

HYDRAULIC SLIDING TAIL TRAILER



Advantage™

Series Hydraulic Sliding Tail (HST)



Advantage™
SERIES

Advantage™

Series Hydraulic Slide



Front Access Panel

The front access panel offers easy access for connecting hydraulic, air and electrical lines. The panel may also be opened for internal maintenance or repair simply by loosening four bolts.



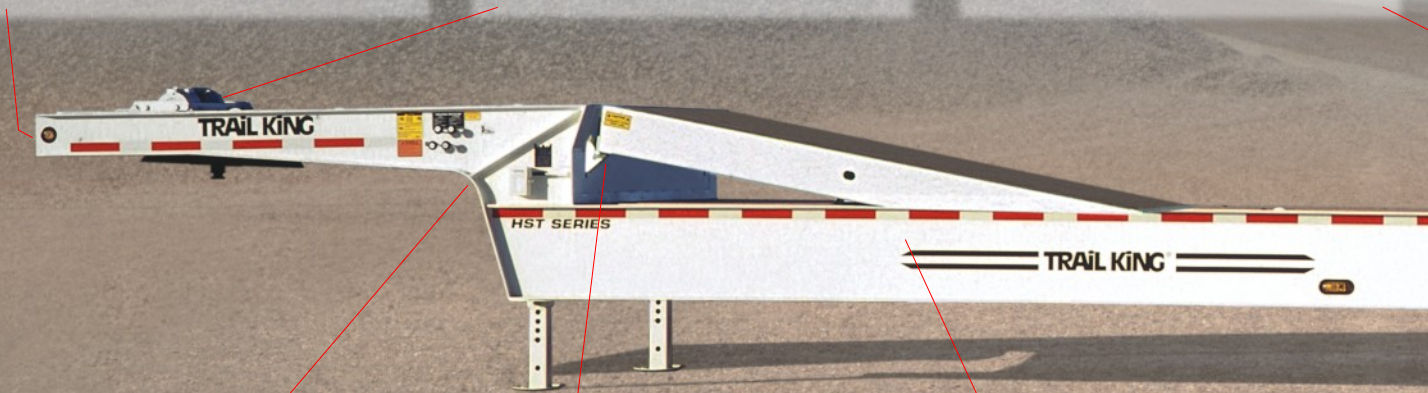
Winch

Even "dead" equipment can be loaded with ease with the standard 20,000-lb. winch with level wind (mounted above the king pin). Winch guard and 65' cable with locking safety hook are also standard.



Flexible Protective Track

Special flexible track encases and protects traveling air and electrical lines from pinching or abrasion that could lead to premature failure.



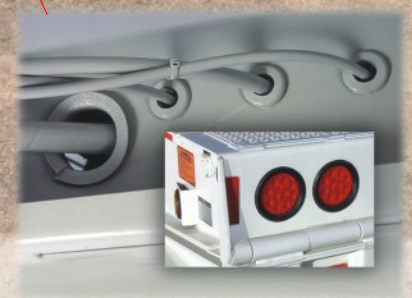
Strength and Protection

A protective panel on the underside of the gooseneck shields the hydraulic valves from road grime and debris, resulting in reduced maintenance and longer life. And to prevent cracking and provide extra strength, the gooseneck is reinforced with a half-moon gusset and a brace that runs the full depth of the beam.



Upper Deck Ramp

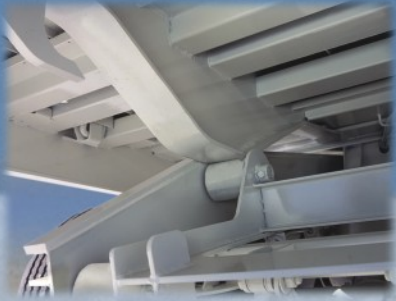
The 10' hydraulic recessed ramp to the upper deck provides a 10° load angle. A special locking mechanism (see inset) ensures that the upper deck ramp stays in place during loading, even if the hydraulics should fail.



Protected Electrical System

The HST features rubber-mounted, shock-proof, sealed lights and rubber grommets wherever wiring runs through the frame for a longer, trouble-free, low-maintenance performance life.

ing Tail Trailer (HST)



Centered Rollers

As the axles travel, the dovetail deck rides securely on 5"-wide rollers that are centered on the main beams. This prevents damage to the flange, a common problem in offset designs.



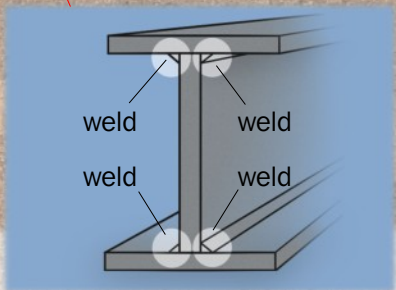
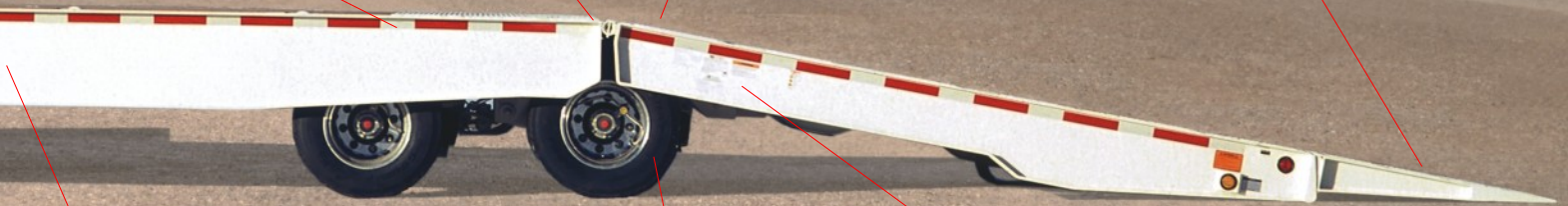
Low Load Angle

With wheels moved forward, the tail can be lowered to a 10° load angle. The resulting transition from the tail to the deck at the hinge point allows low ground clearance equipment, such as scissor lifts and manlifts, to be loaded with ease.



Twelve-Beam Approach Plate

Two outside I-beams provide the extra strength necessary to prevent "peeling off" the edge of the ramp during loading. Ten formed beams in between provide solid support across the whole width of the approach plate.



One-Piece Construction

Trail King I-beams are constructed of one-piece web and flange material and welded on all four sides to seal and protect the seams from rust. Then the entire trailer is primed and painted with a two-component polyurethane primer and paint before decking is installed for complete protection from the elements – even in places you can't see.



Improved Scalability

Because the wheels are positioned farther back on the trailer, "scalability" is improved. What's more, the hydraulic cylinder is completely closed when the trailer is in the transport position, thereby protecting the cylinder rod from road debris when the trailer is moving.

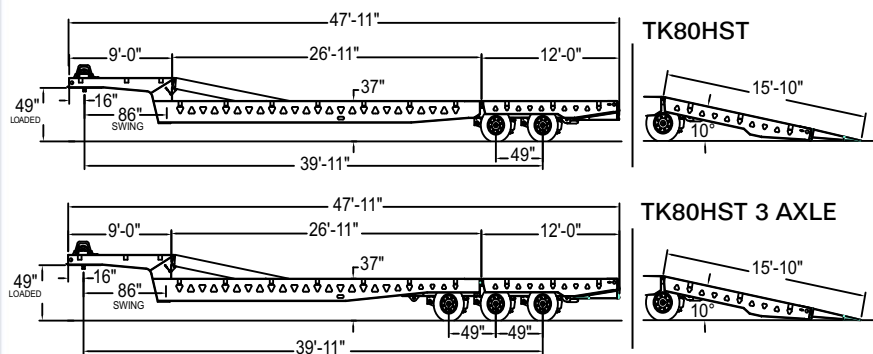
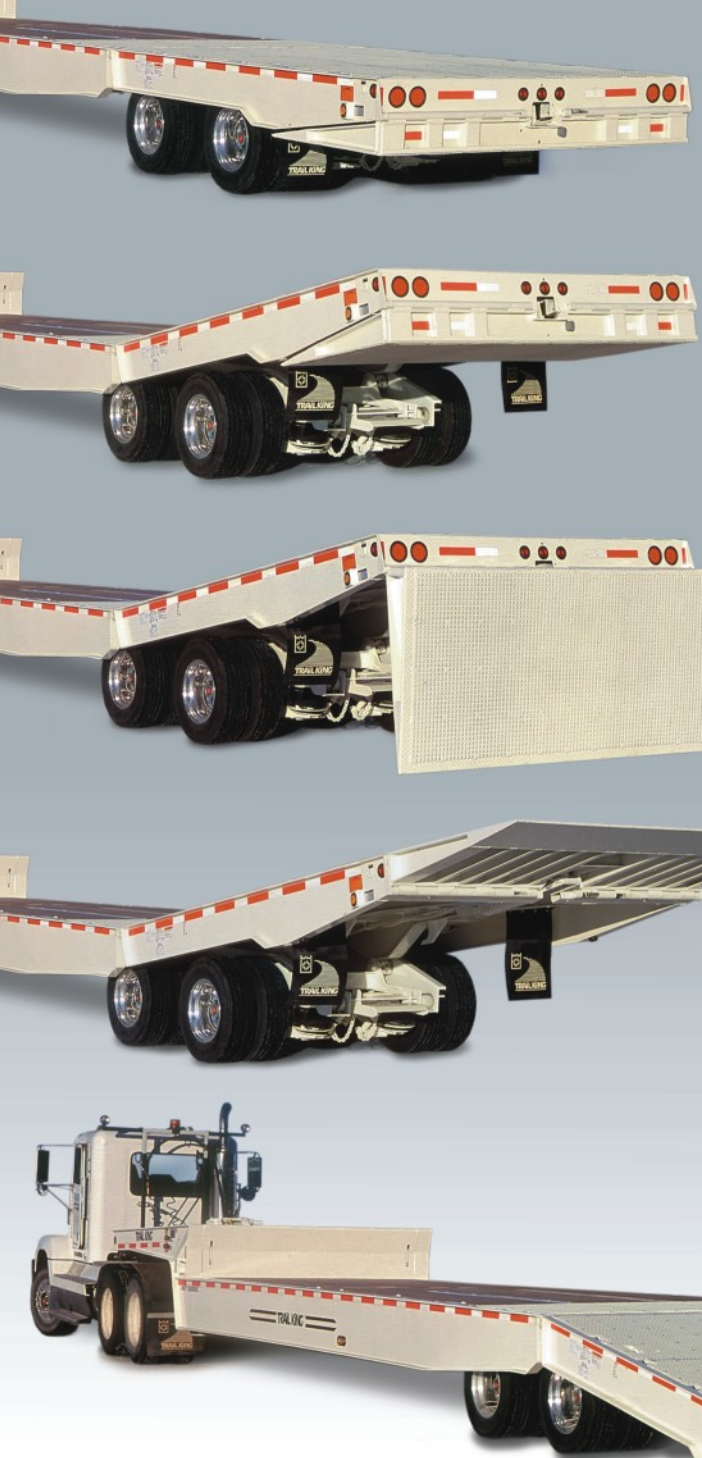


Flip Tail Lock

When the trailer is in the transport position, the flip tail cannot settle to the ground – even in the event of hydraulic failure – thanks to the automatic flip tail lock.

Advantage[™]

Series Hydraulic Sliding Tail (HST) Trailer



All specifications are subject to change without notice. Trailers pictured in this brochure may feature optional equipment.

Standard Equipment

- Capacity: 80,000 lbs uniform / 50,000 lbs in 10 ft.
- 47' 11" Overall Length, 102" wide, 49" loaded 5th wheel height
- 10 ga. floor plate decking on upper deck
- 20,000 lb. hydraulic winch with level wind (mounted above king pin)
- Winch guard
- Wireless remote for winch (1 function, 2 buttons)
- 65' winch cable with locking safety hook
- 10' Hydraulic recessed ramp to upper deck (10°)
- 15' 10" hydraulic tail with 48" fold-under, 10° load angle (with 235/75R17.5 tires)
- Tail raises to 58" dock height and lowers to ground
- Heavy duty I-beam style tail hinge beam
- Five pair of vertical supports inside fold under
- Star Traction over steel in tail and fold-under approach plate
- Hydraulic sliding axles
- No traveling hydraulic lines for sliding axle operation
- Air and electrical lines contained in protective track
- Air Ride lowering with switch on upper deck
- 1 3/8" (NET) apitong decking (deck and upper deck ramp)
- External stake pockets on 48" centers, alternating with internal key slots for a tie down every 24"
- 49" axle spacing
- 25,000 lb axles (5/8" wall)
- Air Ride suspension
- 4S2M ABS Brakes
- Automatic slack adjusters
- 6.75 X 17.5 8-hole hub piloted wheels
- One-piece oil seals
- Pro Tork axle nuts
- 235/75R17.5 – 16 ply radial tires
- Dual Hydraulic controls (each side)
- 2 tool boxes at front of upper deck
- Pin-type park stands
- LED lights, 50 state legal
- Rubber mounted sealed lights with sealed harness system
- Three tail lights per side (Amber in center)
- Electrical system per DOT regulations
- Midturn signal clearance lights
- Red & white conspicuity markings
- Paint: Trail King 2-part polyurethane
- Mud flaps

Distributed By:



*To meet 1997 Federal requirements, Trail King offers two variations of the anti-lock braking system. The minimum 2S1M system is available, but Trail King recommends the 4S2M system.

TRAIL KING Industries *Advantage*[™]
SERIES