

HYDRAULIC DETACHABLE GOOSENECK TRAILER



AdvantageTM Plus!

**Hydraulic Detachable
Gooseneck Trailer**



AdvantageTM
Plus!
HDG Trailer



New Arched Gooseneck Design

The new arched design provides ample truck frame clearance, even at the lowest king pin height setting. The gooseneck I-beam's web, top flange, and bottom flange feature one-piece construction for exceptional strength and durability. Externally mounted gooseneck stirrups are easy to service/replace.



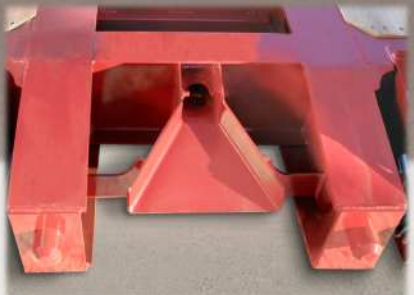
5-Position Gooseneck Door Adjustment

The five-position adjustment allows for a full 8" range of king pin height settings. The notched setting control bar for the control handle takes the guesswork out of setting the gooseneck doors in the desired position.



Safety Lock

When the gooseneck cylinder doors are closed in the transit position, a safety pin automatically locks the main pin in place so that it cannot jump out of the pin hole and accidentally disconnect the trailer.



V-Shaped Guide

The v-shaped guide directs the gooseneck into position during hook-up, making the whole process a quick, easy one-person operation. The guide rim above the pin hole further prevents the main pin from jumping loose during transit.



Double-Hinged Ramp and Support Ledge

The 31" loading ramps are double-hinged and reinforced with a support ledge for added strength. Because both hinges rest on the ledge, even heavy track-type equipment can be loaded without risk of "peeling off" the loading ramp.



Front Outriggers

Heavy-duty pullout front outriggers (standard) provide extra strength at the pivot point where the weight is concentrated during the loading process. Spring-loaded stainless steel latches can be turned and locked in the open position, leaving both hands free to pull out or push in the outrigger.



Outrigger Construction

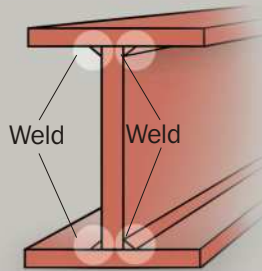
I-beam style outriggers are mounted on the top and bottom flange and span the entire width of the side beam for optimum strength and support. Removable pins allow outriggers to be easily removed. Close-set outriggers at mid-deck (standard) prevent planks from tipping up when load rolls over them.

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Four-Beam Deck Design

The four-beam deck design can accommodate a wide range of loads, whether the weight is concentrated on the outside edges or in the middle of the trailer. The lightweight strength of Trail King's four-beam design also means you haul less trailer, more payload.



One-Piece Construction

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 and air, hydraulic, and electrical lines are installed for complete protection from the elements – even in places you can't see.



Knuckle Trough, 3rd Lift Axle, Boom Trough

Lowered cross members covered with 1/4" MF80 steel for a knuckle trough in the rear deck area are now standard. A third lift axle is now standard and, thanks to a new suspension system, lowered cross members through the entire wheel area, including a lowered center section in the rear channel, are also standard.



Adjustable Ride Height Control

Adjustable ride height control is standard, with the controls conveniently located near the rear tail channel.



D-Rings

The deck area features seven (7) pairs of heavy-duty bent-style D-rings which wrap around the flange to protect the flange and safety chains from damage. Two additional flat D-rings are mounted on top of the main beam top flanges in the rear wheel area.



Cross Members

The deck area features 10" I-beam cross members, with 4" stub cross members for 12" centers in the outer bays, for optimum load-hauling strength and no bowing of the decking.

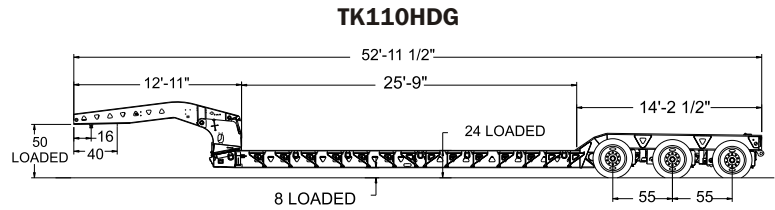
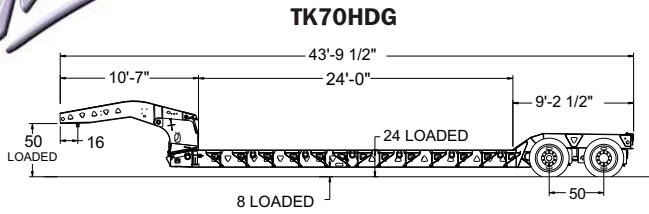


Sealed Electrical System

Rubber-mounted LED lights are standard, as well as a sealed "plug and play" electrical system. Rubber grommets protect the wiring wherever it runs through the frame. And should you forget to disconnect the lines before detaching the gooseneck from the bed, a replaceable jumper cable between the neck and the deck makes replacing a damaged line easy.

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STANDARD EQUIPMENT

	TK70HDG	TK102HDG	TK110HDG
Capacity (in 12')	70,000 lbs.	102,000 lbs.	110,000 lbs.
10' 7" gooseneck (16" KP setting with 82" swing clearance)	X	X	-
13' 0" gooseneck (16" KP setting with 110" swing clearance)	-	-	X
50" loaded 5th wheel height	X	X	X
2nd king pin setting (40" KP setting with 86" swing clearance)	-	-	X
Gooseneck arched for increased truck frame clearance	X	X	X
5-position gooseneck height adjustment +/- 4"	X	X	X
Hydraulic self-lifting detachable gooseneck (has ability to lift above or below transport positions)	X	X	X
Hydraulic gooseneck support arm	X	X	X
Patented air-activated, self-locking pin on gooseneck (positive lock)	X	X	X
Gooseneck does not require ground-bearing pads for lifting	X	X	X
31" front loading ramps	X	X	X
102" overall deck width	X	X	X
24" loaded deck height	X	X	X
Deck length	24' 0"	25' 9"	25' 9"
4-beam main frame construction	X	X	X
10" I-beam cross members on 24" centers (4" stub cross members for 12" centers in outer bays)	X	X	X
100,000/80,000 PSI yield strength steel construction	X	X	X
1/2" x 5" outside top flanges	X	X	X
1 1/2" oak decking (raised) (NET)	X	-	-
1 3/4" apitong decking (raised) (NET)	-	X	X
Swing-out outriggers with planks	X	X	X
Pullout HD outrigger at front, double swing-outs at center	X	X	X
14 D-rings (bent style) on deck, 2 (straight) on wheel area	X	X	X
Knuckle trough at rear of deck (72" long, covered w/1/4" MF80)	X	X	X
Full depth boom trough in wheel area (covered w/10-ga. Steel)	X	X	X
Triangle cut-outs on deck and bolsters	X	X	X
25,000 lb. (5/8" wall) axles	2	3	3
3rd axle air lift	-	X	X
Axle spacing	50"	55"	55"
16 1/2" x 7" air brakes with outboard drums	X	X	X
*Anti-lock brake system	X	-	-
8.25 x 22.5 10-hole pilot mount steel disc wheels	X	X	X
255/70R 22.5 16PR radial tires (H)	X	X	X
Oil seals, one-piece	X	X	X
Air ride suspension w/raising and lowering	X	X	X
Frame reinforced for single axle booster or flip axle	-	-	X
Front bolster	X	X	X
LED lights (50 state legal)	X	X	X
Mid-turn signal/clearance light	X	X	X
3 Tail lights per side (amber in center)	X	X	X
Rubber mounted sealed lights and sealed harness system	X	X	X
Air, electrical, and hydraulics installed after paint	X	X	X
Liquid filled air gauge	X	X	X
Flag holders, front of deck and rear of trailer	X	X	X
Wide load sign brackets	X	X	X
Mud flaps	X	X	X
Media blasted prior to 2-part polyurethane primer and paint	X	X	X

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*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.

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