

25 TON TRAVELING TANDEM AXLE EQUIPMENT TRAILER SPECIFICATIONS

LER #: [REDACTED]

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| <p>SOLD TO: ADDRESS: CITY: ST: ZIP: CONTACT: PH: FAX: E-MAIL</p> | <p>SHIP TO: ADDRESS: CITY: CONTACT: PH: E-MAIL</p> |
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| <p>MODEL YEAR: 2023 STD MODEL:</p> | <p>ENGINEERED BY: LENGTH: 31'-2"</p> | <p>DATE:</p> |
| <p>HITCH: 5' HITCH</p> | | |
| <p>WINCH: 20,000 # BRADEN WINCH FRONT MOUNT</p> | | <p>LOCATION: FRONT DECK MOUNT</p> |
| <p>DECK TYPE: APITONG WOOD DECKING</p> | | |
| <p>WIDTH: 102" WIDTH</p> | | |
| <p>SUSPENSION: AIR RIDE SUSPENSION</p> | | |
| <p>WHEEL RIMS: HUB PILOT WHEEL ASSEMBLY W/OUTBOARD DRUMS</p> | | |
| <p>BRAKE TYPE: DRUM BRAKES</p> | | |
| <p>TIRES: 235/75R 17.5 DOUBLE COIN LRH</p> | | |
| <p>FEATURES: ADDITIONAL CROSSMEMBERS, LED LIGHT PKG, CENTRALIZED GREASE</p> | | |
| <p>OPTIONS: CABLE ROLLER GUIDE WINCH GUARD WIRELESS REMOTE PSI TIRE INFLATION AIR DUMP VALVE</p> | | |
| <p>VIN #: PAINT COLOR: PWDER COAT BLACK CODE:</p> | | |

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| | | | | PRICE |
| | | | | TRANSPORTATION ADDITIONAL |
| <p>CUSTOMER SIGNATURE: _____ AUTHORIZED SIGNATURE: _____</p> | | | | |
| <p align="center">NO CHANGES MADE PRIOR TO COMPLETION WITHOUT APPROVAL</p> | | | | |

SPECIFICATIONS FOR 25 TON TRAILER
TRAVELING TANDEM AXLE EQUIPMENT TRAILER

[REDACTED]

DESCRIPTION: The trailer shall be a heavy-duty, tilt type trailer with sliding axles designed for ground loading and hauling heavy equipment such as pavers, loaders, graders, and related equipment. The unit shall be designed with the use of computer-aided engineering and shall be fabricated with the most modern manufacturing equipment and techniques. The trailer shall be new and a current production model. Prototypes and/or demonstrators will not be acceptable. Each unit shall be furnished with identical equipment, options, and features.

TECHNICAL DATA: Upon request the state may require the successful bidder to supply "Material Certifications". These certifications must include both "Physical and Chemical" properties values for materials used in production of this product.

CAPACITY: Minimum GVWR of 63,500 lbs. - 50,000 lbs. distributed and 40,000 lbs. concentrated load within 10 ft. at highway speeds. Empty weight of trailer to be approximately 13,500 lbs. +/- 3%.

FRAME: The four-beam frame construction shall consist of four fabricated, hi-tensile strength steel beams. The depth of the inner beam shall be 14" with 3/8" x 6" 80,000 PSI yield top flange, 3/4" x 6" 100,000 PSI yield bottom flange, and 3/16" 80,000 PSI yield web. RBM strength of the inner beam shall be 2,945,600-inch pounds per side. The depth of the outer beam shall be 14-3/8" with 3/8" x 6" 80,000 PSI yield top flange, 3/8" x 3-1/2" 80,000 PSI yield bottom flange, and 3/16" 80,000 PSI yield web. RBM strength of the outer beam shall be 1,928,000-inch pounds per side. The crossmembers are typically alternating 4" and 3" Jr. I beam on 8" centers. The frame shall be electrically welded per AWS-D1.1 structural steel. The frame shall be designed, constructed, and rated for the full capacity of the trailer.

PLATFORM: The platform shall be eight and one-half (8.5) feet in width and (31) feet in length. The flooring shall consist of a minimum of 1-3/8" apitong hardwood, adequately secured in place by two screws per alternating crossmember. A tapered type 29" x 102" rigid approach plate will be load bearing and be a structural part of the trailer without being hinged. The trailer shall have a low load angle of no more than 9 degrees yet will have an increased 12-degree dump angle. The loaded deck height will not exceed 38 inches.

HYDRAULIC SYSTEM: The hydraulic system will have 20 GPM at 2500 PSI with an open center valve. The control valve shall include an integrated flow control inlet that can handle up to 53 GPM with direct relief to the tank. The control valve must have direct acting solenoids for remote control operations on all functions with zinc-plated body, sealed controls, and fully enclosed spools. Work sections of the valve will flow at 20 GPM, the power beyond will flow at 6 GPM. All cylinder circuits will include a counterbalance valve and must operate at the full 20 GPM flow.

SPECIFICATIONS

TOOLBOX: Two tool compartments 14"H x 24"W x 24"D with locking paddle latches to be curb and street side, located in the front of the deck.

TIE DOWNS: The full perimeter of the deck shall be provided with combination key-hole chain slots/ stake pockets located on 24" centers. The stake pockets cutouts shall measure (1-5/8" x 27/8") and are suitable for use with removable (lift-out) sections of stake-type sides. In addition, six key-hole chain slots shall be spaced across the rear of the approach plate.

UNDERCARRIAGE: The undercarriage shall travel forward and return hydraulically. The undercarriage shall be equipped with a centralized grease system located at the rear of the undercarriage. The undercarriage shall be painted black with TGIC polyester powder coating. The main structure shall be two formed channels made from 1/4" 80,000 psi material resulting in 960,800 RBMs channel strength. It shall travel on (4) 4" 40,000 lb. greaseable needle bearing rollers. Four hold-downs secure the undercarriage to the trailer frame. All rollers and bearings are removable and replaceable. The undercarriage shall travel forward 126" with one 4" x 126" hydraulic cylinder to achieve a 9-degree load angle. The inner beams shall have two pockets located near the rear of the trailer in which the rollers will rest, creating a secured undercarriage positive lock and alignment while the trailer is in travel model. While the trailer is in loading position the rollers will sit in two reversed pockets in the inner beams near the front of the deck, thus achieving the 9-degree loading angle. All light wiring, air and hydraulic lines will be encased in a heavy plastic flex chain to ensure maximum protection. The centralized grease system will have 16 individual grease zerk ports to service the axle components that include slack adjuster, "S" cam, brakes and the 4 roller bearings on the traveling undercarriage.

SUSPENSION: The suspension shall be of the thru-axle type with Dexter LSS-25K air ride suspension. The trailer will be a two-axle trailer, with each axle having a 25,000 lb. capacity or 50,000 lb. capacity overall. Axles will be equipped with oil seal hubs. Approximate axle spacing - 49 inches. The distance from the rear axle to the rear edge of the approach plate will be 104 inches.

BRAKES: The trailer shall be equipped with a Haldex 4S/2M ABS brake anti-skid system. Full air-operated brake equipment for all wheels, outboard drums, automatic slack adjuster, heavy-duty, 12-1/4" x 7-1/2", non-asbestos lining material, automatic spring brakes on both axles with application upon accidental breakaway, complying with all State and Federal ICC requirements.

WHEELS: A 8.70" diameter hub piloted disc type, 17.5 x 6.75 steel, tubeless, 8-stud, 10.827" bolt circle. The wheel shall be 5.60 offset, 7/16" disc thickness, 4 hand holes, capacity 5,675 lbs. @ 125 PSI for stud type dual mounting with a flange nut. White in color.

TIRES: Size-235/75R 17.5 load range J, radial.

SPECIFICATIONS

HITCH: The maximum tongue length ahead of platform shall be 7 feet. The hitch shall have height adjustment from 23" to 32" from the ground however installed at a height of 30" with the trailer level. Pintle eye to be forged steel drawbar with four bolt mounting bases, 3" ID eye with 1-5/8" diameter section, 15,000 lb. vertical load capacity.

LIGHTS: The trailer shall be equipped with clear lens LED lights with chrome bezel and conspicuity tape in compliance with applicable to State and Federal Motor Vehicle Laws, including turn signals, dual taillights, midship turn signals and brake lights. A standard 7-way corded plug, SAE J-560a type, shall be provided. All wiring shall be of adequate capacity and properly installed for maximum protection from damage and weather. All lights shall be recessed or otherwise provided with adequate guards to prevent accidental damage. The wiring harness shall be Grote "Xtreme" with a 7-year warranty. Wiring harness to be neoprene compression sealed and will be clamped approximately every two feet of run. Harness will be protected when running through metal by rubber grommets. Lighting will be quick disconnect and shock mounted. A light shall be mounted to illuminate the license plate on the rear bumper of the trailer.

FINISH: The raw trailer frame must be baked at 400 degrees for 60 minutes to purge the oils and contaminants from its surface followed by the entire frame being steel shot-blast to bright white metal. A zinc-rich powder primer is applied prior to painting the entire frame with a TGIC polyester powder coat color paint. The powder paint is to be cured in a bake oven at 400 degrees.

CONTROLS: The trailer shall be equipped with a centralized hydraulic control center. The hydraulic controls shall be able to be operated from either side of the trailer (dual controls). Detailed operating instructions shall be etched onto an aluminum panel.

EQUIPMENT: The unit shall be complete with all standard equipment and accessories normally furnished by the manufacturer. In addition, equipment shall be furnished as follows:

1. Unit to meet all applicable OSHA requirements.
2. Unit to meet all applicable FVMSS, DOT, and ICC requirements.
3. Mudflap brackets and flaps.
4. Adjustable pin drop 5,000 lb. capacity jack stands.
5. Dual gladhand connection air supply at the front of the trailer. A 7 way plug connection at the front of the trailer shall be furnished for connecting lights to towing unit.
6. The rear bumper to meet all applicable FVMSS 571.223 and 571.224
7. The trailer shall be equipped with two drawbar safety chains to meet SAE J697a recommendations or latest revision.

SPECIFICATIONS

SERIAL: Each unit shall be provided with a manufacturer's serial number, unique to each unit, permanently attached by plate and weld bead for easy identification. The serial number shall be used by the department and manufacturer to identify units for recall, to aid in recovery of stolen units, to establish ownership, and for other similar reasons. The trailer serial number shall contain 17 characters and shall conform to Federal vehicle identification numbering standards.

OPTIONAL EQUIPMENT:

WINCH: The winch shall be mounted at the front of the 31' deck. The winch will have a horizontal pull capacity of 12,000 pounds and will be equipped with 85 feet of 1/2" IRWC 6-x-37 flexible cable. The winch shall have a 3 foot long high-test 1/2" lead chain and 1/2" hook and shall be attached to the cable by a swedge lock with thimble.

1/8" Landoll Traction Plate over Approach. The plate must have cut-outs to allow the keyhole tiedowns to be used.

Wireless Remote Control for all hydraulic functions including tilt, axle travel and winch

20 Web Mounted "D" Rings (10) per side evenly spaced

8 feet extra Hydraulic Hose with Safeway S20 Coupler

Positive Safety Lock on Hitch with multiple settings

Hot Dip Galvanizing: The entire main frame must be totally submerged in a hot dip galvanizing process. The galvanized coating shall be in accordance with ASTM 123/A 123M-02 specifications.

On a galvanizing frame the paint finish is as follows:

Main Frame: The outer frame and top surfaces will be primed with a two-part epoxy primer with an acrylic urethane color topcoat. The underside of the trailer frame will remain galvanized.

Any surface not galvanized: Shall be primed with an epoxy primer and painted with acrylic urethane paint.

Undercarriage to be powder coated.