



***TERBERG RT-TRACTORS***  
***HANDLING HEAVY CARGO***  
***WITH TOTAL CONFIDENCE***

# ***Terberg RT-tractors for heavy duty applications***

## ***Gross Combination Weight up to 375 tons***

## ***Lifting Capacity up to 45 tons***

The Terberg approach to the design and manufacture of the RT-tractors is based on the following company principles:

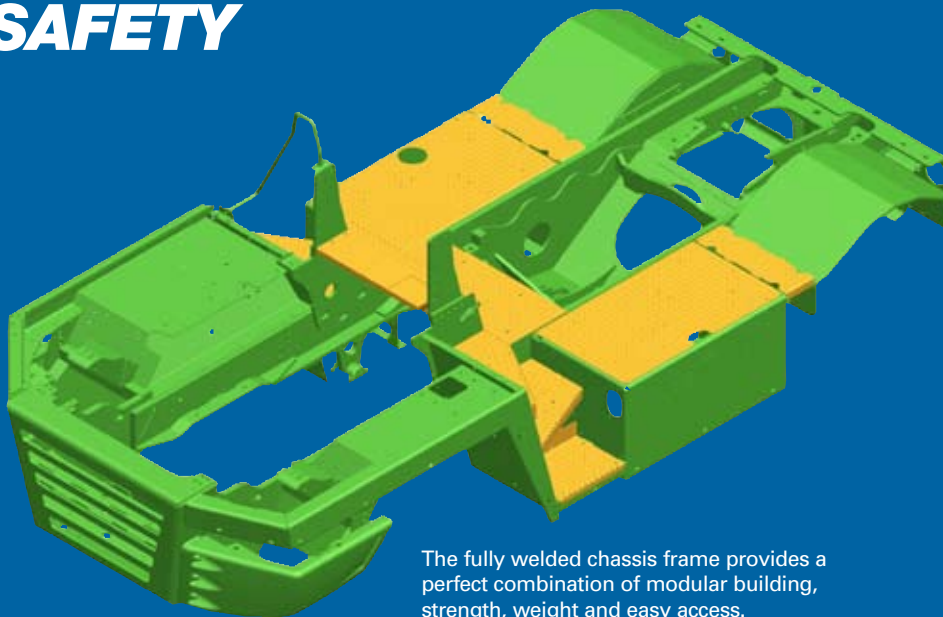
1. **Standardisation** : Terberg have developed a range of basic tractor specifications which utilise the maximum application of standard components throughout the range. Customers are able to select from a comprehensive range of options to tailor the basic tractors to suit their specific operational requirements.
2. **K.I.S.S. - principle** : "Keep it safe and simple".  
Wherever possible Terberg apply practical and proven engineering designs and techniques. Reliable components coupled with straight forward engineering, greatly reduces the risk of failures and minimises operating and maintenance costs.
3. **Reliability** : Terberg consider it essential to use the highest quality components that are available internationally.

The RT-range of 4x4-tractors is manufactured using the highest quality materials.

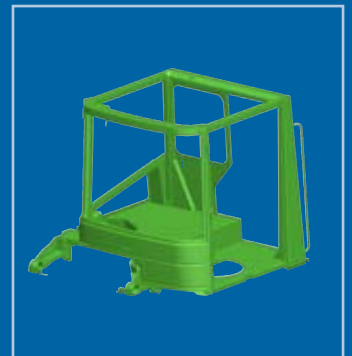
The tractors are also designed and engineered to optimise the following important features:

• **Safety** • **Visibility** • **Performance** • **Driver comfort** • **Easy maintenance**

## ***SAFETY***



The fully welded chassis frame provides a perfect combination of modular building, strength, weight and easy access.



Strong, all steel cab structure (fully Fops & Rops tested), ensures maximum driver protection.



The cab is recessed well within the chassis frame, providing protection against damages.



# VISIBILITY



The cab interior provides a high degree of comfort and an excellent working environment for the driver.



The large rear windscreen all around gives excellent driver visibility under all working conditions.



The curved windscreen ensures excellent driver visibility.





# ***PERFORMANCE***

Terberg RT-tractors are engineered and built to handle up to 375 tons G.C.W. and cope with 5th wheel loads up to 45 tons. The tractor range offers various (modular) driveline options, allowing operators to select the correct output and performance best suited to their particular requirements.



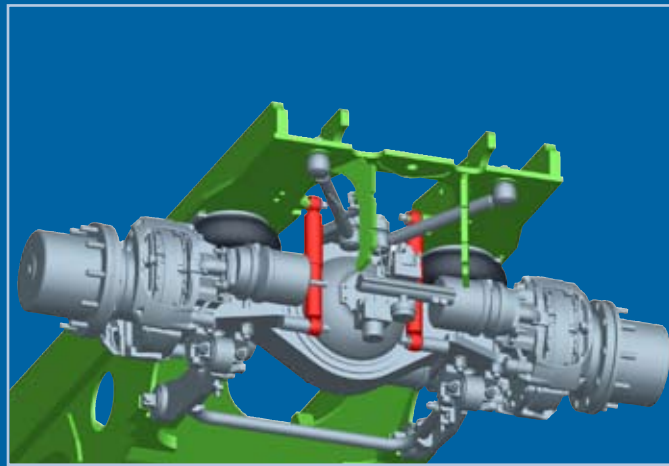
# DRIVER COMFORT



The spacious cab offers many interior features and is ergonomically designed with the operator specifically in mind. The 180° rotating steering console incorporates the multi can-bus display and all the other main command and control functions. The seat position is optimised near the side window for driving in reverse due to the ergoturn® rotating mechanism.



Standard feature: rear sliding door, provides safe and easy cab access from either side of the tractor.



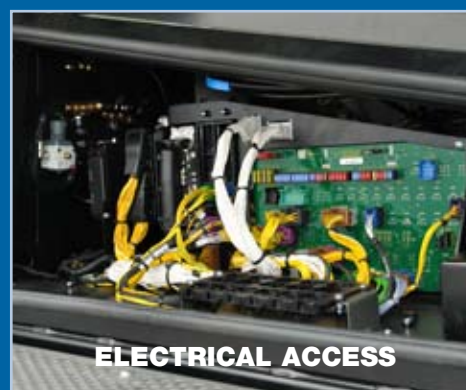
Optional : rear air suspension for extra driver comfort .



Standard feature: sound insulation material to ensure low noise levels.



# ***EASY MAINTENANCE ACCESS***

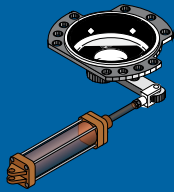
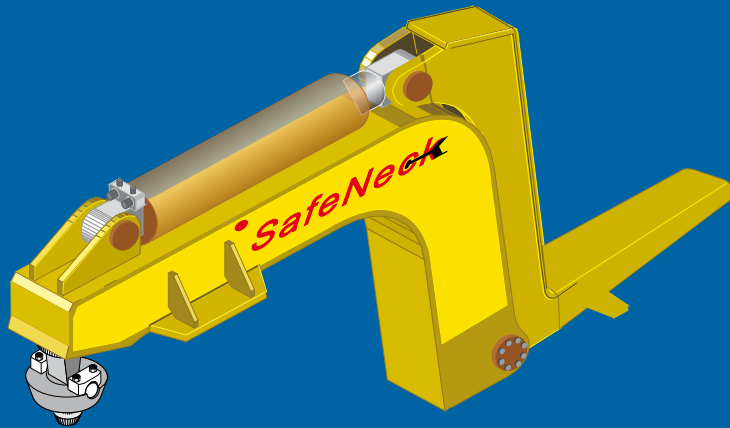


Easy and full access to vehicle information without the need of additional tools like a lap-top computer.



# ® SafeNeck

system:



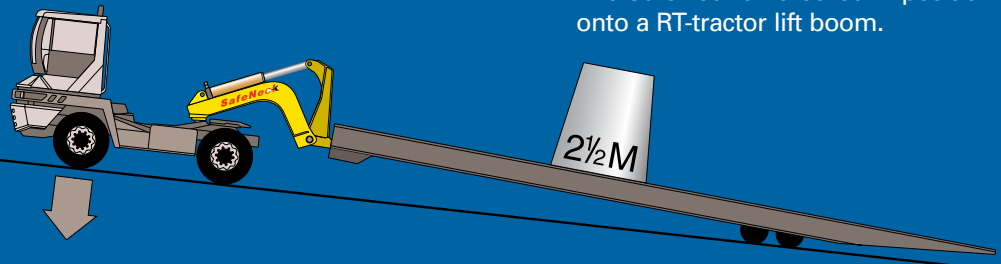
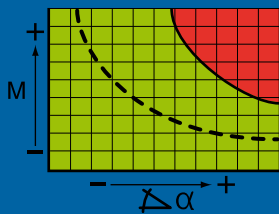
**Terberg SafeNeck:**  
The SafeNeck System ensures optimum weight distribution between front & rear axles which can increase permissible payloads by up to 250%.  
Patent rights are registered.



The SafeNeck for improved stability and extra safety during Ro/Ro ramp operations.

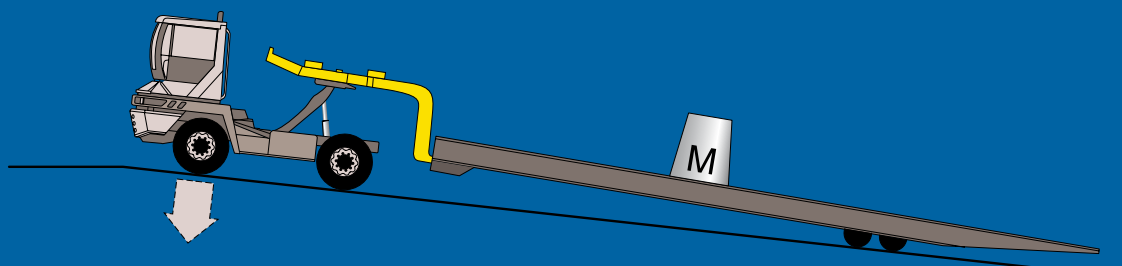
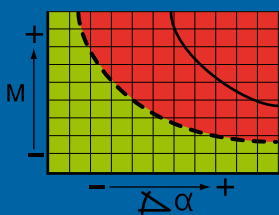


The SafeNeck unit locked in position onto a RT-tractor lift boom.



**RoRo tractor with SafeNeck:** A low centre of gravity + forward mount position on the RoRo tractor enables the SafeNeck to transfer adequate load to the tractor front axle to improve overall stability. Use of the SafeNeck can increase the safe working capacity of a standard RoRo tractor by up to 250%.

safe area  
unsafe area



**RoRo tractor equipped with conventional gooseneck:** The standard location of a conventional gooseneck on a RoRo tractor + high centre of gravity during normal lift procedures whilst on a ship's ramp, will reduce weight distribution to the front axle - this affects and restricts the safe permissible payload capacity of the vehicle.

# TERBERG

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