



Steel Flatbed Trailers

American-Made Dependability



Our rugged steel flatbed trailer is built to last. Heat-treated, 130ksi steel provides high strength and low trailer weight. In addition, the premium paint process ensures best-in-class corrosion resistance and keeps your trailer looking good year after year.

Greater Load Flexibility. Longer Useful Life.

With some of the highest floor ratings in the industry, this trailer design offers load flexibility. The main beam comes standard with a limited lifetime warranty and provides a stronger web to flange attachment for long-life performance. Potential corrosion is eliminated between the flange and web by welding the high tensile steel at all flange-web joints. In addition, the “K” type structural assembly reduces side bending.

Lower Maintenance. Increased Uptime.

The interlocking apitong floor system connects using two grade-8 floor screws at each crossmember. The double shear connection reduces racking and damage to nailers around the screw holes. In addition, the radius

edges on the “C” section siderail reduce the wear of winch straps, while the steel rub rail with recessed grooves protects conspicuity tape.

Better Visibility.

The standard enhanced visibility lighting system offers three stop/tail/turn lights and five dual-function side marker lights. The side marker lights also function as turn signals for improved motorist visibility.

Premium Paint. Superior Corrosion Resistance.

100% of steel surfaces are shot blasted prior to applying primer and paint, eliminating the need for chemical pretreatments. From the ultra high-zinc, epoxy primer and galvanic coating, to the automotive grade acrylic urethane paint, this trailer is made to resist corrosion and increase resale value.





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General

- Length: 28' - 53'
- Width: 96" and 102"

Beam Rating(s)

- 554: 55,000 lb in 4' / 60,000 lb in 10' / 93,700 lb evenly distributed
- 654: 65,000 lb in 4' / 70,000 lb in 10' / 110,400 lb evenly distributed
- 734: 73,000 lb in 4' / 80,000 lb in 10' / 125,000 lb evenly distributed

Est. Base Weight(s)

- 554: 10,850 lb / 4,932 kg
- 654: 11,050 lb / 5,0232 kg
- 734: 11,850 lb / 5,386 kg

Main Beam Design

- Main beam flange and web fully welded at all flange-web joints
- High-strength 50,000-PSI steel web
- Web to flange attached by 100% automated continuous weld
- Heat-treated, high-strength steel flanges rated at 130,000 PSI
- Cross braces on 24" centers, knee braces on nominal 48" centers
- Lifetime main beam warranty

Front End Design

- Steel front crossmember
- Center mount glad hands, 7-way on removable access panel
- 5/16" steel coupler plate tested to SAE J133 performance criteria

Rear End Design

- Three rear stake pockets integral to steel rear plate
- Horizontal bumper end caps for corrosion protection
- Rubber dock bumpers mounted vertically with three bolts
- Bumper assemblies are United States Department of Transportation (DOT) and Transport Canada compliant

Siderail Design

- 5-1/2" 10-gauge, steel siderail designed for 4" crossmembers
- Radius edges and steel rub rail with recessed groove
- Steel stake pockets on 24" centers
- Double pipe spools

Crossmember Design and Floor System

- 80K high tensile, 4" steel "I" beam crossmembers on 12" centers
- Mylar gaskets installed between aluminum and steel components
- Maximum strength, interlocking wood floor boards, installed with two grade-8 screws per crossmember
- Vertical weld on both sides of siderail to crossmember connection

Undercarriage

- Widespread K-bracing and angular gussets
- Suspension support gussets with triangular truss design
- Air suspension rated at 23,000 lb per axle
- 121" tandem widespread axle setting
- Axle alignment, large bearings, parallel "P" spindle wheel ends

Electrical Wiring / Lights

- Air and electrical accessible through removable front plate
- Below deck air and wire routing
- Enhanced visibility lighting system, LED lights, five side marker lights per side, dual function lights correspond with turn signals
- Anti-lock brake system (ABS)

Preparation / Finishes

- 100% shot blasted prior to assembly, no chemical pretreatment required
- Automotive grade paint system with ultra high-zinc epoxy primer and galvanic-coated prior to trailer assembly
- Steel surfaces painted prior to assembly with automotive grade acrylic urethane paint

Popular Options

- Additional air and electric configurations
- Additional aluminum components
- Specialized coil and floor packages
- Alternate crossmember spacing
- Customized bumper filler plates
- Factory installed bulkheads
- Multiple axle configurations, sliding suspensions and lift axles
- Multiple freight securement options
- Weight reduction holes

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ORDERING INFORMATION

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