrated droppers if specified, or a straight through coaming relieved at the front for optimal tyre clearance under the coaming and main beams.

Both 34ft and 35ft models shown are fitted with SAF

Intradisc axles, 3mm C/10 deck sheets, and have single vertical pin telescopic drawbars.

The 34ft trailer, fitted with a Nationwide smooth-side two/four deck stock crate has a tare weight of 10,380kg. The trailer alone has a tare weight of 5740kg.

The 35ft model's tare with a two/four deck ribbed side Delta stock crate is 10,560kg. The trailer alone has a tare weight of 5880kg.

Domett says there's a possibility of making the tare weights even lower by using different deck thicknesses, tyres and the rib sided crate option.

There's potential to make a 34ft five-axle trailer that weighs close to 10,000kg, including the crate.

Domett says the new trailers have good long-term cost of ownership potential.

They're steel trailers made from a mix of normal and high-grade steels, and they give operators the opportunity to get a better cost to tare weight and life

ratio.

Domett says they require a lower initial capital investment and have a longer life, and offer a lower cost of ownership overall.

The trailers have a design life expectancy offsetting long-term performance against a relatively small tare weight penalty.

In comparison to a monocoque trailer, overall ownership costs over a lifetime should be lower and profits higher.

Domett says the ability to simply remove the crate for maintenance work makes for lower downtime and quicker turn-around if the need arises.

Domett says steel's longevity makes the trailers more saleable to second and third users because steel trailers can have multiple crates over their life and still perform well with low running costs and minimal maintenance.

TRB

Below left: Domett trailer with stock crate removed. Below right: Effluent tanks are fitted with Valterra valves.

