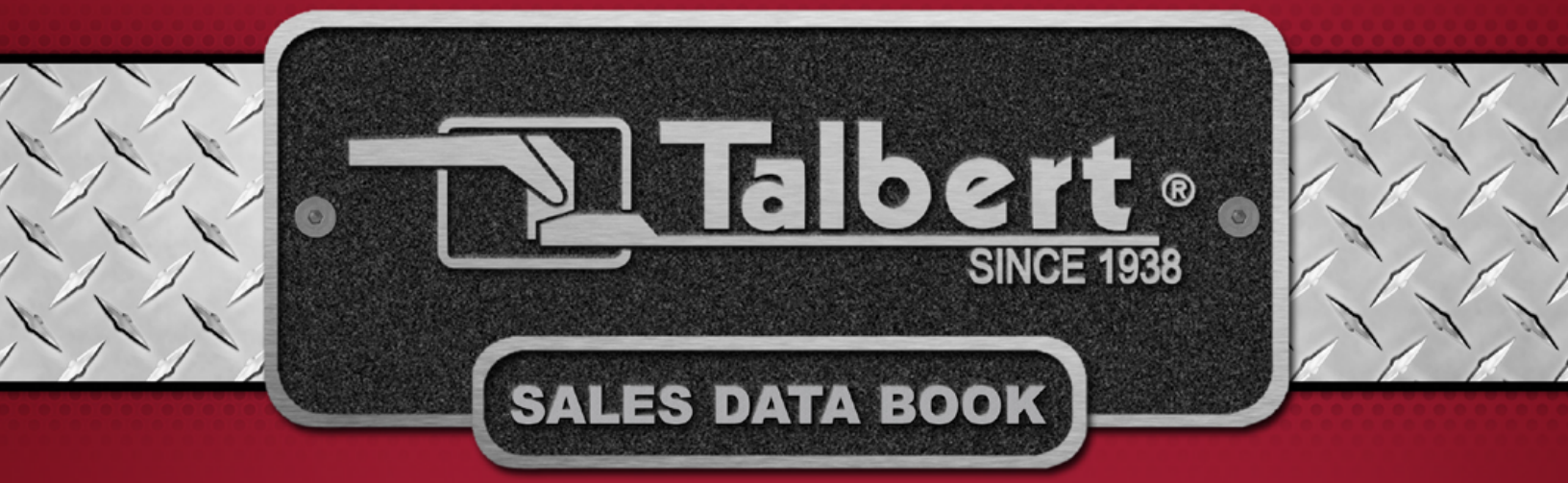

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1.0 INTRODUCTION

Innovation for the Long Haul

EXPERIENCE. Eight decades of it. Talbert Manufacturing has built a reputation on providing innovative and durable transport solutions for North America; with the ability to consistently carry the most challenging loads. Our rugged design, together with our team's constant quest for safer, better and larger capacity systems, makes Talbert the company to count on for the long haul.

We're more than just another trailer manufacturer. We're a system solution provider – developing the systems and products you need to successfully keep you on the road and hauling the heavy loads. We don't take that job lightly. On a daily basis, we are striving to excel at our core values of Durability, Resale Value and Safety. We are committed to building DURABLE trailers with the resilience to outlast the competition and the longevity to endure the tests of time. In fact, 92% of our trailers built since 1985 are still on the road today. Check sales statistics and you'll consistently find used Talbert trailers have the highest residual value in the industry. RESALE VALUE is a critical factor in your total return on investment (ROI) and the Talbert name assures a premium price.

The catalyst for our manufacturing innovation is SAFETY. In 1947, our founder Austin Talbert noticed an alarming number of injuries and deaths occurred when operators drove equipment up onto trailers. In response, he designed and patented the first removable gooseneck trailer to reduce workforce injuries. That focus on safety continues today. Our trailers' load capacities are rated at half the deck length and we continue building to the industry's highest safety factors. If you're looking to haul maximum capacity every day, you need to look to Talbert.

1.0 INTRODUCTION

Over Eight Decades of Experience

1938 :: Austin Talbert founds Talbert Construction Equipment Company.

1947 :: Revolutionary design for Removable Gooseneck trailer conceived and patented by Austin Talbert.

1950 :: RA (Removable Axle) assembly is introduced.

1957 :: Talbert produces the world's first T1 trailer – the first manufacturer to use high strength heat-treated steel.

1962 :: Talbert introduces the first non-ground bearing hydraulic removable gooseneck for heavy haul trailers.

1963 :: First West Coast style multi-axle, hydraulic steering trailer built for Western Freight Handlers.

1964 :: Talbert introduces expandable trunnion axle trailer for California applications.

1965 :: First California nine-axle 2+2+2 unit is completed.

1967 :: Talbert builds largest trailer to date: 500-ton heavy hauler.

1970 :: Talbert raises the bar in hydraulic removable gooseneck with the launch of a new, patented design.

1971 :: First 200-ton Hydraulic Removable Gooseneck & Hydraulic-Steering unit is completed.

1974 :: Talbert manufactures the first U.S.-designed and-built, hydraulically steered and suspended trailer.

1985 :: Industry-first Railcar Transporter is custom designed and built.

1986 :: Talbert patents "Convert-a-trailer" which converts from flatbed to lowbed trailer.

1989 :: Talbert designes and patents "SRG" trailer with mechanical removable gooseneck.

1993 :: Revolutionary and lightweight spread-axle "T.S.T." Hydraulically Suspended Trailer is introduced.

1996 :: The 55-and 60-ton SA Series trailers are introduced, once again redefining the industry standards.

1999 :: Major plant renovations provide enhanced manufacturing capabilites and Talbert patents the sliding tandem trailer design.

2008 :: Lightweight/high capacity "Schnabel style" tower built for the wind industry.

2010 :: Talbert launches The Equalizer™ load dampening spreader bar.

2012 :: Talbert introduces the 6-Axle Steer Dolly, with automatic & manual steering modes, to handle large self-supporting loads.

2013 :: E-Nitro Series of nitrogen dampened axle extensions launched with one, two or three pin-on axles.

2014 :: Talbert acquired facility in Liberty, NC from Ferree.

2015 :: Completely upgraded Traveling Axle Series trailers with industry-leading 36" deck height.

2018 :: Talbert celebrates 80 years of manufacturing excellence.

2019 :: Liberty, NC facility breaks ground on expansion that will double its capacity.

1.0 INTRODUCTION

Key Contacts

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Glossary of Frequently Used Terms

AIR LOCK: Air activated devise that either locks gooseneck to trailer deck or locks gooseneck to maintain ride height.

AIR TANK: Tank usually mounted in rear axle assembly adjacent to relay valve which supplies air to emergency section of valve.

ANCHOR PINS: Short steel pin which permits the rotation of the heel of the Brake Shoe and is inserted in Brake Spider.

ARCH GOOSENECK: Fabricated structure whereby a web plate is cut in the shape of an arch to which top and bottom flanges are first rolled to contour then welded. A more symmetrical structure offering lightest weight, maximum strength, also more expensive construction.

AXIS: The point around which an object rotates.

AXLE: Lateral steel member usually a round bar or tube which machined ends to which wheels are fitted.

AXLE ATTACHMENT: Also called a "flip axle". Removable axle that can be attached to rear of trailer, another axle attachment (AKA "intermediate" axle attachment) or to an axle extension. Devise is hinged so it can be "flipped" onto the top of the rear of trailer.

AXLE EXTENSION: Connects axle attachment to rear of trailer. Also called a "stinger" or "rigid spreader bar". Generally either rigid mechanical design or nitrogen equalizing type.

BEAVERTAIL: Sloping or sometimes straight rear bridge extension behind the last axle on extreme rear of trailer. Sloping provides lowest possible loading height for rear loading trailers.

BOLSTER, HALF: Rear most lateral member of rear loading trailer; acts as rear bumper and light panel.

BOLSTERS: Heavy-duty steel member located between the axles of a tandem or multi-axle trailer permitting loads to pass over rear bridge or rest on the bolsters of rear loading trailers.

BRAKE CHAMBER: Cylindrical single acting piston which connects to the Slack Adjuster and provides effort to apply the brakes; may be of the rubber diaphragm type (Pancake) or piston type (Roto Chamber).

BRAKE FLANGE: Circular flange welded perpendicularly to the axle with a series of equidistant holes for mounting brake parts to axle.

BRAKE SHOES: Two-piece shoes which attach to Brake Spider and to which brake lining is bolted.

BRAKE SPIDER: Frame which supports brake mechanism and is bolted to Brake Flange.

CAM SHAFT: An S style cam forged to a round shaft which when rotated engages the toe end of the Brake Shoes expanding them against the Brake Drum.

CAMBER: Term used to describe the arch of a section normally higher in the center than at each end. This helps prevent excessive deflection in main beams.

Glossary of Frequently Used Terms

CROSSMEMBERS: The lateral members of any structure which connect longitudinal members.

DECK: The main load carrying space of a trailer may be any of the following designs:

Standard: Sides and center level.

Raised Center: Deep main beams near same elevation as standard design with sides depressed to lowest possible elevation and wood filled between main and outer beams.

Drop Side: Same as Raised Center, only covered metal between main and outer beams.

Beam Design: Two main beams only.

Perimeter Frame: Main longitudinal members are located at extreme width of deck.

Double Schnabel: Allows towers or other self-supported loads to be hooked up, raised off the ground and ride-height adjusted without putting the driver in harm's way in pinch-points or atop the trailer.

Stub Beams: Short sections of a Beam Deck to which a self-supporting load may be lashed – permits loads of varying lengths to be hauled.

DEFLECTION: Bending downward of a section or a spring or tire below its normal level.

DOG TRACK: When trailer axles are not perpendicular to the longitudinal axis of the trailer, the trailer will tend to run out of alignment with the towing vehicle.

DOUBLE HOOK-ON OUTRIGGER: Same as Hook-on Outrigger, except heavy-duty. Used on front of removable gooseneck trailers and on the rear of rear loading trailers and at all bolsters.

DROP DECK LOWBED: A trailer wherein the main load carrying space is depressed below the level of the trailer tires.

EQUALIZER BEAM: Sometimes called a walking beam, but more specifically refers to the beam on a suspension which connects 2 axles together. Is suspended to axle by either ball and socket joints or by rubber bushings and is trunnion suspended to trailer at center - used with straight through axles – 2 required per suspension.

FABRICATED SECTIONS: Beams formed by welding 2 flange bars to a vertical web plate sometimes called fabricated beams.

FIFTH WHEEL: Device usually mounted on a truck chassis which connects truck to a semi-trailer.

FIFTH WHEEL RAMPS: An inclined plane extending from the fifth wheel of the truck-tractor downward and to the rear consisting of a steel fabrication and used as a transitional surface by which the trailer may be lowered to the ground or raised to traveling position, normally filled with holes for the insertion of gooseneck stops. Also required on Jeep Dollys or any vehicle which is used with a mechanical removable gooseneck.

Glossary of Frequently Used Terms

FORMED SECTIONS: Channels, angles, or Z bars produced by bending sheet or plate in Press Brake.

FRONT BRIDGE RAMP: Transitional surface directly ahead of first axle extending downward to deck. Permits self-propelled loads to pass from elevation of deck to rear bridge on rear loading type trailers.

GLAD HAND: A type of Air Brake hose connector with interlocking face.

GOOSENECK: The forward section of a lowbed trailer which contains the kingpin for attaching to a truck tractor – may be either of the removable or fixed type.

GOOSENECK PINS: Tapered pins which secure gooseneck or rear axle assembly to deck.

GOOSENECK ROLLERS: Pair of steel rollers welded to front of gooseneck which permits gooseneck to roll up ramps, thus reducing effort required. Rollers fitted with flanges which prevent gooseneck from sliding off ramps during SRG operation.

GOOSENECK SUPPORT CYLINDER: A hydraulic cylinder mounted in gooseneck which when operated bears against truck frame and supports the aft end of a hydroneck when removed from trailer.

HOOK-ON OUTRIGGER: A removable outrigger which hooks in to the side of the trailer – normal extension 12″. Special outrigger lengths available.

HORIZONTAL PIN: Same as Vertical Pin except in horizontal plane (see "Vertical Pin"). Normally used in gooseneck to deck connection.

HYDRONECK: A coined word to describe a hydraulically operated Talbert removable gooseneck – designated as an HRG.

JUMPER HOSE: Hoses either air or hydraulic which connect a power source on tractor to trailer.

KINGPIN: A vertical pin extending downward from the front of a semi-trailer which engages the fifth wheel on a truck tractor; usually 2-7/8″ in diameter, but may on certain large vehicles be 4″ or larger.

LASH RINGS: A ring of steel fastened by a clip which is welded to the trailer used as a tie-down device for securing loads. Usually 2″ or 3-1/2" in diameter.

LEVEL DECK LOWBED: A trailer wherein the main load carrying space is level with the top of the trailer tires.

LOWBED: A trailer wherein the main load carrying space is depressed below the level of normal truck or trailer platform heights.

MAIN BEAMS: The main longitudinal members of a trailer or component thereof.

MILL ROLLED SECTION: Beams, angles, and channels as rolled by steel mills.

MOMENT OF INERTIA: The distance from the neutral axis of a section to the outermost fiber, generally the top of the top flange or bottom of the bottom flange.

Glossary of Frequently Used Terms

NEUTRAL AXIS: The point on a steel section normally the midpoint of a cross section of the section around which all bending takes place.

OUTRIGGERS: Device which permits extending and retracting overall width of trailer loading spaces.

PERIMETER FRAME TRAILER: Trailer wherein the main longitudinal members are located at the extreme width of the trailer.

PIPE POCKETS: A tube welded vertically into trailer structure into which a pipe may be inserted to act as a load restraining device.

QUICK DISCONNECT: A type of air or hydraulic hose connector which consists of a male and female portion and provides inner automatic valves to seal lines when disconnected.

REAR AXLE ASSEMBLY: Complete assembly consisting of steel structure which joins to deck of trailer and all running gear parts such as axles, wheels, tires, rims and suspension attached thereon.

REAR BRIDGE: The steel structure only of a rear axle assembly.

RELAY VALVE: Distribution or application valve which supplies air to brake chambers, also contains emergency valve which applies brakes when a sudden loss of pressure ahead of the relay valve occurs.

REMOVABLE REAR AXLE ASSEMBLY: Designated as RA - rear bridge that is designed for ready removal from deck.

SANDBLAST: Method of cleaning rough metal prior to painting.

SECTION: Term used to describe a steel member. Could be: a wide flange beam, channel, I beam, angle, Z bar, etc.

SECTION MODULUS: An engineering term used to describe the relative strength of a section of steel, sometimes referred to as inches cubed (inches^3). The section modulus of any steel section may be computed by applying an algebraic formula to the dimensions of the section. The total section modulus of a structure required for a specific job may be determined by applying an algebraic formula to the problem involving weight, span and location of weight along the span.

SLACK ADJUSTER: A mechanical geared ratchet which fits to the splined end of the cam shaft and permits adjustment of the brakes by rotation of the cam shaft.

SPAN: The longitudinal length between the points of ultimate suspension of a structure. The span of a trailer is measured from the kingpin at front to the center of the rear suspension.

SPINDLE: The machined end of an axle.

SRG: Talbert mechanical detachable gooseneck design

STAKE POCKETS: Same as pipe pockets except rectangular for use with wood or steel rectangular shaped stanchions.

Glossary of Frequently Used Terms

STRAIGHT THROUGH AXLE: Extends laterally across trailer with wheels on either end.

STRESS: Pressure measured in pounds per square inch to which a section may be subjected under load.

STUB BEAM AXLE: Short axle welded to a steel box section. Does not extend across trailer, normally un-cambered, used by many competitors, cheap construction.

SUSPENSION: The device which connects the axles of a trailer to the trailer frame - may be of many types and designs.

SWINGING OUTRIGGER: An outrigger suspended by clips from side members and is extended by swinging it out perpendicular to the sides (extends 12" total each side).

T-I STEEL: High-strength 100,000 PSI minimum yield steel manufactured for maximum strength - minimum weight. Normally, all sections must be fabricated.

TALBERT AIR SUSPENSION: Suspension utilizing air bags to support the load and absorb shock, weight distribution is achieved by equalization of pressure between bags on each axle available in tandem or multi-axle suspensions.

TALBERT +3/-3: Means of adjusting trailer suspension ride height

TANDEM: A trailer with 2 axles one behind the other.

TEAR DROP: The female portion of a removable connection between two sections and consists of a flat steel plate in which a hole is cut to receive vertical or horizontal pin.

TELESCOPIC OUTRIGGER: An outrigger which telescopes into the side of the trailer and extends by pulling it out normal extension 12" in certain cases, 18" extension is possible.

TENSILE STRENGTH: The amount of stress required to elongate or tear apart a piece of steel 1 square inch in size.

THREE AXLE: A trailer with 3 axles mounted one behind the other with all axle centers normally equidistant, sometimes called tri-axle.

TRUNNION: A mechanical device which permits the partial rotation of a parallel object.

Tandem trunnion: Trailer with 4 trunnion axles - 16 tires.

TRUNNION AXLES: Short axles through which is bored a hole at the lateral center perpendicular to the lateral axis and parallel with the longitudinal axis of the trailer.

VERTICAL PIN: The male portion of a removable connection between two sections wherein a pin is welded vertically to the bottom of the deck main beam or rear bridge main beam in the case of a removable rear bridge.

Glossary of Frequently Used Terms

WALKING BEAM: In the case of trunnion axles a beam parallel with the longitudinal axis of the trailer each end of which is machined to accept center base of a trunnion axle. The longitudinal center of the beam being trunnion mounted to the trailer frame.

WEIGHT DISTRIBUTION: The distribution of the total load to the fore and aft points of suspension of a structure. See formulae for weight distribution computation attached.

WHEEL(S): Steel or aluminum disc wheel which is bolted to hub bolt circle with an integral rim which accepts the tire.

WHEEL BEARINGS: Tapered roller bearings which fit the axle spindle and wheel.

WHEEL HUB: Steel or aluminum hub with a bolt circle to which disc wheels may be bolted.

WHEEL SEALS: Device for sealing a wheel to an axle whereby oil or grease may be used as a wheel bearing lubricant.

WHEEL WELL COVERS: Removable or welded-on steel covers over the top of the tires between bolsters of a rear loading trailer.

YIELD POINT: The amount of stress at which a piece of steel 1 square inch in size will deform permanently.

New Model Designations

Previous	2019 Model Year
55SA-LD	**60CC/55SA-LD**

Previous	2016 Model Year
3548TA	**4048TA**
3553TA	**4053TA**
5048TA	**5548TA**
5053TA	**5553TA**

Previous	2015 Model Year
N/A	**50CC-PS (Paver Special)**
N/A	**55CC-PS (Paver Special)**

Previous	2013 Model Year*
35SA	**35CC**
50SA	**50CC**
55CC	**55CC**
55SA	**55SA**
55RC	**55SA-RC**
55LS	**55SA-HX**
SSTA3548	**3548TA**
SSTA3553	**3553TA**
SSTA5048	**5048TA**
SSTA5053	**5053TA**

* Effective July 1, 2012 with 2013 Model Year Changeover

Model Descriptions

Position	1	2	3	4	5	6	7	8	9	10
Character	T	T	#	##		(Flat = Blank)			(3+1)	T1
Represents	Talbert	Trunion Axle In Line	Axles	Capacity	Core-Model	Deck Type	Type of Gsnk	Rear Bridge Type	Capable Axle Extension	
		(Blank) Single Axle	#-Fixed	Tons	**SA** - Spread Axle 3+1 Max 4 Beam Flat Floor	**RC** - Raised Center	**FG**- Fixed	**RA** - Removable Axles	(Blank) Closed Couple Only	
			(#) Axle Attachment	Lbs (K)	**MA** - Multi Axle	**DS** - Drop Side	**SRG** - Mechanical Removable	**HRA** - Hydraulic Removable	**EC** - East Coast **WC** - West Coast	
					CC - Close Couple 4 Beam Flat Floor	**B** - Beam Deck	**HRG** - Hydraulic Removable	(Blank) - Fixed		
					TA - Traveling Axle	**PF** - Perimeter Frame				
					HT - Hydraulic Beaver Tail	**EX** - Extendible				
						LD - Low Deck				
						SD - Stepdeck				
						F - Flat Bed				
						L - Level Deck				

Example	T		3	50	CC		HRG			T1

2.1 SALES TOOLS

How To Spec The Right Trailer For The Job

WHAT IS YOUR CUSTOMER HAULING?

- What is the load?
- What is the largest load?
- Dedicated or mixed load?
- Weight(s)?
- Dimensions?
- Are there unique loading requirements? Roller Paver? Excavator? Milling Machine? Etc.

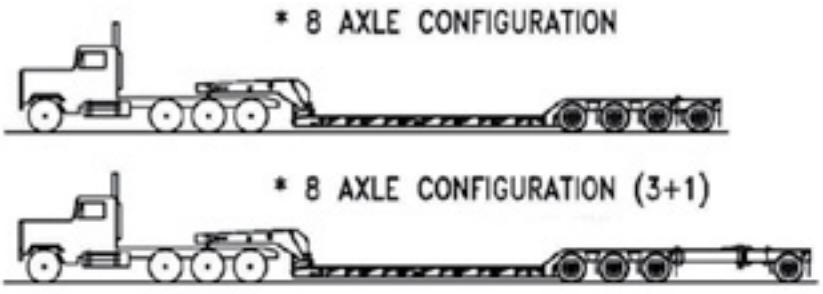
WHERE IS YOUR CUSTOMER HAULING?

- Area of operation?
- California?
- On road, off road, both?

HOW MANY AXLES DO I NEED?

- General rule of thumb:
  Gross Vehicle Weight (GVW) =
  tractor weight + trailer weight + payload
  [GVW – 12,000 lbs. (steering axle capacity)] / 20,000 lbs. per axle

  Example:
  152,000 lbs. (GVW) – 12,000 lbs. = 140,000 lbs. / 20,000 lbs.
  = 1 steer axle + 7 axles at 20,000 lbs. each



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Trailer Specification Checklist

Gooseneck Check List

1. Confirm gooseneck type _____ HRG _____ Low profile HRG
2. Gooseneck swing radius _____ with _____ alternate swing radius
3. Gooseneck 5th wheel ht.: _____
4. Designed loaded deck ht.: _____
5. Designed loaded deck ground clearance: _____
6. HRG gooseneck fenders w/ braces on top & 5" up from bottom ☐ yes ☐ no
7. HRG hyd. support cylinder ☐ yes (standard) ☐ no
8. Gooseneck spare tire carrier ☐ yes (option) ☐ no
9. HRG gooseneck power source: _____
10. List other special options: _____

Deck Check List

1. Confirm deck type
   ☐ Level Deck ☐ Raised Ctr Deck ☐ Drop Side Deck ☐ Beam Deck ☐ Telescopic Deck
2. Rear deck/rear bridge connection ☐ fixed ☐ removable (RA)
3. Rear deck pins (RA only) ☐ Standard connections ☐ Flush Connections
4. Deck outside mainbeam for Raised Ctr, Drop Side, Beam Deck _____
5. Deck width is _____ outside to outside edge Level Deck, Raised Center, Drop Side & Telescopic
6. Deck length _____ (clear length is 6" shorter)
7. Lumber ☐ outside mainbeams only ☐ Full width
8. Recessed crossmembers at rear of deck, last _____ crossmembers (last 4 Std)
   covered with _____ plate. (10 Ga. Std)
9. Sidebeam/side channel reinforcement ☐ yes ☐ no
10. Check for special marker lamp/mid turn locations on side of deck.
    Front deck and mid turn are standard.
11. Outrigger type & quantity _____
12. Lash ring type, quantity, & location _____
13. List other special options _____

Talbert® SINCE 1938

Trailer Specification Checklist

Rear Bridge Check List

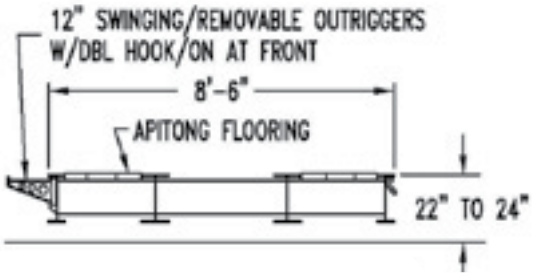
1. Heavy Duty Bolster ends with drop sides ☐ yes ☐ no
2. OR heavy Duty Bolster Option ends flush with top of mainbeam ☐ yes ☐ no
3. Front bridge ramp with smooth plate & traction bars ☐ yes ☐ no
4. Crossmember between axles #1 and #2 recessed additionally ☐ yes ☐ no
5. Crossmember recessed between remaining axle groups ☐ yes ☐ no
6. Fenders over rear bridge (sides only)
   ☐ 1/4" Tread plate ☐ 3/8" tread plate ☐ None
7. Lash ring type, quantity, & location
8. Designed for existing or future east coast/west coast config. ☐ yes ☐ no
9. Rear connection ears for axle attachment/axle extension ☐ yes ☐ no
10. Standard lighting with (3) Stop/Tail/Turn
11. Strobe lamps and battery backup option ☐ yes ☐ no
12. Suspension type ☐ Air ride ☐ Standard Spring ride
13. Tires: 255/75R22.5 Toyo's standard ☐ Option 275/75R22.5
14. Tires: Specify other option _____ with _____ spares required.
15. List other special options: _____
16. Trailer compatibilities: _____

Flip Axle Attachment Check List

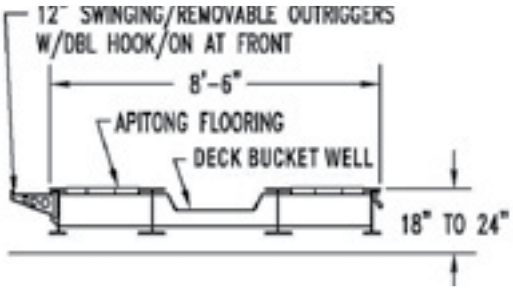
1. Axle attachment to match trailer SN _____
2. Heavy duty rear half bolster with recessed center section ☐ yes ☐ no
3. Load bearing rear light panel ☐ yes (standard) ☐ no
4. Fenders over axle attachment on sides only ☐ yes ☐ no covered with _____
5. Lash ring
   Type: _____
   Quantity: _____
   Location: _____
6. Designed for existing or future east coast/west coast config. ☐ yes ☐ no
7. Standard lighting with (3) lamps on each side
8. Strobe lamps and battery backup option ☐ yes ☐ no
9. Axle attachment suspension type ☐ Air ride ☐ Standard Spring ride
10. Tires 255/75R22.5 Toyo's standard Option 275/75R22.5
11. Tires Specify other option _____ with _____ spares required.
12. List other special options: _____

Deck Designs

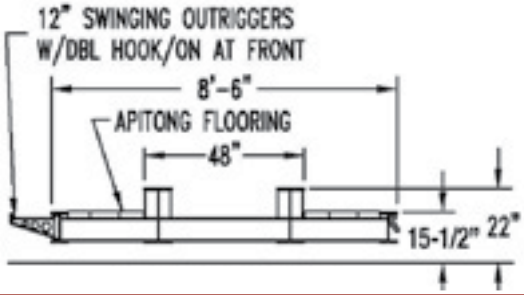
STANDARD FLAT DECK: 50 TON & BELOW



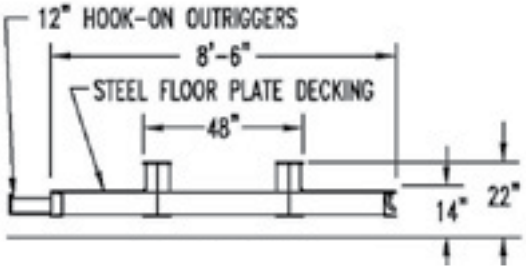
STANDARD FLAT DECK: 55 TON & ABOVE



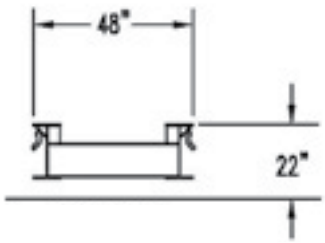
RAISED CENTER DECK



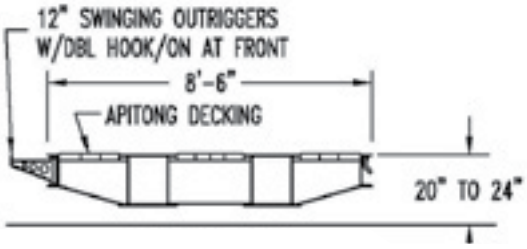
DROP SIDE DECK



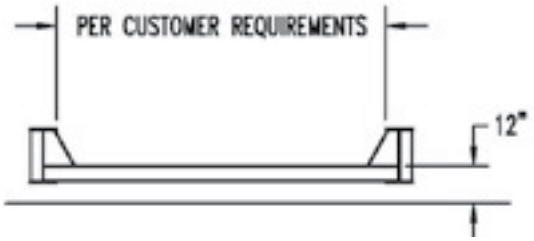
BEAM DECK



EXTENDABLE DECK



PERIMETER FRAME DECK

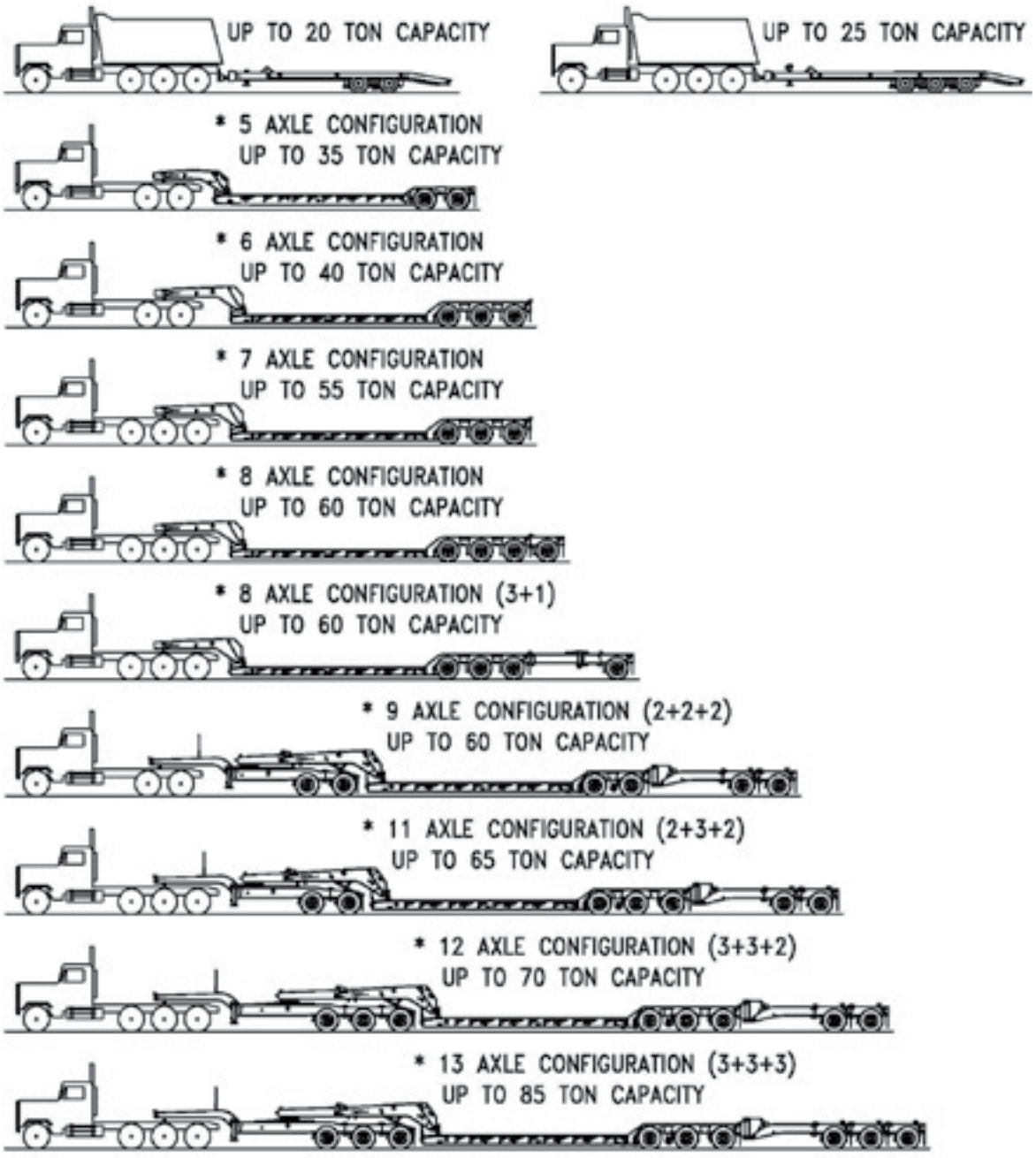


All dimensions shown are in a fully loaded condition. If loaded to less than full capacity, heights may be higher. Dimensions shown are for reference only and will change based on other design factors such as capacity and trailer width.

2.1 SALES TOOLS

Trailer Configurations

Capacities shown are over weight loads and require permits issued by the individual states. Actual capacites may vary from stae to state due to their over wieght limits.



2.2 WEIGHT DISTRIBUTION INFORMATION

Heavy Haul Definitions

Span - The distance between the kingpin and the centerline of the group of axles

Distributed Load

Uniform load base over the entire span of the deck

Concentrated Load

Concentrated load base over a short portion of the span

Concentrated Load - Short Span

Concentrated load base over a short portion of the span
(Trailer designed for the load)

Concentrated Load - Long Span

Increasing the span reduces the load rating
(When the trailer has not been designed for it)

Concentrated Load - Long Span

The addition of axles and/or flip boxes increases the span.

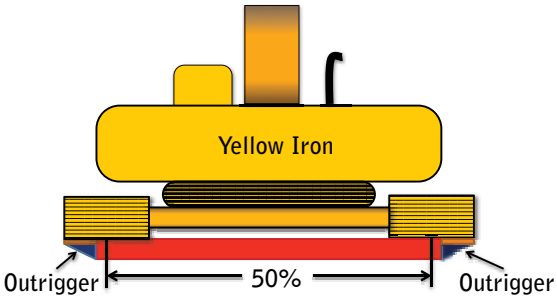
Self Supporting Loads

Rigid load supported by two load points. This is where the phrase "two point load" derives from.

Self Supporting Load

Rigid load supported by two load points. However the points are too close together which creates a load base which is too short.

Outrigger Load

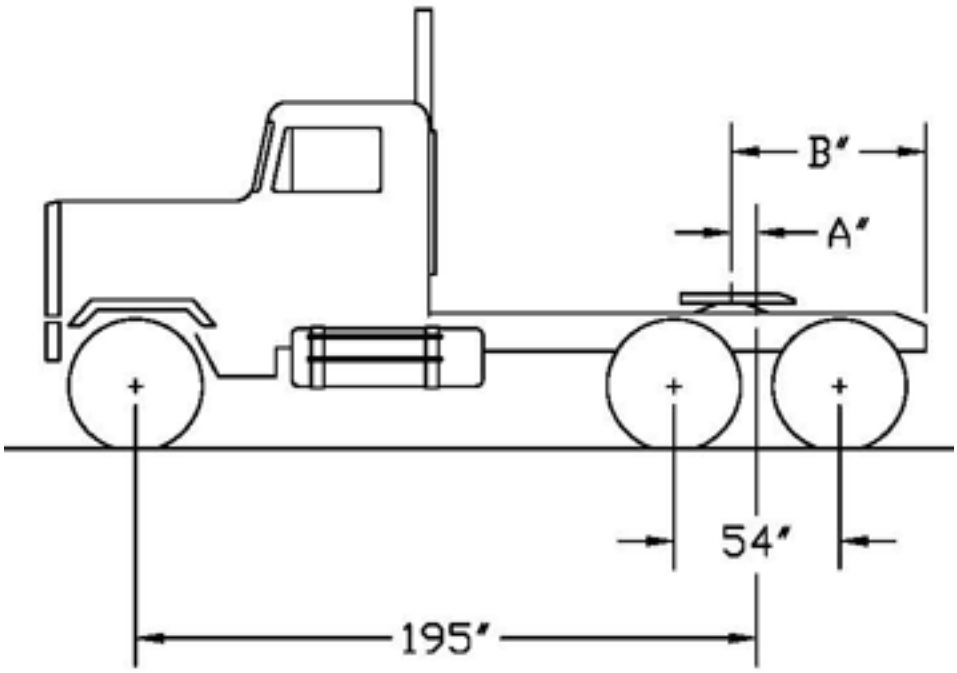


Fifty percent minimum of outrigger loads must remain inboard of the outriggers

General Truck Information & Dimension Guide

3-AXLE TRACTOR

5TH WHEEL POSITION (INCHES) A"	5TH WHEEL TO REAR (INCHES) B"	TRACTOR WIDTH (INCHES)	TRACTOR SWING RADIUS (INCHES)	MIN. GOOSENECK SWING RADIUS REQUIRED (INCHES)
0	52	51	72.8	80.8
2	54	51	74.3	82.3
4	56	51	75.7	83.7
6	58	51	77.2	85.2
8	60	51	78.7	86.7
10	62	51	80.3	88.3
12	64	51	81.8	89.8



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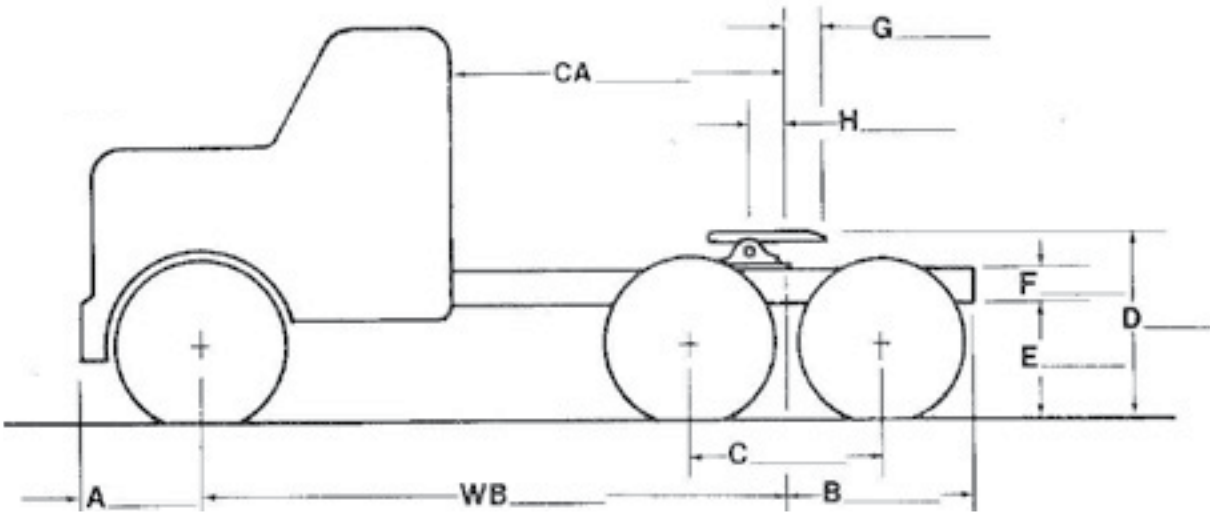
TRACTOR DIMENSION GUIDE: 3-AXLE

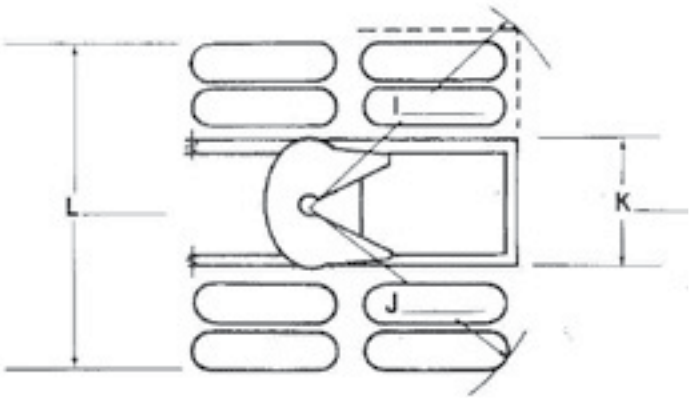
Tractor Make _____
Year _____
Model _____
Empty Weight _____
Front _____ lbs
Rear _____ lbs

Dealer _____
Customer _____
Reference _____ Date _____



Explanation

WB Wheel Base
CA Cab To Axle
A Front of Tractor to Front Axle Center
B Center of Tandem to End of Frame
C Tandem Axle Centers
D Ground to Top of Fifth Wheel
E Ground to Bottom of Frame
F Frame Depth
G Center of Tandem to Center of Fifth Wheel (If Slider)
H Center of Tandem to Center of Fifth Wheel
I Center of Fifth Wheel to Outside of Fender or Other Projection Beyond Tire
J Center of Fifth Wheel to Outside of Driver's Side Rear Tire
K Frame Width
L Width Over Tires



Important Note

Some Measurements Use Ground As Reference Point
Was Truck Loaded _____ ? Empty _____ ?
"D" Dimension On Loaded Truck Is _____ "
Tire Size _____ X _____ Ply

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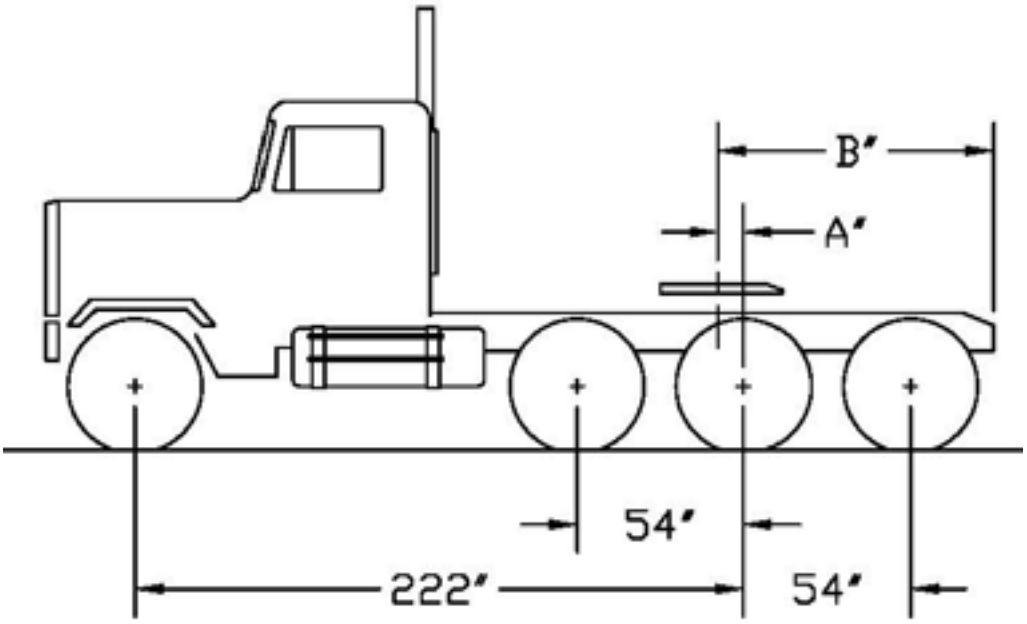
2.2 WEIGHT DISTRIBUTION INFORMATION

General Truck Information & Dimension Guide

4-AXLE TRACTOR

5TH WHEEL POSITION (INCHES) A"	5TH WHEEL TO REAR (INCHES) B"	TRACTOR WIDTH (INCHES)	TRACTOR SWING RADIUS (INCHES)	MIN. GOOSENECK SWING RADIUS REQUIRED (INCHES)
0	79	51	94.0	102.0
2	81	51	95.7	103.7
4	83	51	97.4	105.4
6	85	51	99.1	107.1
8	87	51	100.8	108.8
10	89	51	102.6	110.6
12	91	51	104.3	112.3



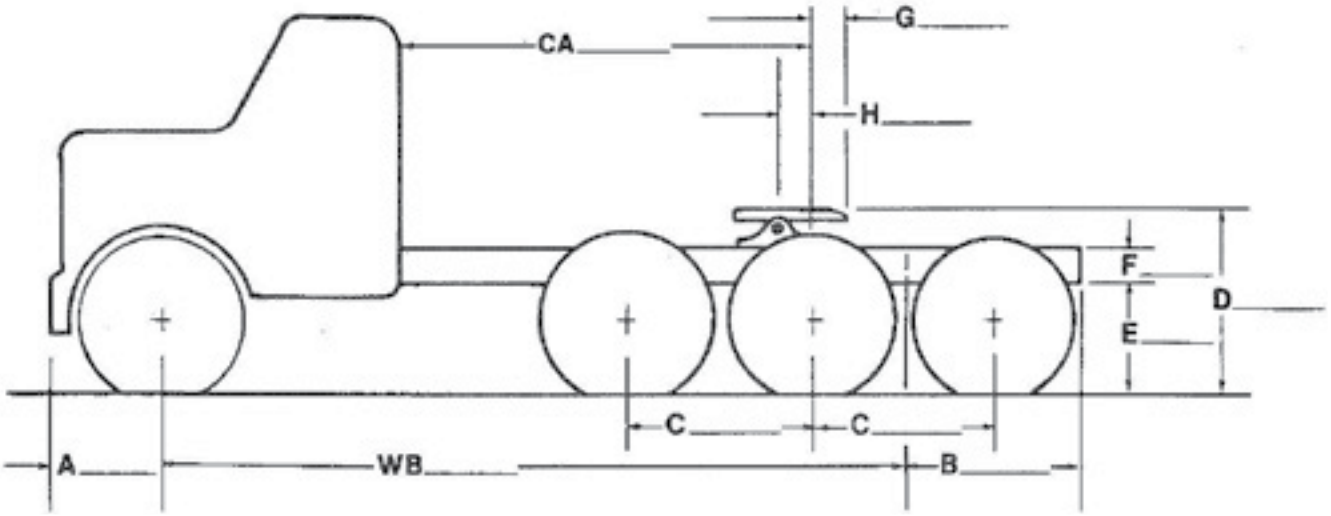
10,500# 4 AXLE TRUCK 22,000# 11,500#

Talbert® SINCE 1938

TRACTOR DIMENSION GUIDE: 4-AXLE

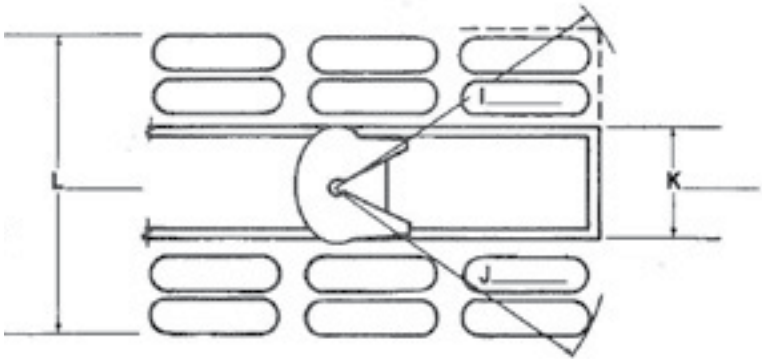
Tractor Make _____
Year _____
Model _____
Empty Weight _____
Front _____ lbs
Rear _____ lbs

Dealer _____
Customer _____
Reference _____ Date _____



Explanation

WB Wheel Base
CA Cab To Axle
A Front of Tractor to Front Axle Center
B Center of Tandem to End of Frame
C Tandem Axle Centers
D Ground to Top of Fifth Wheel
E Ground to Bottom of Frame
F Frame Depth
G Center of Tandem to Center of Fifth Wheel (If Slider)
H Center of Tandem to Center of Fifth Wheel
I Center of Fifth Wheel to Outside of Fender or Other Projection Beyond Tire
J Center of Fifth Wheel to Outside of Driver's Side Rear Tire
K Frame Width
L Width Over Tires



Important Note

Some Measurements Use Ground As Reference Point
Was Truck Loaded _____ ? Empty _____ ?
"D" Dimension On Loaded Truck Is _____ "
Tire Size _____ X _____ Ply

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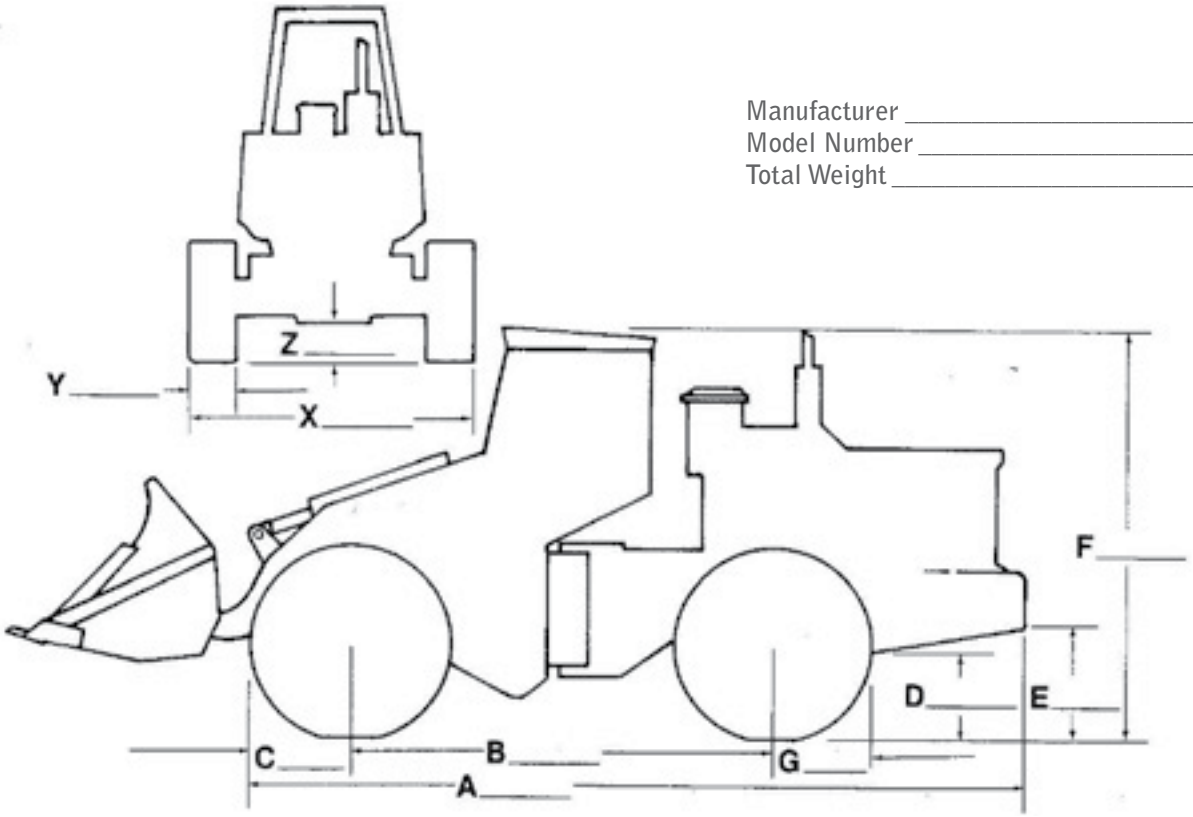
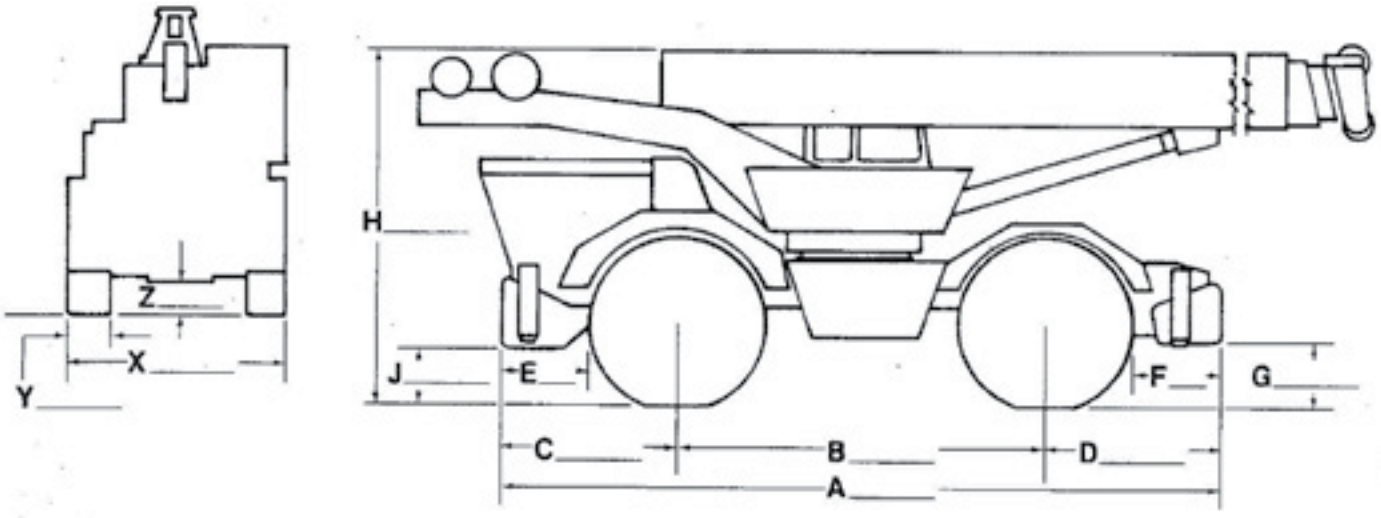
EQUIPMENT DIMENSION GUIDE



Manufacturer _____
Model Number _____
Total Weight _____

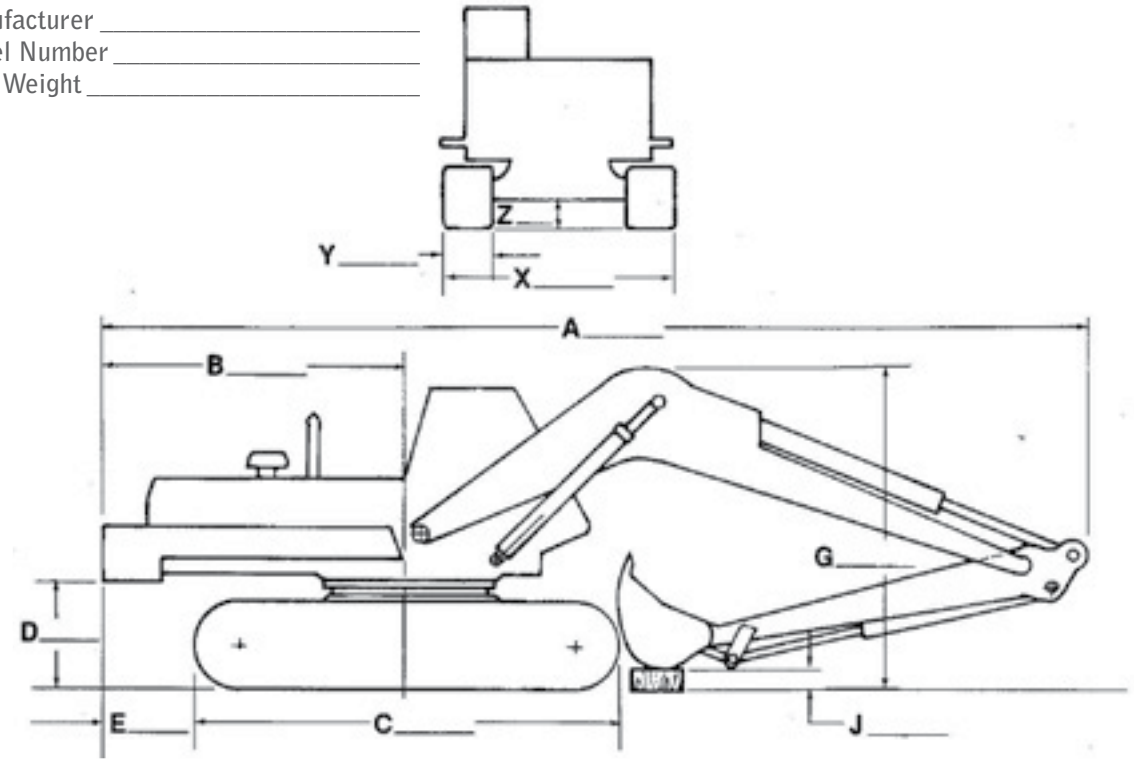
Manufacturer _____
Model Number _____
Total Weight _____



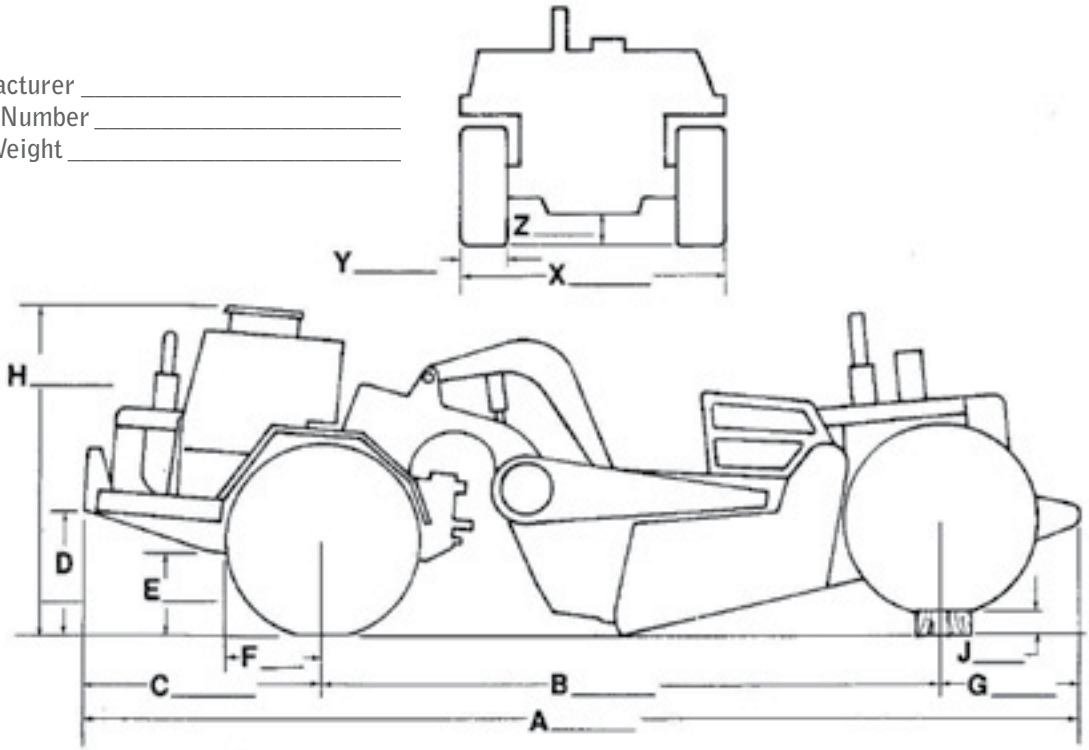
Talbert® SINCE 1938

EQUIPMENT DIMENSION GUIDE

Manufacturer _____
Model Number _____
Total Weight _____



Manufacturer _____
Model Number _____
Total Weight _____



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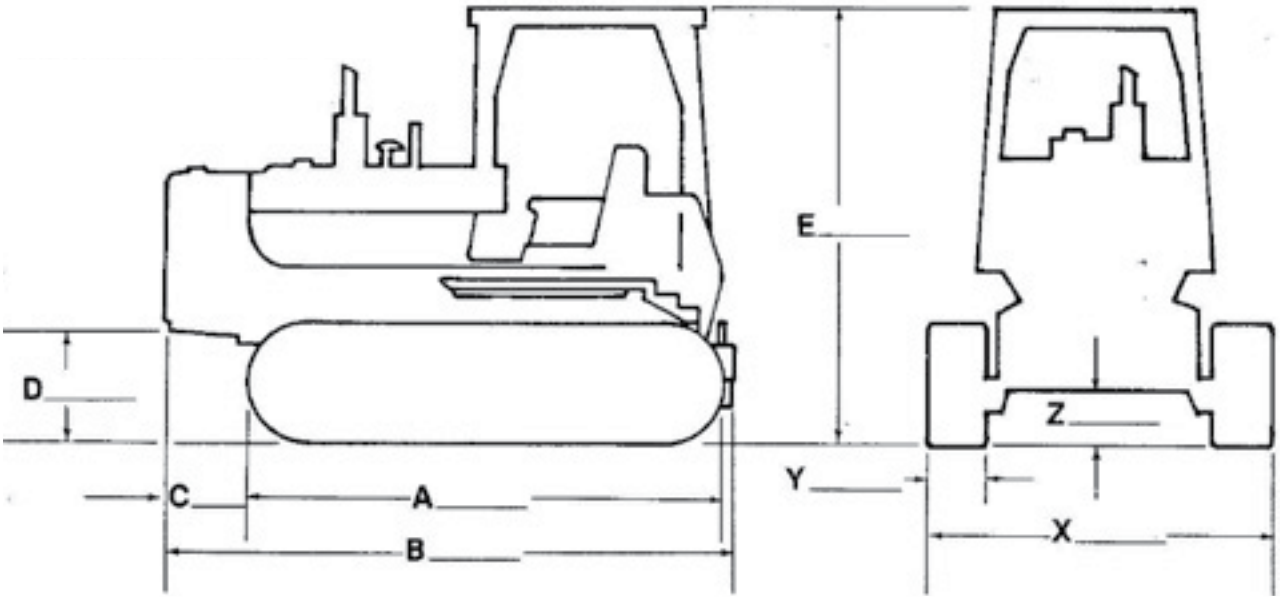
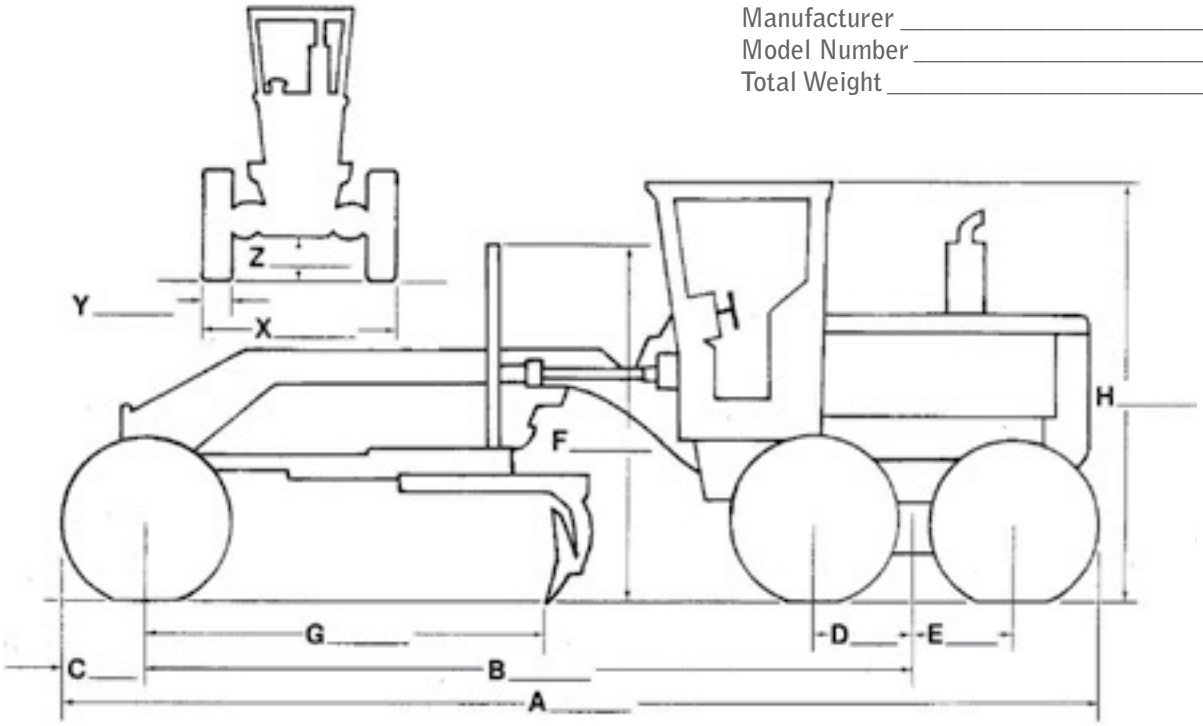
EQUIPMENT DIMENSION GUIDE

Manufacturer _____
Model Number _____
Total Weight _____



Manufacturer _____
Model Number _____
Total Weight _____



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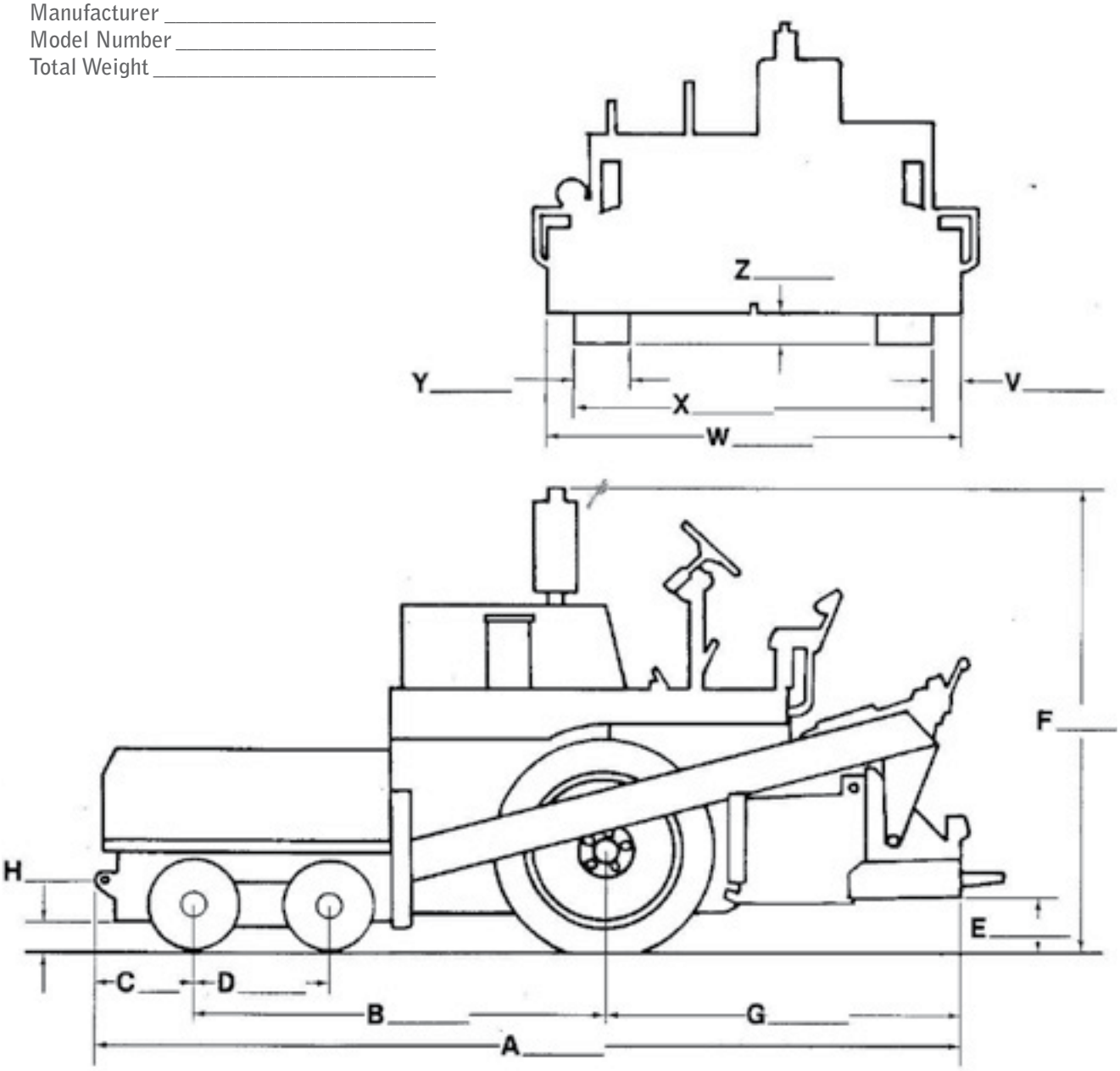
EQUIPMENT DIMENSION GUIDE

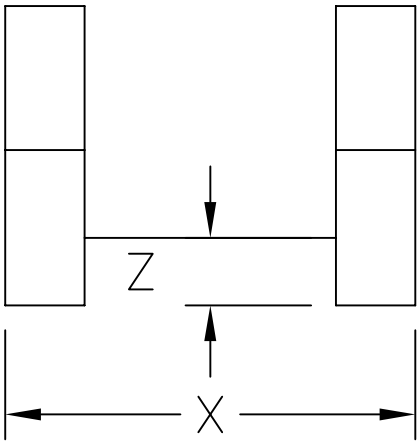
Manufacturer _____
Model Number _____
Total Weight _____

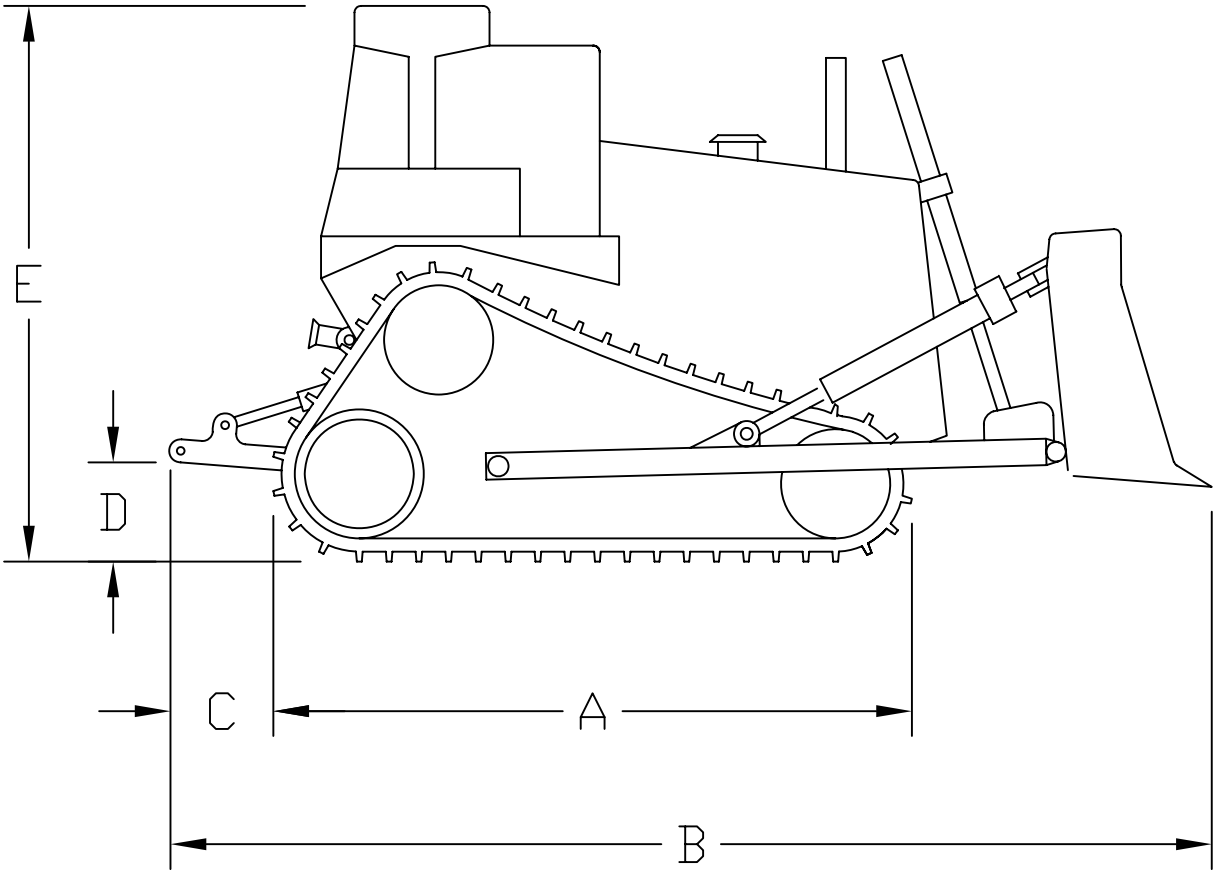


Talbert® SINCE 1938

EQUIPMENT DIMENSION GUIDE

Manufacturer _____
Model Number _____
Total Weight _____





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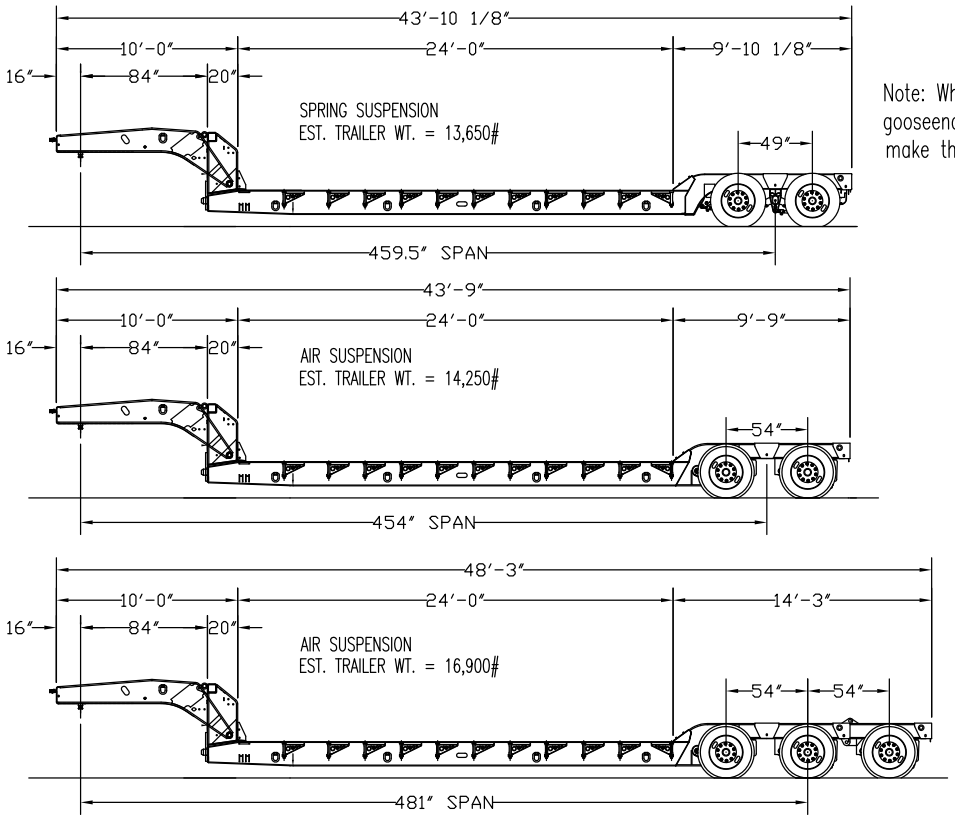
2.2 WEIGHT DISTRIBUTION INFORMATION

Standard Trailer Spans

35CC SERIES SPAN CALCULATIONS



Note: When adjusting the length of the gooseenck radius, deck length or axle spacing, make the same adjustment to the span.

TALBERT*TRAILER*MODEL 35CC-SERIES

ALL WEIGHTS AND DIMENSIONS APPROXIMATE. SHOWN IN FULLY LOADED POSITION.
PLATFORM HEIGHTS WILL INCREASE IF UNLOADED OR LOADED AT LESS THAN FULL CAPACITY

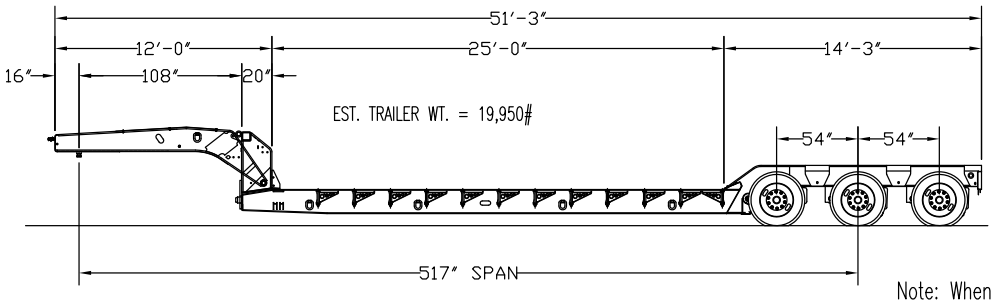
QUALITY CONTROL SYSTEM CODES
Q.C. CODE
FLAG

SERIAL/JOB NO. S/N
DRAWN BY: R.LOSH
DATE: 10-31-2012
NOTE: PLOTTED 1/2 SCALE

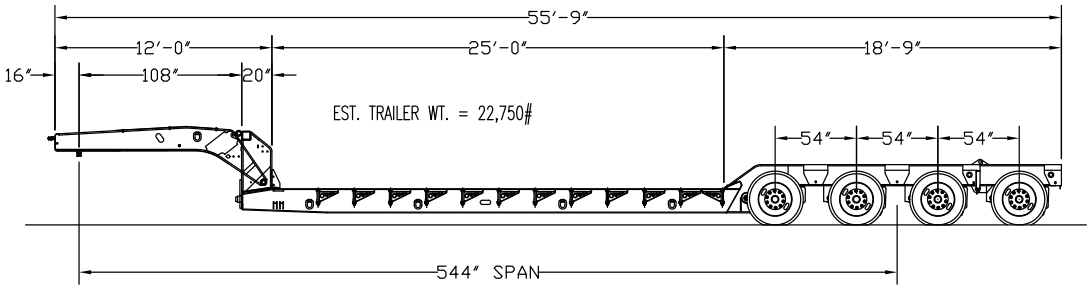
Talbert 1628 W. S.R. 114 • RENSSELAER IN. 47978
TITLE 35CC_SERIES *
SIZE A | FSCM NO. | DWG NO. | REV
SCALE DWGSCALE | SCALE WT. | SHEET 23142

Standard Trailer Spans

50CC SERIES SPAN CALCULATIONS



Note: When adjusting the length of the gooseenck radius, deck length or axle spacing, make the same adjustment to the span.



TALBERT*TRAILER*MODEL 50CC-SERIES

ALL WEIGHTS AND DIMENSIONS APPROXIMATE. SHOWN IN FULLY LOADED POSITION.
PLATFORM HEIGHTS WILL INCREASE IF UNLOADED OR LOADED AT LESS THAN FULL CAPACITY

QUALITY CONTROL SYSTEM CODES
Q.C. CODE
FLAG

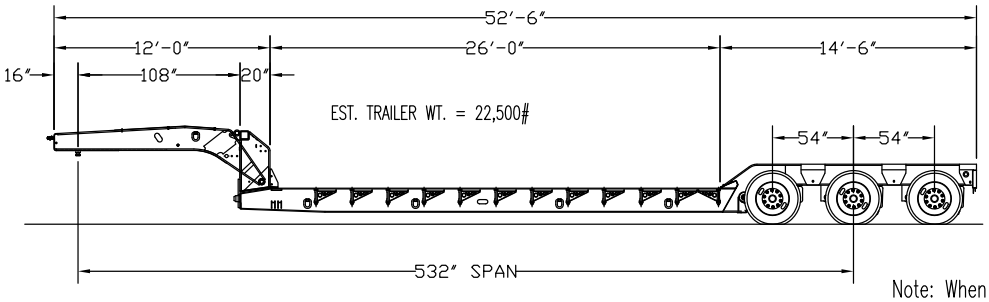
SERIAL/JOB NO. S/N
DRAWN BY: R.LOSH
DATE 11-6-2012
NOTE: PLOTTED 1/2 SCALE

Talbert 1628 W. S.R. 114 • RENSSELAER IN. 47978
TITLE 50CC_SERIES *
SIZE A | FSCM NO. | DWG NO. | REV
SCALE DWGSCALE | SCALE WT. | SHEET 23142

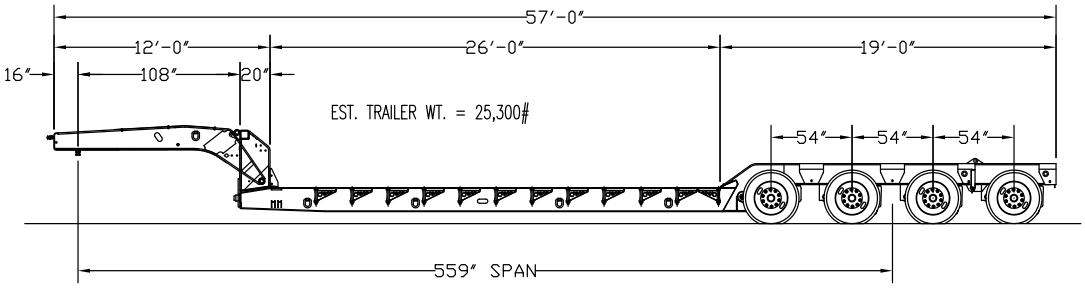
2.2 WEIGHT DISTRIBUTION INFORMATION

Standard Trailer Spans

55CC SERIES SPAN CALCULATIONS



Note: When adjusting the length of the gooseenck radius, deck length or axle spacing, make the same adjustment to the span.



TALBERT*TRAILER*MODEL 55CC-SERIES

ALL WEIGHTS AND DIMENSIONS APPROXIMATE. SHOWN IN FULLY LOADED POSITION. PLATFORM HEIGHTS WILL INCREASE IF UNLOADED OR LOADED AT LESS THAN FULL CAPACITY

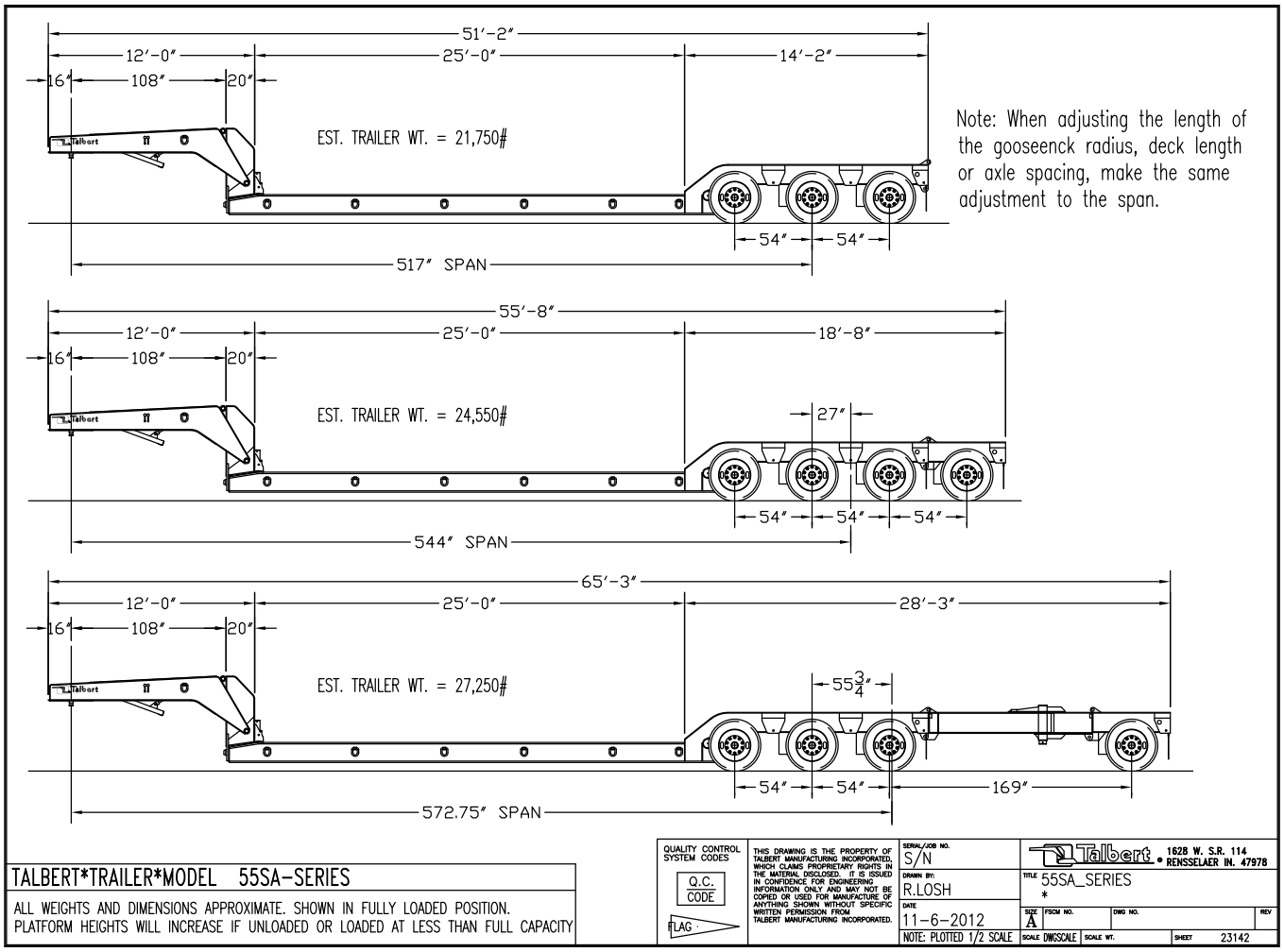
QUALITY CONTROL SYSTEM CODES
Q.C. CODE
FLAG -

SERIAL/JOB NO. S/N
DRAWN BY: R.LOSH
DATE 11-6-2012
NOTE: PLOTTED 1/2 SCALE

Talbert • 1628 W. S.R. 114 RENSSELAER IN. 47978
TITLE 55CC_SERIES *
SIZE A | FSCM NO. | DWG NO. | REV
SCALE DWGSCALE | SCALE WT. | SHEET 23142

Standard Trailer Spans

55SA SERIES SPAN CALCULATIONS



Note: When adjusting the length of the gooseenck radius, deck length or axle spacing, make the same adjustment to the span.

TALBERT*TRAILER*MODEL 55SA-SERIES

ALL WEIGHTS AND DIMENSIONS APPROXIMATE. SHOWN IN FULLY LOADED POSITION.
PLATFORM HEIGHTS WILL INCREASE IF UNLOADED OR LOADED AT LESS THAN FULL CAPACITY

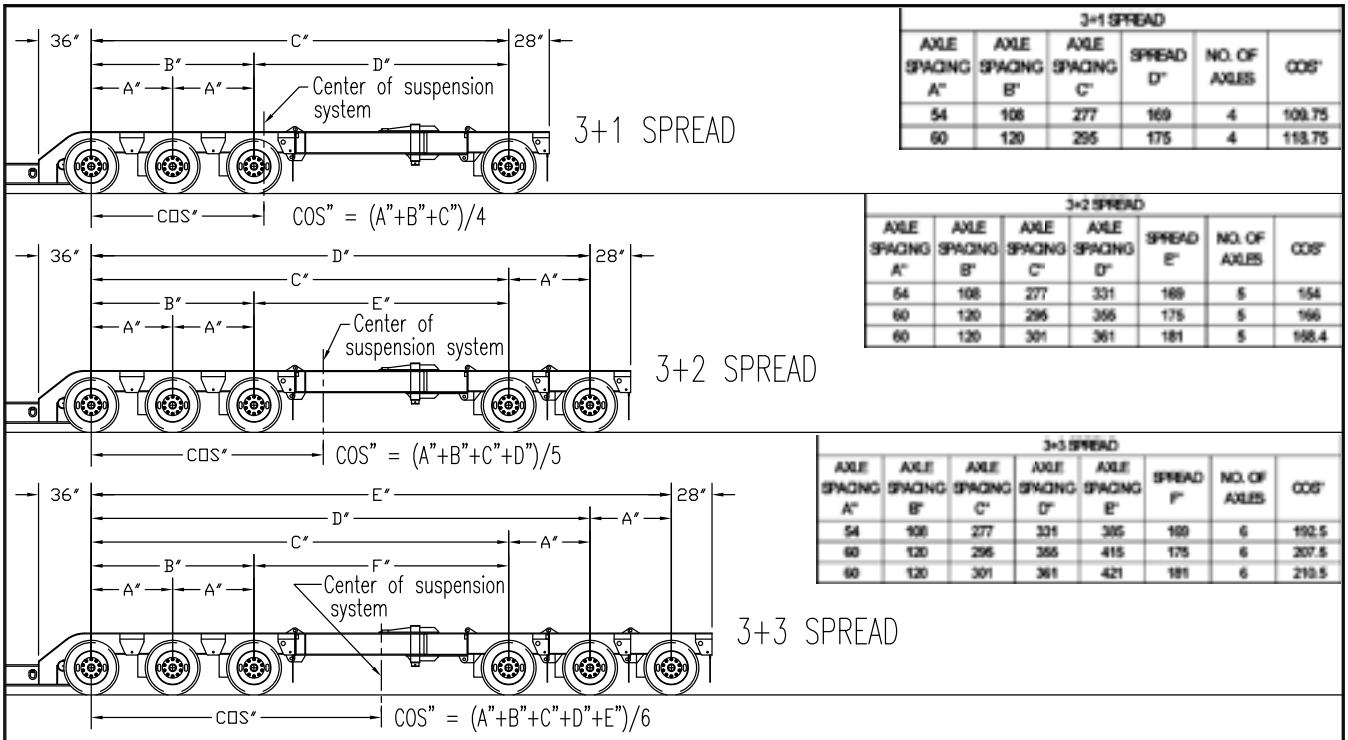
QUALITY CONTROL SYSTEM CODES
Q.C. CODE
FLAG

SERIAL/JOB NO. S/N
DRAWN BY: R.LOSH
DATE 11-6-2012
NOTE: PLOTTED 1/2 SCALE

Talbert 1628 W. S.R. 114 • RENSSELAER IN. 47978
TITLE 55SA_SERIES *
SIZE A | FSCM NO. | DWG NO. | REV
SCALE DWGSCALE | SCALE WT. | SHEET 23142

Spread Axle Spans

3+1, 3+2, & 3+3 SPAN CALCULATIONS



3+1 SPREAD

AXLE SPACING A"	AXLE SPACING B"	AXLE SPACING C"	SPREAD D"	NO. OF AXLES	COS"
54	108	277	169	4	109.75
60	120	295	175	4	113.75

3+2 SPREAD

AXLE SPACING A"	AXLE SPACING B"	AXLE SPACING C"	AXLE SPACING D"	SPREAD E"	NO. OF AXLES	COS"
54	108	277	331	169	5	154
60	120	295	355	175	5	166
60	120	301	361	181	5	168.4

3+3 SPREAD

AXLE SPACING A"	AXLE SPACING B"	AXLE SPACING C"	AXLE SPACING D"	AXLE SPACING E"	SPREAD F"	NO. OF AXLES	COS"
54	108	277	331	385	169	6	192.5
60	120	295	355	415	175	6	207.5
60	120	301	361	421	181	6	210.5

DEFINITIONS

- SPAN = DISTANCE FROM THE FRONT SUPPORT TO THE REAR SUPPORT.
- FRONT SUPPORT = TRAILER KINGPIN.
- REAR SUPPORT = CENTER OF SUSPENSION SYSTEM (COS").

NOTE: THIS CALCULATION OF SPAN IS ONLY CORRECT IF ALL AXLES ARE TO CARRY AN EQUAL AMOUNT OF WEIGHT.

GSNK BASE = 20", UP TO 55 TON CAPACITY 3+1 SPREAD
GSNK BASE = 24", 60 TON CAPACITY AND ABOVE

SPAN = GSNK RADIUS" + GSNK BASE" + DECK LENGTH" + 36" + COS"

QUALITY CONTROL SYSTEM CODES
Q.C. CODE
FLAG

SERIAL/JOB NO. S/N
DRAWN BY: R.LOSH
DATE 11-6-2012
NOTE: PLOTTED 1/2 SCALE

Talbert • 1628 W. S.R. 114 • RENSSELAER IN. 47978
TITLE SPAN_CALCULATION *
SIZE A | FSCM NO. | DWG NO. | REV
SCALE DWGSCALE | SCALE WT. | SHEET 23142

Talbert® SINCE 1938

WEIGHT DISTRIBUTION PROGRAM

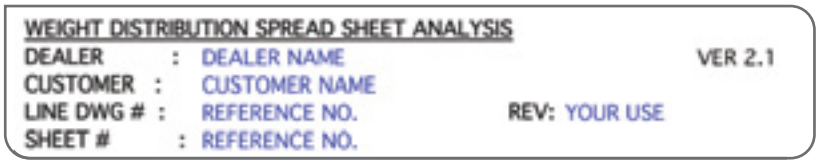
Use the chart below to calculate the estimated weight distribution for Talbert Manufacturing custom equipment, lowboy and spread axle trailers. Our calculator is also available online at www.talbertmfg.com/wide-template/.

Note: All dimensions are entered in inches and all weights are in pounds.

Instructions

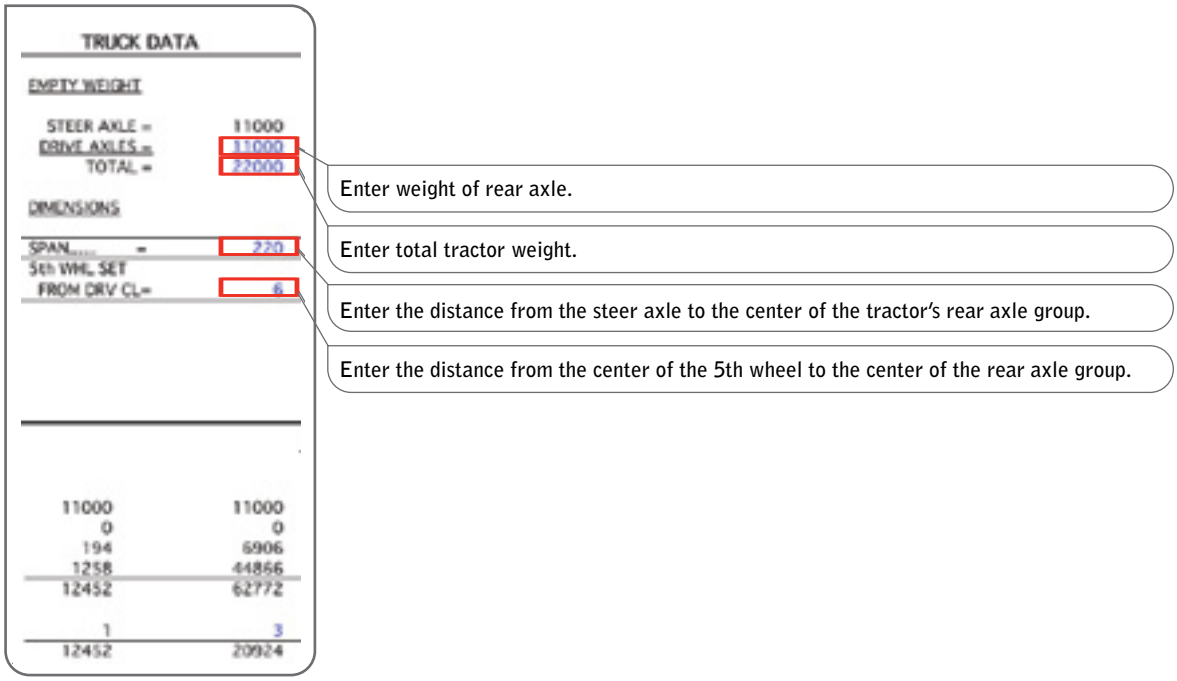
1. Enter your name and your company name in the upper left hand corner.

2. Enter information to help you identify your customer, job or other pertinent information.



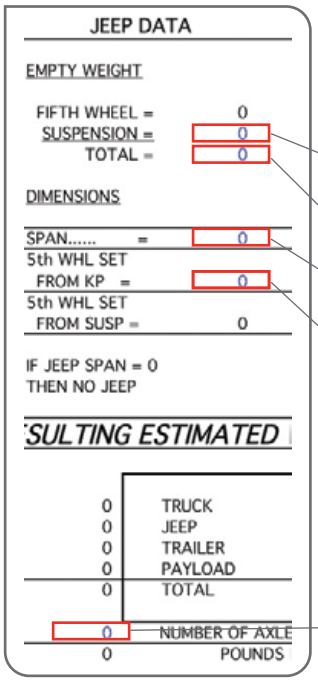
3. Enter information that will identify the trailer and the load that it is transporting.
Note insert an apostrophe before your text. Example 'T(3)DW

4. Enter tractor information.



Talbert Weight Distribution Program CONTINUED

5. Enter Jeep Dolly information if it applies, in not all entries should be set to zero.



Enter weight of rear axle.

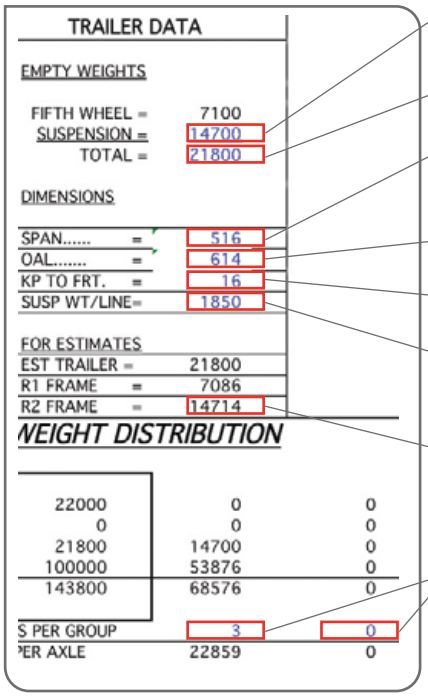
Enter total Jeep Dolly weight.

Enter the distance from the Jeep Dolly kingpin to the center of the Jeep Dolly's rear axle group.

Enter the distance from the Jeep Dolly kingpin to the center of the Jeep Dolly's 5th wheel.

Enter the number of rear axles on the Jeep Dolly.

6. Enter trailer information.



Enter weight of rear axles. If not known use computer estimate shown in R2 FRAME.

Enter total trailer weight.

Enter the distance from the kingpin to the center of the rear trailer axle group. See examples for spread axle trailer.

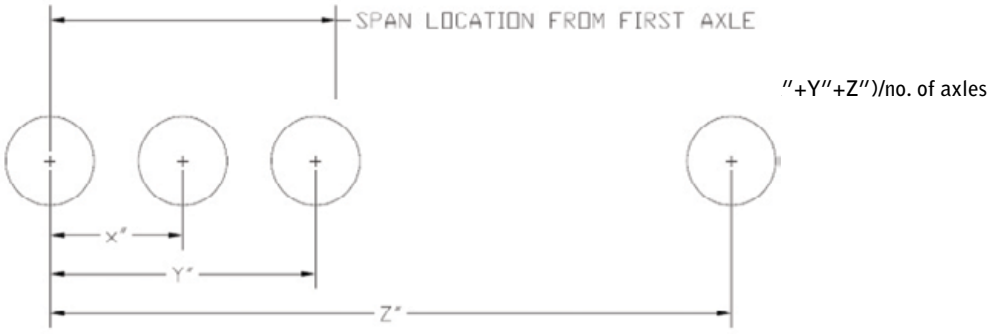
Enter the over all trailer length.

Enter distance from front of trailer to kingpin.

Enter per axle weight of tires, wheels, axle & suspension if known. If not know 1850 is a good estimate.

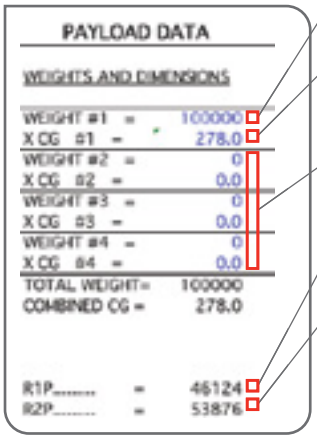
Computer estimate for the weight of the trailer axles. Note: total trailer weight, SPAN, OAL, KP to FRT, SUSP WT/LINE above and axle configuration below must be entered first before using this estimate.

Enter axle configuration here.
Example: 3 axles close coupled, enter 3 and 0, shown above. 3+1 spread axle, enter 3 and 1



Talbert Weight Distribution Program CONTINUED

7. Enter payload data.



Enter payload.

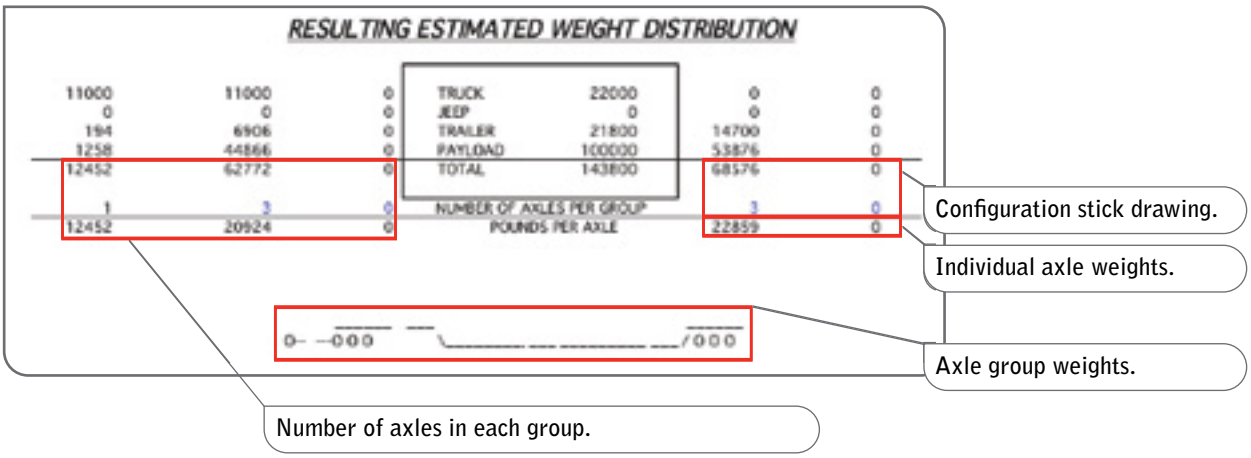
Enter payload center of gravity distance from the trailer kingpin.
Note: the center of gravity is the balance point of the load.

You can input up to four loads.
This allows you to input multiple machines or machines with multiple axles.

Total payload on trailer kingpin.

Total payload trailer axles.

8. Results



Configuration stick drawing.

Individual axle weights.

Axle group weights.

Number of axles in each group.

2.3 WEIGHT REGULATION SUMMARY

Special Permit Weights by State/Province

Material contained in this section is **for reference only**. States/provinces are constantly revising and updating their overweight laws. Check with each state/province that you will operate in before purchasing equipment.

Alabama 334-242-6474

Axle	Weight	Additional information
●	22,000#	Width: 16′-0″
●●	44,000#	(16′-0″ on 24′-0″ pavement, on designated routes)
●●●	66,000#	Height: 16′-0″
●●●●	88,000#	Length: 150′-0″
5-Axle	110,000#	Maximum overhang 20′-0″
6-Axle	122,000#	Width over 16′-0″ considered a superload
7-Axle	142,000#	Height over 16′-0″ considered a superload
8-Axle	150,000#	

All weights subject to bridge analysis.
Over 150,000# considered a superload.

Alaska 800-478-7636

Axle	Weight	Additional information
●	*30,000# (Dual tired)	Width: depends on routes
●●	*56,000#	Height: depends on routes
●●●	*70,000#	Length: depends on routes
●●●●	*80,000#	
G.V.W.	*150,000#	

70#/inch tire width
*For a single trip permits only, other limits may apply for super heavy weights.

Arizona 602-712-8851

Not published, contact state for more information.

Arkansas 501-569-2381

Axle	Weight	Additional information
●	20,000#	Width: 20′ -0″ short moves (18′ -0″ on interstate)
●●	40,000#	Height: over 17′ -0″ requires utility letter
●●●	60,000#	of release from utility.
●●●●	68,000#	Length: no set limit.

No additional weight for trunnion axles

California North Region 916-322-1297 South Region 909-383-4367

Not published, contact state for more information.

Special Permit Weights by State/Province CONTINUED

Colorado 303-757-9539		
Axle	Weight	Additional information
● ●● ●●● ●●●●	27,000# 50,000# 65,000# 72,000#	Width: 17′-0″ for annual permit. (Wider than 17′-0″ requires special permit) Height: 16′-0″ Length: 130′-0″ on all 4 lane highways No length on single trip. Trunnion axles: no special treatment recognized as traditional axles

Connecticut 860-594-2880		
Axle	Weight	Additional information
● ●● ●●● ●●●● 5-Axle 6-Axle 7-Axle	22,400# 40,000# 60,000# 80,000# 122,000# 130,000# 140,000#	Width: 16′-0″ Height: 14′-0″ (may depend on routes) Length: 130′-0″ single unit Over hang: no more

Delaware 302-744-2700		
Axle	Weight	Additional information
● ●● ●●● ●●●●	20,000# 40,000# 60,000# 80,000#	Width: > 15′-0″ superload Height: > 15′-0″ superload Length: > 120′-0″ superload Weight: > 120,000# superload Axle weights and spacings must appear on permit.

Once load exceeds 120,000# G.V.W., a bridge analysis is required.

District of Columbia 202-673-6813		
Axle	Weight	Additional information
● ●● ●●● ●●●● 5-Axle 6-Axle 7-Axle 8-Axle	31,000# 62,000# 93,000# 124,000# 155,000# 186,000# 217,000# 248,000#	Width: depends on routes Height: depends on routes Length: depends on routes Depends on spacings, lbs per inch tire width.

Special Permit Weights by State/Province CONTINUED

Florida 850-410-5777

Axle	Weight	Additional information
●	22,000#	No tire may exceed 550# per inch of tire section width as defined by the rating molded in the tire sidewall. Over 199,000# considered a superload.
●●	44,000#	
●●●	66,000#	

Federal bridge formula applies.

Georgia 404-635-8176

Axle	Weight	Additional information
●	23,000#	Height: 16′ -0″
●●	46,000#	Length: no maximum set
●●●	69,000#	
●●●●	92,000#	
5-Axle	100,000#	
6-Axle	125,000#	
7-Axle	148,000#	
8-Axle	150,000#	

Idaho 208-334-8420

Not published, contact state for more information.
Federal bridge formula applies.

Illinois 217-785-1477

Axle	Weight	Additional information
●	20,000# (Steer)	Superload:
●	25,000#	1-Axle 20,000# (Steer)
●●	44-48,000#	1-Axle 29,000#
●●●	60,000# (Trailer tri only)	2-Axle 54,000#
●●●●	60,000# (Trailer quad only)	3-Axle 75,000#
5-Axle	100,000#	4-Axle 100,000#
6-Axle	120,000#	5-Axle 100,000#
		6-Axle 143,000#
		7-Axle 162,000#
		8-Axle 187,000#

Indiana 317-615-7320

Axle	Weight	Additional information
●	20,000# (Steer)	Width: 16′-0″
●	28,000# (Dual tired)	Height: 15′-0″
●●	48,000#	Length: 110′-0″
●●●	60,000#	
Max G.V.W.	120,000#	

Special Permit Weights by State/Province CONTINUED

Iowa 515-237-3264

Axle	Weight	Additional information
20,000# per axle	Over 156,000# considered a superload All superloads must have a geographical reason to operate through the state of Iowa in order to be permitted	Width: 18′-0″ Height: 16′-0″ Length: 120′-0″
No maximum weight restriction on units with 7 or more axles		

Kansas 785-271-3145

Not published, contact state for more information.

Kentucky 502-564-1257

Axle	Weight	Additional information
● ● ●● ●●● ●●●● 5-Axle 6-Axle	700# per inch tire width 20,000# 48,000# 60,000# 80,000# 96,000# 120,000#	Width: 16′-0″ Height: 15′-6″ Length: 95′-0″ Two lane 120′-0′
No maximum weight restriction on units with 7 or more axles		

Louisiana 225-343-2345

Axle	Weight		Additional information
● ●● ●●● ●●●● 5-Axle 6-Axle 7-Axle 8-Axle Max.	Under 120,000# 24,000# 48,000# 60,000# 80,000# 108,000# 120,000# 132,000# 152,000# **254,000#	Over 120,000# 20,000# * 40,000# 60,000# 80,000#	Width: 16′-0″ interstate Height: 16′6″ if > 16′5″ must contact permit office Length: steerable dolly required for loads exceeding 125′-0″

* 45,000# with 12′-0″ or more spacing.
** Loads over 232,000# require analysis if off of designated highway system.

Maine 207-624-9000 ext.52134

Axle	Weight	Additional information
(Without a special and detailed review)		Width: police escorts if 16′-0″ or more Height: 16′-0″ - contact utilities, pole car required Length: police escourts if 125′-0″ or more * With specific axle loadings.
●●●● 5-Axle 6-Axle 7-Axle 8 + Axle	120,000# 130,000# 140,000# *159,000# 177,000#	

2.3 WEIGHT REGULATION SUMMARY

Special Permit Weights by State/Province CONTINUED

Maryland 800-846-6435		
Axle	Weight	Additional information
● ●● ●●● G.V.W.	27,000# 52,000# 63,000# 120,000#	Trunnion axles: 27,000# Width: 16′-0″ Height: 16′-0″ Length: 120′-0″ All loads 14′-6″ high or higher must have a height survey done and sent to the state highway administration hauling permits.
150,000# (May issue a permit for weight over 150,000# after a valid engineering structural review). 30,000# Max. Per axle up to 110,000# G.V.W. 27,000# Max. Per axle up to 110,001 # G.V.W. and over.		

Massachusetts 508-473-4778		
Axle	Weight	Additional information
● ●● ●●● ●●●● 5 to 8 Axies	Depends on spacing 130,000# (Non-reducible)	Width: 14′ -0″ Height: 14′-0″ (over 13′-8″ requires route survey) Length: 115′-0″

Michigan 517-636-6915		
Axle	Weight	Additional information
● ●● ●●● ●●●●	Depends on routes, vehicle gauge and size	Width: 16′-0″ (14′-0″ during spring restrictions) Height: 15′-0″ Length: 150′-0″

Minnesota 651-296-6000		
Axle	Weight	Additional information
● ●● ●●● ●●●● 5-Axle 6-Axle 7-Axle 8-Axle	20,000# 40,000# (46,000# with bridge check) 60,000# 72,000# 92,000# (104,000#) 112,000# 132,000# 144,000#	Width: 14′-6″ depends on routes Height: > 15′-6″ requires route survey LENGTH: 95' Depends on routes. Over 95'0" up to 110' requires 1 escort. Over 110'0" up to 120′ requires 2 escorts. Over 110'0" up to 130' requires minimum 2 escorts and may require District Check when over 150′. Over 170′ for true Rear Steering Dolly requires minimum 2 escorts and may require District check.

Special Permit Weights by State/Province CONTINUED

Mississippi 601-359-1717			
Axle	Weight		Additional information
●	12,000#	On interstate: 63,000#	Width: 20′-0″ Height: 17′-0″ Length: 120′-0″
●●	48,000#	72,000#	
●●●	57,000#	Depends on spacing and routes	
●●●●	64,000#	Depends on spacing and routes	
5-Axle	113,000#	Depends on spacing and routes	
6-Axle	123,000#	Depends on spacing and routes	
7-Axle	128,000#		
8-Axle	141,000#		

Missouri 800-877-8499		
Axle	Weight	Additional information
●	20,000#	Width: 16′-0″ Height: 16′-0″ Length: 150′-0″
●●	40,000#	
●●●	60,000#	
●●●●	80,000#	
5-Axle	100,000#	
6-Axle	120,000#	
7-Axle	140,000#	
8-Axle	150,000#	
9-Axle	156,000#	

Montana 406-444-7262		
Axle	Weight	Additional information
●	22,000#	Trunnion axles: 61,600# - bridge analysis Width: 18′-0″ Height: depends on route Length: depends on route
●●	48,000#	
●●●	51,750#	
●●●●	55,440#	
5-Axle	107,000#	
6-Axle	110,000#	
7-Axle	114,200#	
8-Axle	126,000#	

Nebraska 402-471-0034		
Axle	Weight	Additional information
●	20,000#	Width: 16′-0″ Height: 16′-0″ Length: 125′-0″ Weight: 160,000#
●●	40,000#	
●●●	60,000#	
●●●●	80,000#	

2.3 WEIGHT REGULATION SUMMARY

Special Permit Weights by State/Province CONTINUED

Nevada 775-888-7410

Axle	Weight	Additional information
●	Depends on spacing	Trunnion axles: 60,000#
●●	Depends on spacing	Width: 17′-0″ urban area, 26′-0″ rural
●●●	Depends on spacing	Height: 19′-0″ (special approval)
●●●●	Depends on spacing	Length: depends on route
5-Axle	92,000# 70′-0″ Axle spacing	
6-Axle	96,000# 70′-0″ Axle spacing	
7-Axle	101,000# 70′-0″ Axle spacing	
8-Axle	106,000# 70′-0″ Axle spacing	

New Hampshire 603-271-2691

Not published, contact state for more information.
Federal bridge formula applies

New Jersey 609-530-6089

Axle	Weight	Additional information
●	Calculated at 800# per inch tire width	Width: 18′-0″
●●		Height: 16′-0″
●●●		Length: 120′-0″
●●●●		

New Mexico 505-476-2475

Axle	Weight	Additional information
●	Depends on route	Trunnion axles: 46,000#
●●		Width: depends on route
●●●		Height: depends on route
●●●●		Length: depends on route

New York 518-485-2999

Axle	Weight	Additional information
●	Depends on routes, axle spacings and vehicle configuration must have bridge review.	Width: 16′-0″*
●●		Height: 15′-11″ *
●●●		Length: 159′-11″ *
●●●●		Weight: 199,999# *
Over 140,000#		

* Above these limits are considered superloads

Special Permit Weights by State/Province CONTINUED

North Carolina 888-574-6683

Axle	Weight	Additional information
●	25,000#	Width: 15′ -0″
●●	50,000#	Height: depends on route
●●●	60,000#	Length: no specific limit
●●●●	68,000#	Over 132,000# considered a superload.
	Wheel base < 51′-0″ / Wheel base > 51′-0″	
5-Axle	94,500# / 112,000#	
6-Axle	108,000# / 120,000#	
7-Axle	122,000# / 132,000#	

North Dakota 701-328-2621

Axle	Weight	Additional information
●	12,000# (Steer)	Trunnion axles: 45,000# - 60,000# (Special request only)
●●	45,000#	Width: 18′-0″
●●●	60,000#	Height: 18′-0″
●●●●	68,000#	Length: 120′-0″

Over 150,000# considered a superload

Ohio 614-351-2300

Axle	Weight	Additional information
●	29,000#	Width: 14′-0″
●●	50,000# (4′-1″ Spacing & greater)	Height: 14′-6″
●●●	60,000# (4′-1″ Spacing & greater)	Length: depends on routes
●●●●	80,000# (4′-1″ Spacing & greater)	
7-Axle	132,000# (65′-0″ Over all spacing & 51′-0″ inner spacing)	
8-Axle	132,001# & up may require 3 additional components (truck, trailer, booster, jeep dolly)	

Oklahoma 877-425-2390

Axle	Weight	Additional information
●●	40,000#	Width: over 16′-0″ (must be approved)
●●●	60,000#	Height: 21′-0″ (on certain routes, must be approved
●●●●	65,000#	
5-Axle	95,000#	
6-Axle	115,000#	
7-Axle	135,000#	
8-Axle	150,000#	

Special Permit Weights by State/Province CONTINUED

Oregon 503-373-0000

Axle	Weight	Additional information
●	21,500#	Trunnion axles: 60,000#
●●	43,000#	Depends on number of axles and wheel base.
●●●	Depends on wheel base	Must fit weight formulas.
●●●●	Depends on wheel base	Width: depends on highway
5-Axle	Depends on wheel base	Height: depends on highway
6-Axle	Depends on wheel base	Length: no set limit
7-Axle	Depends on wheel base	
8-Axle	Depends on wheel base	

Pennsylvania 717-7874680

Axle	Weight	Additional information
●	27,000#	Width: 16′-0″
●●	52,000#	Height: 14′-6″ depends on route
●●●	63,000#	Length: 160′-0″ (4-lane hwy)
●●●●	72,000#	
5-Axle	116-120,000#	
6-Axle	127-147,000#	
7-Axle	136-174,000#	
8-Axle	136-201,000#	

Rhode Island 401-831-8099 ext. 220 or 260

Not published, contact state for more information.
Federal bridge formula applies

South Carolina 803-737-6769

Axle	Weight	Additional information
●	20,000#	Width: 16′-0″
●●	40,000#	Height: limited by overhead structures
●●●	60,000#	Length: 125′-0″ including overhang
●●●●	80,000#	
5-Axle	90,000#	
6-Axle	110,000#	
7-Axle	130,000#	

South Dakota 605-773-3105

Axle	Weight	Additional information
	Permits may be issued up to 1.533 times the legal bridge limit. All combinations will be considered. All axles except steering must be dual. Maximum weight on an axle is limited to 600#/inch tire width.	Trunnion axles: Width: 24′ -0″ 65,000# Height: depends on clearance Length: no set limits

Special Permit Weights by State/Province CONTINUED

Tennessee 615-741-3821

Axle	Weight	Additional information
●	20,000#	Width: 16′-0″
●●	40,000#	Height: 15′-0″ - 15′-6″
●●●	60,000#	Length: 120′-0″ no maximum length
●●●●	80,000#	
5-Axle	100,000#	
6-Axle	120,000#	
7-Axle	140,000#	
8-Axle	160,000#	

Texas 800-299-1700 (Option 1)

Axle	Weight	Additional information
●	25,000#	Trunnion axles:
●●	46,000#	60,000# - A min. 10′ wide & 5′ spacing
●●●	60,000#	Width: 20′-0″
●●●●	70,000# with 4′ spacing	Height: 18′-11″
5-Axle	81,400# with 4′ spacing *	Length: 180′-0″ maximum
6-Axle	94,200# with 4′ spacing * (*)	Weight: 254,300#
7 & 8-Axle	Depends on configuration (*)	

* May have more weight depending on configuration.
(*) Must be steerable or articulating axles.

Utah 801-965-4508

Axle	Weight	Additional information
●	10,500# Single tires	Width: 14′-6″
●	29,500# Dual tires	Height: 14′-0″
●●	50,000#	Length: 105′-0″
●●●	61,750#	
●●●●	Bridge formula	
5 - 8-Axle	Bridge formula, non-divisible load	

Vermont 802-828-2064

Axle	Weight	Additional information
●	Weights depend on tire size, number of axles.	Width: 15′-0″
●●	At 150,000# - need engineering review.	Height: 14′-0″
●●●		Length: 100′-0″
●●●●		

12,000# to 13,000# on steer axle.
20,000# per axle after that.

Special Permit Weights by State/Province CONTINUED

Virginia 804-497-7135

Axle	Weight		Additional information
	Interstate	Non-interstate	Width: 14′-0″
●	24,000#	24,000#	Height: 14′-0″ depends on route
●●	44,000#	44,000#	Length: 150′-0″
●●●	75,000#	53,500# - 54,500#	
●●●●	100,000#	63,000# - 64,500#	
5-Axle	110,000# *	102,500# (*)	
6-Axle	135,000# *	108,500# (*)	
7-Axle	150,000# *	115,000# (*)	
8-Axle	150,000# *		

* 30′ -0″ from last tractor axle to first trailer axle.
(*) 64′ -0″ from tractor steer axle to last trailer axle.

Washington 360-704-6340

Axle	Weight	Additional information
●	600#/inch tire width (steer)	Width: 14′-0″ depends on lanes
●	22,000#	Height: over 16′-0″ is superload
●●	43,000# *	Length: 125′-0″
●●●	65,000# *	Over 200,000# considered a superload.
●●●●	70,000# *	
5-Axle	99,200# *	
6-Axle	108,000# *	
7-Axle	134,000# *	
8-Axle	156,000# *	

* Subject to axle spacing and tire size

West Virginia 304-558-0384

Axle	Weight	Additional information
●	28,000#	Width: 15′-0″ on a two lane 16′-0″ on a four lane
●●	45,000#	Height: depends on route
●●●	50,000#	Length: depends on route
●●●●	55,000#	
G.V.W.	120,000#	

Wisconsin 608-267-4541

Axle	Weight	Additional information
●	20,000#	Width: no set limit
●●	60,000#	Height: depends on route
●●●	81,000#	Length: no set limit
●●●●	90,000#	
5-Axle	100,000#	
6-Axle	166,000#	
7-Axle	182,000#	
8-Axle	191,000#	

Depends on spacing and configuration

Special Permit Weights by State/Province CONTINUED

Wyoming 307-777-4376		
Axle	Weight	Additional information
●	25,000#	Trunnion axles: 55,000#
●●	55,000#	Width: 18′-0″
●●●	65,000#	Height: 17′-0″
●●●●	74,000#	Length: 110′-0″
Depends on axle configuration. Over 150,000# requires authorization from highway patrol.		

Province of Alberta 403-342-7138
Not published, contact state for more information.

Province of British Columbia 800-559-9688		
Axle	Weight	Additional information
●	13,228#	Width: 14′ -6″
●●	50,706#	Height: 15′-6″
●●●	61,728# under 9′-10″ spacing	Length: 101′ -0″
●●●●	63,932# over 9′-1 0″ spacing	
5-Axle	114,638#	
6-Axle	133,377#	
7-Axle	141,093#	

Province of Manitoba 204-945-3961		
Axle	Weight	Additional information
●	12,000# (Steer)	Width: 15′-0″
●	22,000#	Height: 15′-0″
●●	48,300#	Length: 98′-6″
●●●	60,500#	
●●●●	Special permission	
5-Axle	108,600#	
6-Axle	121,000#	
7-Axle	133,100#	
Note: any larger weight increments are not avaliable on standard issue permits, and must be taken on a case-by-case basis.		

Province of New Brunswick 506-453-2982		
Axle	Weight	Additional information
●	20,000#	Width: 16′-4″
●●	52,469#	Height: 14′-9″
●●●	65,035#	Length: 105′-0″
5-Axle	118,165#	
6-Axle	140,655#	
7-Axle	145,064#	
8-Axle	167,551#	
9-Axle	171,960#	

Special Permit Weights by State/Province CONTINUED

Province of Newfoundland 709-729-0359

Not published, contact state for more information.

Province of Nova Scotia 902-424-5851

Not published, contact state for more information.

Province of Ontario 416-246-7166

Axle	Weight	Additional information
●	*	Width: up to 16′ -5″
●●	*	Height: 14′-0″ requires approval
●●●	*	Length: up to 150′-1″
●●●●	*	
5-Axle	139,993#	
6-Axle	139,993#	

* There are no set limits set by the government on individual or sets of axles up to a gross weight of 139,993#.
Note: larger weight increments are allowed, but the equipment specs and dimensions of load must be submitted before the ministry would commit to a permitable figure.

Province of Prince Edward Island 902-368-5200

Axle	Weight	Additional information
●	20,000#	Width: no maximum set
●●	58,000#	Height: no maximum set
●●●	74,000#	Length: no maximum set
●●●●	79,200#	
5-Axle	** See note	
6-Axle	** See note	

** There are no publicly established, or acknowledged limits set by the government.

Province of Quebec 416-246-7166

Axle	Weight	Additional information
●	12,125# - 31,967#	Width: 14′-3″
●●	35,275# - 52,800#	Height: 14′-1″
●●●	48,500# - 61,728#	Length: 98′-0″
●●●●	52,910# - 62,830#	
5-Axle	145,500#	
6-Axle	158,730#	
7-Axle	163,140#	

Special Permit Weights by State/Province CONTINUED

Province of Saskatchewan 306-775-6969		
Axle	Weight	Additional information
	Note: special permit limits on weight are based on the following formula (Except for spring road bans) 560# Per inch width of tire for steering axle 500# per inch width of tire for any other axle.	Width: 16′-5″ Height: 17′-0″ with approval

Yukon Territory 867-667-5196		
Axle	Weight	Additional information
● ●● ●●● 7-Axle	* * * 140,000#	Width: 16′ -0″ with escourt Height: determinded by route Length: 90′ -0″ with escourt

* There are no set limits set by the government on individual or sets of axles up to a gross weight of 140,000#.
Note: larger weight increments are allowed, but the equipment specs and dimensions of load must be submitted before the ministry would commit to a permitable figure.

Hydraulic Gooseneck - Removal

■ **CAUTION:** *Failure to operate this Hydroneck as detailed here and in other instructions provided will result in damages and could cause serious injury!*

GOOSENECK REMOVAL

1. Stop tractor and trailer on level ground. Set tractor brake and activate hydraulic power system (PTO or power pack).

2. Remove manual gooseneck/deck lock safety pin Ⓐ (see Figure 5). Pull gooseneck/deck lock control Ⓑ to unlock gooseneck from deck. (see Figure 1).

3. Push power cylinder control in and raise deck slightly to free gooseneck stop pins Ⓒ on both sides. Pull stop pin control Ⓒ to retract stops. Check both sides.

4. Pull power cylinder control out and lower deck to ground. Check teardrop Ⓓ to see that they are free from deck pins (see Figure 2). Disconnect air and electric lines between gooseneck and deck; this will set trailer brakes.

5. Push support control in and engage tractor frame with support arm Ⓔ (see Figure 3).

   NOTE: Support cylinder must not be used to lift deck!

6. Pull tractor away with gooseneck (see Figure 4). If possible, pull straight ahead without turning. This will make re-attaching easier.

   CAUTION: do not make quick turning motions with gooseneck supported on tractor. It may slip off one side!

Figure 1

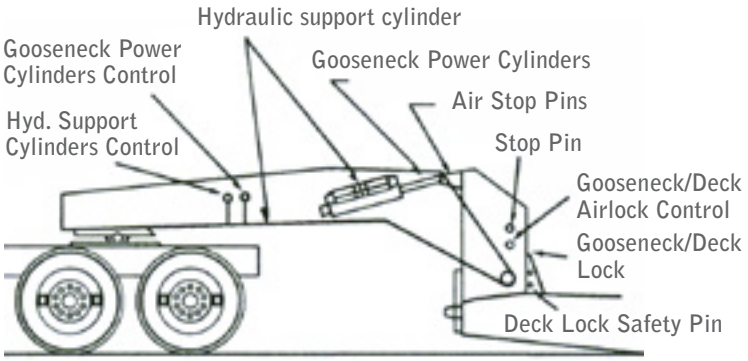


Figure 2

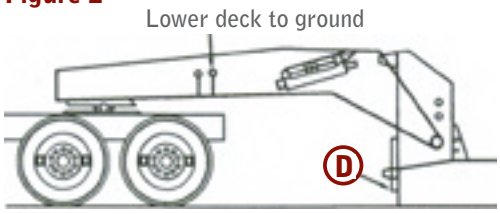


Figure 3

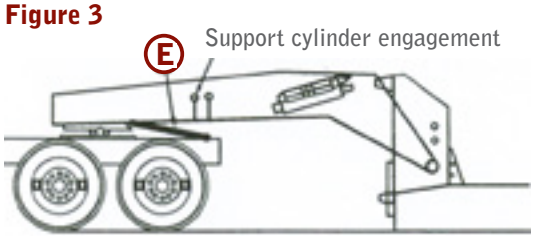
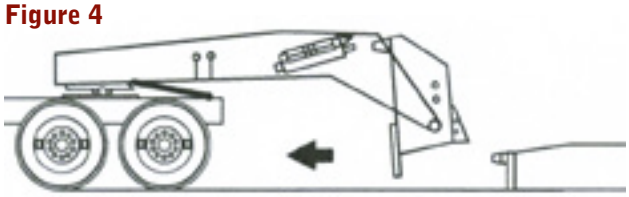


Figure 4



2.4 TALBERT TIPS

Hydraulic Gooseneck - Attaching

■ **CAUTION:** *Failure to operate this Hydroneck as detailed here and in other instructions provided will result in damages and could cause serious injury!*

GOOSENECK ATTACHMENT

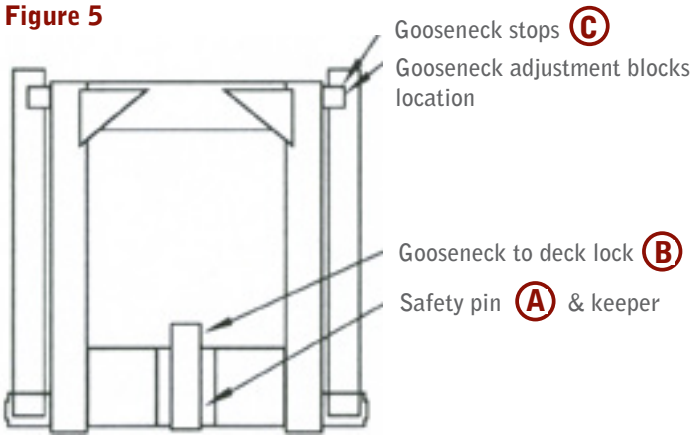
1. Slowly, back tractor with gooseneck up into straight on alignment with deck. Gooseneck guide will engage deck ramp. Continue until guide "seats." set tractor brakes and dismount. Pull support cylinder control out and retract arm fully.

2. Push gooseneck/deck lock control (B) in: if pin locks, insert safety pin (A) (see Figure 5) if pin does not lock at this time, it may be necessary to "bump" tractor slightly to free it, then insert safety pin. Connect air and electric lines between gooseneck and deck. Activate hydraulic power system (PTO or power pack).

3. Push power cylinder in and raise deck until gooseneck stops (C) are free to engage both sides of gooseneck. Make visual check to see that both pins are fully extended and are not obstructed. (Figure 5).

4. Lower deck by pushing power cylinder control out until stops take weight of the hydraulic system. Shut off hydraulic power system. You should now be ready for travel.

Figure 5



Rear view of gooseneck

MECHANICAL ADJUSTMENT BLOCKS

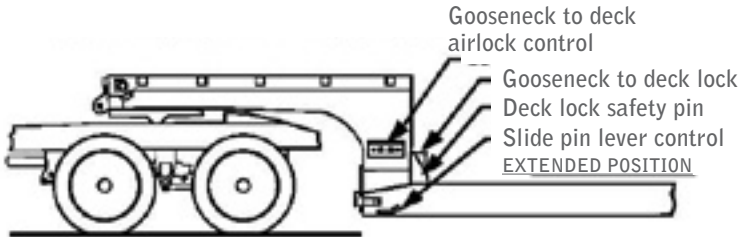
Metal adjustment blocks (of equal thickness on both sides of gooseneck) may be provided to regulate deck height and/or fifth wheel height. To gain deck height (or decrease fifth wheel height) adjustment blocks may be located between gooseneck stop pins and diagonal gooseneck section. See Figure 1(previous page) and Figure 5 for location.

Mechanical Gooseneck - Removal Sliding Pin Design

■ **CAUTION:** *Failure to operate this Gooseneck as detailed here and in other instructions provided will result in property damages, physical injury, or death.*

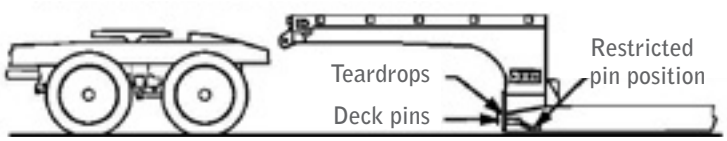
GOOSENECK REMOVAL

1. Stop tractor and trailer on level ground, set tractor brake & unlock 5th wheel.



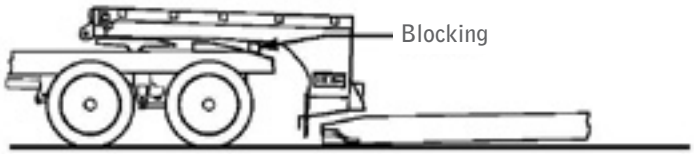
2. Pull tractor ahead slowly, letting gooseneck rollers slide down until free of ramps. Note: if ramps are long enough, no blocking is required under deck.

Check teardrops to see if they are free from deck pins. Slide pin lever can now be retracted.



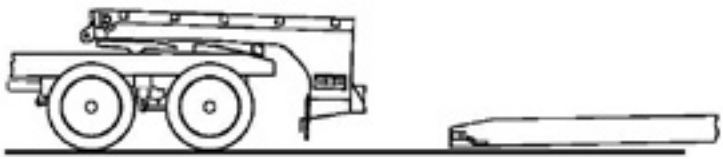
3. Back up tractor until 5th wheel locks on gooseneck kingpin. Remove manual gooseneck & deck lock safety pin. Pull gooseneck & deck lock control to unlock gooseneck from deck. See figure (1).

Block between gooseneck frame and tractor ramp with suitable timber (i.E. 4″X4″x45″). Disconnect air & electrical lines between gooseneck and deck; this will set the trailer brakes. See figure (1)



4. Pull tractor away with gooseneck. If possible pull straight ahead without turning. This will make re-attaching easier.

CAUTION: do not make quick turning motions with gooseneck supported on tractor. It may slip off to one side!

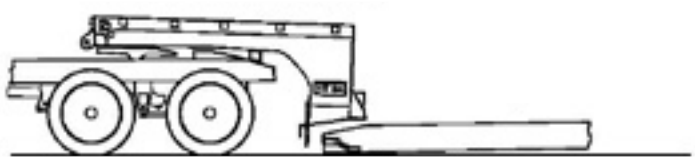


2.4 TALBERT TIPS

Mechanical Gooseneck - Attaching Sliding Pin Design

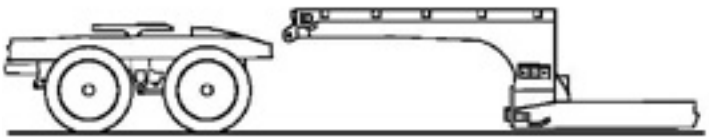
■ **CAUTION:** *Failure to operate this Gooseneck as detailed here and in other instructions provided will result in property damages, physical injury, or death.*

GOOSENECK ATTACHMENT



1. Slowly back tractor with gooseneck up into straight on alignment with the deck. Gooseneck guide will engage deck ramp. Continue until guide "seats". Set tractor brakes and dismount.

2. Push gooseneck/deck lock control in. If pin locks, insert safety pin; if pin does not lock at this time it may be necessary to "bump" tractor slightly to free it, then insert pin. Connect air and electrical lines between gooseneck and deck.



3. Remove blocking

4. Unlock 5th wheel. Pull forward until rollers are free from ramp.

5. Extend slide pins fully
   Note: use safety retainer

6. Back tractor under ramps, lifting trailer. Be sure 5th wheel locks; free trailer brakes. You should now be ready for travel.

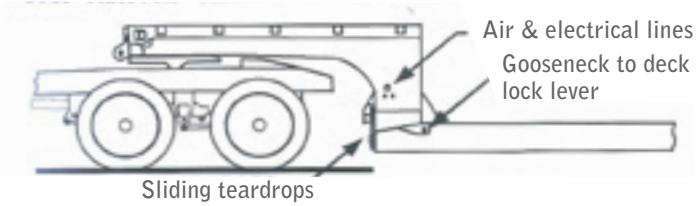
2.4 TALBERT TIPS

Mechanical Gooseneck - Removal/Attaching Swinging Teardrop or Tri-Link Design

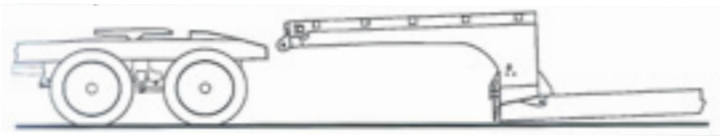
■ **CAUTION:** *Failure to operate this Gooseneck as detailed here and in other instructions provided will result in property damages, physical injury, or death.*

GOOSENECK INSTRUCTIONS

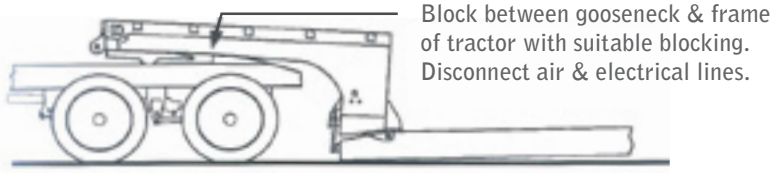
1. Stop tractor trailer on level ground, set brakes & unlock 5th wheel.



2. Pull tractor ahead slowly, letting gooseneck rollers slide down until free from ramps. Check teardrops to see if they are free. Unhook lock collars & slide teardrops forward until they are clear of deck pins.



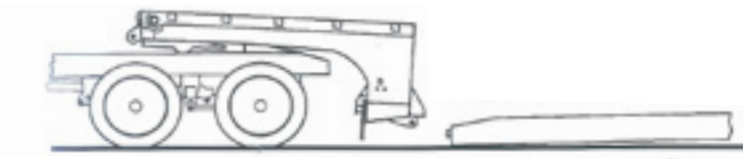
3. Back up tractor until 5th wheel locks on gooseneck kingpin. Pull gooseneck lock pin.



4. Pull tractor away with gooseneck. If possible pull straicht head without turning. This will make re-attaching easier.

CAUTION: do not make quick turns with gooseneck supported on tractor, gooseneck may slip off to one side.

Reverse procedure for re-attachment of gooseneck.



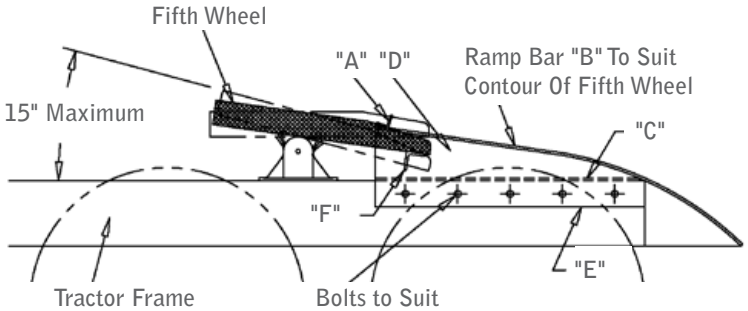
2.4 TALBERT TIPS

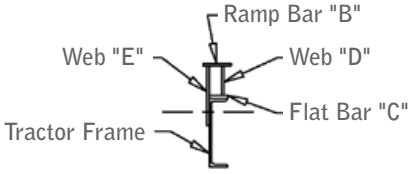
Mechanical Gooseneck - Tractor Ramp Installation

■ **CAUTION:** *Failure to operate this Gooseneck as detailed here and in other instructions provided will result in property damages, physical injury, or death.*

INSTALLATION INSTRUCTIONS

1. Clamp any straight angle "A" to fifth wheel so as to overhang on both sides.
2. Clamp straight end of ramp bar marked "B" to angle "A" so that the side of the ramp bar bears on the side of the tractor frame.
3. Clamp a flat bar marked "C" on the lop of the tractor frame below ramp bar "B".
4. Place a web marked "D" along side of ramp bar "B" and flat bar "C" and clamp. Mark the plate to provide a burning line intended to make the web plate conform to the ramp bar and flat bar.
   Mark frame so excess can be burned or removed so as to conform to ramp bar.
5. Remove clamps and burn web plate and frame marked per direction 4.
6. Re-clamp ramp bar "B", flat bar "c", and web "D" on tractor frame. Then clamp outer web "E" to ramp assembly and overlap on web of tractor frame. Mark web "E" for burning, remove and burn, re-clamp to ramp assembly.
7. Tack weld all ramp pieces together. Duplicate steps 2. through 6. for other side. Check to insure identical construction.
8. With both sides of ramp in position, locale an angle marked "F" (about 3/8" x 3" x 3") angle slop. Tack into position so as to retain fifth wheel in the lilted position shown.
9. Trim ramp bars and grind all rough edges to suit.
10. Finish welding and boll ramps to side of tractor frame.





CAUTION: Ramps attached to tractor frame by bolting through web. **NEVER** weld to tractor frame.

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Talbert Tips

TIPS2013-009

Understanding Safety Factors

Safety factor in lowbed trailer design is a greatly misunderstood subject. Manufacturers discuss and even advertise design safety factors which are used to influence users on the design strength of the trailer structure.

Yield Strength

Various types of steel used in the manufacturing of trailer structures have various minimum yield properties. Therefore, as a practical limitation, the yield strength is usually considered to be the maximum stress that can be tolerated without fear of permanent deformation or damage within the structure.

Definition

Simply defined, safety factor is a ratio between the design stress imposed by the load sitting static on the trailer and the minimum yield stress of the steel used in construction of that trailer structure. For example, if the structure is built using 100,000 P.S.I. minimum yield strength steel and the load sitting on it causes a stress of 50,000 P.S.I., then a 2:1 safety factor would exist. This safety factor does not mean that the structure can then be used to carry twice the rated load. Under dynamic conditions, or as the trailer moves and encounters variable speeds, shocks, vibrations, twists and other normal operating conditions, stress levels are elevated far beyond those seen in the static situation.

Design Stress and Yield Strength

For a number of reasons, several of which are outlined, it is not desirable to design a structure for use at its maximum capacity. A factor of safety is applied to the maximum usable stress (usually the yield point of the steel) to obtain an allowable or working design stress. An allowable stress is that stress which should not be exceeded in the design of a structure.

Allowable Stress and Safety Factors

The allowable stress, and therefore its related factor of safety, is determined by the designer after consideration of special design requirements, service conditions, and materials to be used. Some of the more important considerations necessary in selecting a factor of safety are:

(a.) Knowledge and accuracy of applied loads.
In the design of most trailer structures, the magnitude, concentration and distribution of the applied loads must be estimated. When selecting a safety factor, the designer must consider static, dynamic and variable loads.

(b.) Type of failure which could occur. Brittle materials do not provide warning when fracture is imminent and higher safety factors must be considered while more ductile materials may deform greatly before fracture and thus provide some warning of danger. Somewhat lower safety factors may be applied to these materials.

(c.) Other considerations.
Factors such as the physical properties of the material, stress concentrations, operational temperatures, seriousness of failure, etc., must all be evaluated when selecting a design safety factor.

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Talbert Tips

TIPS2013-008

Gooseneck Support Cylinder Usage

Definition

The gooseneck support cylinder is a hydraulic cylinder attached to a support arm or foot that "supports" the hydraulic removable gooseneck (hydroneck) on the truck/tractor framework while the gooseneck **is removed from the trailer deck** during the loading or unloading procedures. (The support cylinder is used in lieu of wooden blocks.)

Actuation of Support Cylinder

The support cylinder controls on the side of the gooseneck are actuated after the power source (P.T.O. or self contained power package) is engaged. By pushing the control lever in (away from the operator) the support cylinder is lowered. Pulling the lever toward the operator raises the support cylinder.

Operational Procedure

Once the support cylinder arm or foot is rested upon the truck/tractor framework (check gooseneck tear drops to see that pressure is off the deck coupling pins before the support cylinder is lowered to the truck framework) the truck/tractor may then be pulled away to load or unload equipment. When pulling away from the deck **caution** must be taken to make sure that the gooseneck is positioned "straight" on the truck framework and does not "slide" off to either side and causing damage to the support cylinder.

----------**CAUTION**----------

The gooseneck support cylinder should be used *only* to "*support*" the weight of the gooseneck! "Lifting" or "pushing"the truck framework or the front of the deck could result in damage to the truck/tractor framework, the support cylinder or the support cylinder framework.

When reattaching the gooseneck to the deck the support cylinder must be retracted (lifted up) prior to moving the trailer.

Failure to retract the support cylinder could result in damage to the support cylinder, the truck framework or to the truck fenders.

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Talbert Tips

TIPS2013-004

How To Achieve Proper Frame Deflection With Shims

Whether hauling a light or full load, maximize the utility of a Talbert trailer by using the supplied shims. Long wheelbases and nearly infinite load combinations may subject a trailer to excessive frame deflection under a full load would be too heavy. Yet, a trailer pre-cambered (or "arched") to be level and at the proper height when fully loaded would be too high when lightly loaded.

By placing the supplied shims at various locations, the deck height and frame deflection can be effectively controlled for any load condition.

Guidelines For Shim Placement

1. Keep the bottom horizontal flange level and parallel to the ground when loaded by shimming the gooseneck and rear bridge. This allows maximum oscillation of moving parts, such as a dolly or tractor frame and suspensions.
2. Equalize the front and rear deck heights. Depending on the load, there will be some camber or deflection in the center, but it is recommended that there be at least 6 inches of loaded road clearance under the deck.
3. Maintain the same air bag heights throughout by using shims of equal thickness on each side. This creates an air suspension that equalizes the load between the axles and insures adequate suspension "travel" or oscillation.

----------**CAUTION**----------

Unbalanced air bag heights could cause an axle to "bottom out" and carry a disproportionate share of the load—even all of it—resulting in failures.

Use the Talbert Trailer Properly and Productively

By following the above guidelines, one can fully capitalize on the trailer's capacity to handle a wide range of circumstances and load combinations—the flexibility expected from a Talbert!

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Talbert Tips

TIPS2013-005

Truck/Tractor Air Brake Controls

Many truck/tractors are being supplied with air brake systems that, in effect, shut off the air supply to the trailer when the truck/tractor brakes are set.

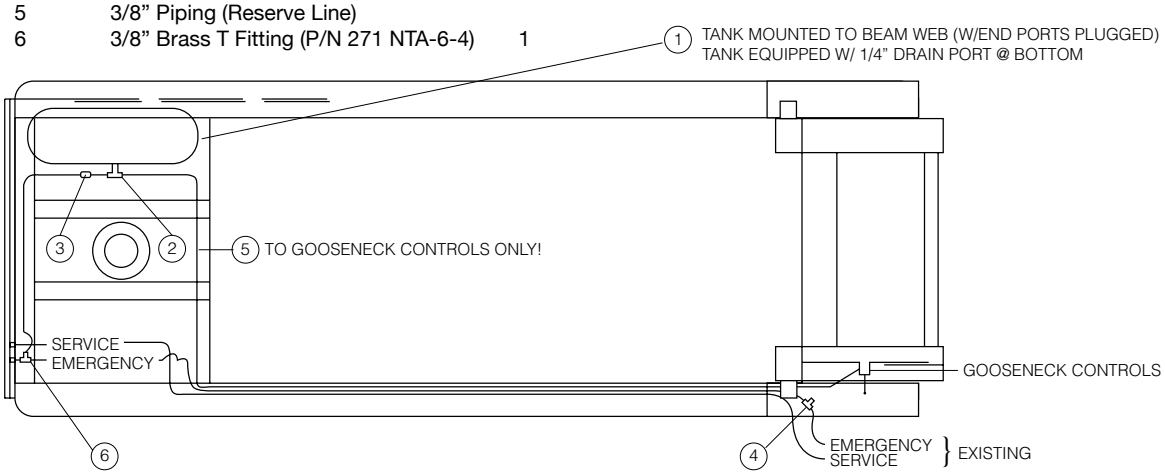
These systems are usually being supplied with a Bendix Basic PP Valve. When this valve or a similar valve is engaged, it shuts off the air supply to the trailer... and applies both the truck/tractor and the trailer brakes. This does not allow the air supply to flow to both of the air locking cylinders in the trailer gooseneck.

Because there are a multitude of optional brake systems available on the various makes of truck/tractors, it is virtually impossible to anticipate what system might be included.

----------**CAUTION**----------

If the truck/trailer brakes are "set" and it is not possible to operate the gooseneck air lock stop pins the gooseneck to deck locking pin) either the truck/tractor air brake control system must be changed... or an optional air reservoir kit must be added onto the trailer.

Item	Description	Quantity
1	9 1/2" x 17" Air Tank (P/N) 95101	1
2	3/8" T Pipe Fitting	2
3	Check Value P/N 226691	1
4	Existing "T" Pip Fitting "Caped Off"	
5	3/8" Piping (Reserve Line)	
6	3/8" Brass T Fitting (P/N 271 NTA-6-4)	1



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Talbert Tips

TIPS2013-007

Recommended Outrigger Loadings

Proper Loading Technique

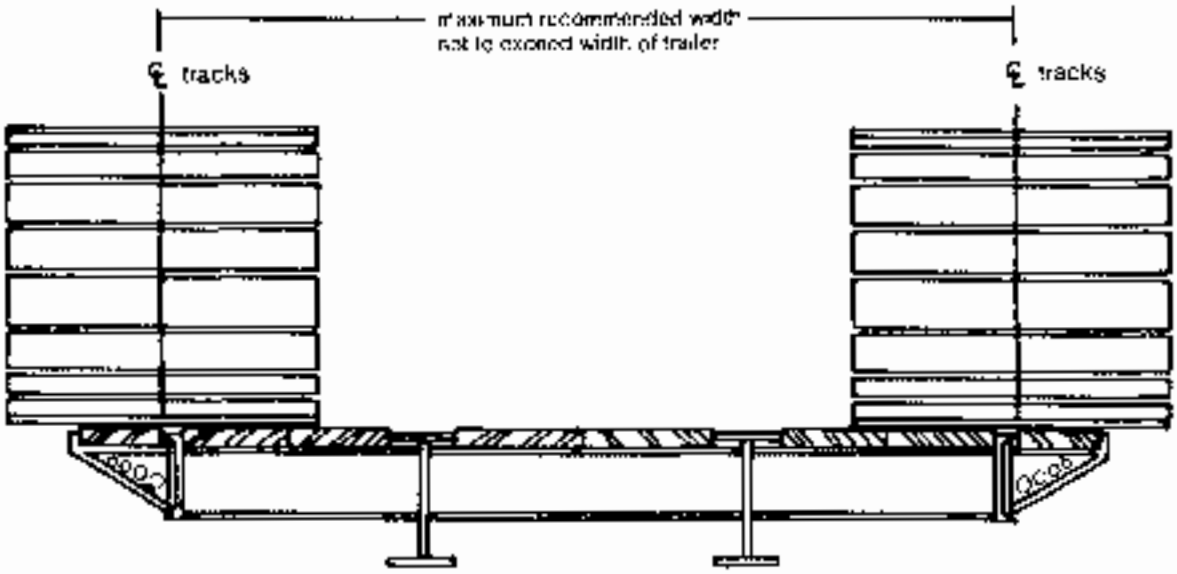
Because outriggers (sometimes called swinging side brackets or extension brackets) are often used to extend the useful width of the deck by approximately 12” on each side (approximately 24” total), the proper loading technique is very important.

Recommended Practice

It is recommended that the centerline of the vehicle tracks, tires, or grousers be “in-line” or “inboard” of the outside edge of the deck.

----------**CAUTION**----------

Outrigger brackets are designed for use only with 2” thick boards, so the use of thicker boards and/or loading practices that disregard these recommendations may result in outrigger bracket failures (breakage) and subsequent equipment damage and personal injury.



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Talbert Tips

TIPS2013-011

Understanding Overloads

Payload vs. Overload

How much payload that may be placed on a lowbed trailer is determined by the manufacturer's rating. How much overload that may be placed upon a trailer depends upon how much the user wants to reduce the manufacturer's safety factors and face the risk of breakage, damage and personal injury!

Safety Factors vs. Overloads

The safety factors (see Talbert Tips on Safety Factors) used within the lowbed trailer industry, are established by each manufacturer. They vary depending upon the design philosophy of the manufacturer, payload, types of loadings, type of product being hauled, dynamic forces to be encountered, and the operational environment, etc.

Talbert selects a lowbed trailer safety factor based upon the "static" conditions (fully loaded and not moving), the "dynamic" conditions (fully loaded and moving) and Talbert's 50 years of manufacturing experience in building custom built trailers.

Recommendations

If a trailer is overloaded, it is very likely that the manufacturer's rating has been exceeded, which could cause stresses that may result in failures. Therefore, it is RECOMMENDED that the payload ratings, GVWR (gross vehicle weight ratings) and GAWR (gross axle weight ratings) NOT be exceeded.

A trailer may be overloaded or overstressed while carrying a payload of a magnitude less than the trailer's rated capacity, IF, the load is concentrated over a shorter longitudinal portion of the loading area (load base or concentrated load area) than the trailer design provides.

----------**CAUTION**----------

If a trailer is overloaded, the manufacturer's design safety factors are exceeded and may result in failures, damages or personal injury! Once the trailer is overloaded, the material is "stressed" and while the trailer may not fail during the overloading process, failure or breakage may occur, at some future date, with less than a fully rated payload.

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Talbert Tips

TIPS2013-010

Understanding Trailer Empty Weights

Net Payload

One of the challenges facing today's user of specialized hauling equipment is the reduction of the trailer empty weight, or tare weight.

Working within state permit limitations, every pound reduced from the vehicle empty weight means another pound of net payload upon which revenue can be gained.

Empty Weight vs. Safety Factor

How much a trailer weighs depends primarily on how much steel is used in it's construction, since other components are basically constant among the industry competitors (i.e. tires, axles, wheels, rims, decking, etc.).

The amount of steel used in trailer construction is dependent upon:

a. The type of steel used

b. The designer's expertise

c. The design safety factor

Designers Expertise

Talbert Trailers pioneered the use of heat treated and quench alloy steels, often referred to as T-1, which have 1 00,000 P.S.I. minimum yield strength. Talbert has used T-1 exclusively for over 30 years-longer than most of the competition has been in business. As such, the accumulated design and workmanship expertise possessed by Talbert is unsurpassed with this metal. Talbert's experience in building thousands of trailers built with this type of material over the past years, gives positive proof as to what can and can't be done, and what safety factors are appropriate. Talbert's safety factors, normally the highest in the industry, are based upon the vehicle's design and Talbert's previous experiences with similar vehicles.

Empty Weight vs. Life Expectancy

Reducing empty weight by cutting down safety factors may be a viable solution only if the buyer understands the trade-offs… there is no "free lunch"! By reducing the safety factors, the stresses seen by the vehicle under dynamic condition (loaded and moving), are much closer to the yield point of the materials, and it is an established and proven fact that working in this critical range shortens the "life span" or "cycle life" of the steel. A myriad of problems occur: work hardening, fatigue stress build-up, and loss of elasticity, or embrittlement. Certain "ultra-light" trailers might have only a 3 to 5 year life expectancy, whereas a 15 to 25 year life expectancy might be experienced in the standard Talbert designs.

In some instances, this lighter empty weight may be a "price" or " risk" the buyer is willing to pay for; however, he should understand the compromise that has been made.

----------**CAUTION**----------

A "lighter" empty weight usually means a reduced safety factor ... which in turn means that if the trailer should ever be overloaded, it is very likely that a fa'ilure, breakage or personal injury could occur.

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Talbert Tips

TIPS2013-006

Recommendations for the Manual Raising and Lowering Feature of Air Suspension Systems

Stationary Manual Raising and Lowering Features

The optional manual raising and lowering feature (commonly called +3/- 3") frequently specified with the Ridewell air suspensions was designed for use with flatbed and van trailers to accommodate varying dock heights. However, Ridewell specifically recommend that this system should be used only when the trailer is stationary.

----------**CAUTION**----------

Using the Ridewell manual raising and lowering feature while a trailer is moving creates a risk of "bottoming out" in the "lowered position", which may result in adverse frame distortions, axle overloads, and potential cracking of the framework. Moving in the "raised" or "lowered" position also causes the system to circumvent the "automatic" leveling valve, which may cause vehicle instability, damage, or personal injury.

Appropriate Uses of the Ridewell Manual Raising and Lowering Features

While this control system is appropriate for certain applications, Talbert does not recommend using the Ridewell manual raising and lowering feature for most "normal" lowbed applications.

The Talbert Alternative

As an alternative, Talbert offers an optional raising and lowering system that requires access into the center of the rear bridge area and the manual relocation of adjustment pins. This Talbert system does have +3/-3" capability and is recommended for use at very slow speeds and for short distance moves. First to develop such a system for "in transit" movement, Talbert again proves to be the industry leader!

Talbert Literature

Talbert Brag Book

Talbert Spec Sheets

2.5 MARKETING

Promotional Material

Talbert will provide materials for you to use as sales and marketing tools to educate your customer on Talbert Trailers.

- Sales Aides
- Dealer Poster
- Promotional Material

2.5 MARKETING

Tradeshow Schedule

Talbert routinely participates in the following industry events:

- Florida Auctions – February
- CONEXPO-CON/AGG – March (every 3 years)
- SC&RA Annual Conference – April
- SC&RA Transportation Symposium – February
- SC&RA Crane Workshop – September
- ICUEE – October (every other year)
- Baltimore Tow Show – November

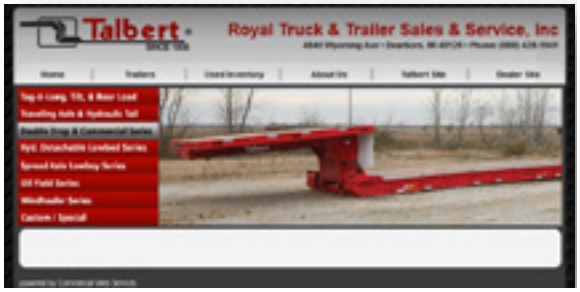
We occasionally attend other shows such as MATS, World of Asphalt, NTEA, etc.

2.5 MARKETING

Dealer Website Information

Exposure is a key element to draw consumers to your business. What better way to gain this presence than through a website. Talbert has a partnership with Commercial Web Services (CWS) as a web site solutions provider. Talbert wants to give you the available tools to create your own website through Commercial Web Services. Increased internet exposure for your dealership can significantly gain perspective consumers and can be a place to direct customers for additional information.

Outlined below is the simple process and steps we take to build your site and turn it live. Your timely response to our queries will greatly assist us in building your site quickly and efficiently so your prospective customers can begin finding your dealership online.



1. The CWS Client Services Department (CSD) will send you a list of sample sites for you to review, along with a design request form.
2. A Client Services Representative (CSR) will follow up with a design call to discuss your web site graphics requirements, navigation, and web page set-up.
   a. This may include a request for your logo in a digitized format (if available).
3. A DNS Specialist from our CSD will call you regarding your domain name and hosting contact information.
4. Our web design team will create an initial design.
5. Your CSR will call for you to either approve or request modifications to your web site design.
6. The web design team will make the requested modifications to your web site design.
7. Web site navigation and page set-up on your web site will be completed.
8. Your CSR will call you to schedule Site Maintenance Training.
9. The DNS Specialist will contact you to schedule taking your web site live.

Your web site is an extension to your brick-and-mortar dealership. Just like your physical location the time and effort you put into your site can generate the results you are looking for. We look forward to helping you grow your business.

Public Relations

PR Builds Our Brand, And Supports Yours

Talbert works with a public relations firm to spread the word about Talbert trailers and their capabilities. This, in turn, helps drive customers to our dealers' doors and, ultimately, helps you close more sales. We proactively search for content opportunities in publications relevant to our target markets, and we develop and work to place byline articles, job stories and product press releases. There is a significant return on investment, with space in these publications equivalent to thousands of dollars in ad space each year.

Core Publications

Trucking/Fleets

American Towman
American Trucker
Commercial Carrier Journal
Fleet Equipment
Fleet Maintenance
Fleet Owner
Fleets
Heavy Duty Trucking
National Truck Equipment Association
NATSO Trucker News
NTDA
Over the Road
Over the Road (Canada)
Overdrive
Pro Trucker/Over the Road
RoadKing
Roadworx Magazine
Successful Dealer
SAE Off Highway Engineering
The Hauler
The Trucker
The Trucker's Choice
Today's Trucking
Tow Times
Towman
Trailer Body Builders
Transport Technology
Transport Topics
Truck Market News
Truck Parts & Service
Trucker News
World Highways

Construction

ACP
Alberta Construction Magazine
Builder's Connection
Building Magazine
C & D World
California Builder & Engineer
California Construction
Concrete & Masonry Construction Products
Concrete Construction
Concrete Contractor
Concrete in Focus
Concrete Monthly
Concrete Producer/Masonry Construction
Concrete Products
Concrete Products/Cement Americas
Concrete Technology Today
Concrete Today
Concrete Trends
Construction
Construction & Demolition Recycling
Construction Business Owner
Construction Distribution
Construction Equipment
Construction Equipment Guide
Construction Europe
Construction Pan-Americana
ConstructionBusinessOwner.com
Constructor
Contractors Equipment Directory
Contractors Magazine
ENR
ForConstructionPros.com

Construction Continued

Hard Hat News
Landscape & Irrigation
Landscape Construction
Landscape Contractor
Landscape Contractor National
Lawn & Landscape
Grading Excavation Contractor
Modern Contractor Solutions
OEM Off-Highway
On-Site Canada's Construction Magazine
PRO Landscape
Rock & Dirt
Rock & Dirt en Espanol
Site Prep Magazine
Soil Erosion & Hydroseeding
Southwest Contractor
Texas Construction
Turf Magazine
Underground Construction

Paving

Aggregates & Roadbuilding
Asphalt Contractor
Better Roads
Focus On Roadbuilding
Pavement
Paver Market
Roads & Bridges
Rock Products

2.5 MARKETING

Public Relations

Core Publications Continued

Mining

Aggregate & Mining Today
Aggregates International
Aggregates Manager
Asia Miner
Australian Journal of Mining
Canadian Mining Journal
Canadian Mining News
Coal Age, EMJ
Coal Leader
Coal People
Coal Trans International
EMJ
European Journal of Mineral Processing
Focus On Aggregates
Indiana Mineral Aggregates Assoc.
International Mining
Mine & Quarry Trader
Mineria Pan Americana
Minerios/Minerales
Miners News
Mining Engineering
Mining Journal
Mining Magazine
Mining Quarterly
Mining Record
Mining Weekly
Mining.com
North American Quarry News
New Zealand Quarrying & Mining
Northern Miner
Pit & Quarry
Stone, Sand & Gravel Review

Oil & Gas

Daily Oil Bulletin
New Technology Magazine
North American Pipeline
Oil & Gas Inquirer
Oil & Gas Journal
Oil & Gas Product News
Oilsands Review
Oilweek Magazine
Petroleum Ownership Structures

Wind

American Wind Energy Association
North American Wind Power
Power Magazine
Wind Energy Magazine
Wind Today Magazine

Specialty Crane & Transport

American Cranes & Transport
Crane Hotline
Cranes & Access
CraneWorks
International Cranes
& Specialized Transport
International Dredging Review
Lift and Access

Equipment

Compact Equipment
Equipment Journal
Equipment Now
Equipment Today
Equipment World
Heavy Equipment Guide
MRO Machinery & Equipment

Tag-A-Long & Rear Load Overview

AC-10 / 20,000 lb. capacity | AC-20 / 40,000 lb. capacity | AC3-25 / 50,000 lb. capacity
AC20ART / 40,000 lb. capacity | AC3-25ART / 50,000 lb. capacity

AC3-25

Durability and consistency are what set Talbert apart from the rest of the field. At Talbert, we guarantee both for your essential day-to-day hauling needs. Talbert's line of Tag-A-Long trailers are designed to minimize loading times and maximize productivity.

Our trailers are built to last with robust, **reinforced steel construction and heavy-duty components**. The longevity of our trailers are Talbert's staple signature. With the **ability to haul 50,000-pound capacities** combined with the **industry-leading safety factors**, these trailers are loaded with the premium features to suit any loading and towing needs.

Whether you're consistently loaded to capacity or just need the flexibility to handle the occasional heavy load, the Talbert Tag-A-Long Series offers the ideal trailer to meet your needs.

AUSTIN CARRY-ALL TAG-A-LONG SERIES

Talbert SINCE 1938

AC-10 / AC-20

AC-10
AC-20

Pierced I-beam cross members are built on a rock-solid foundation on Talbert Tags and Tilts.

Apitong flooring – proven performance and durability ensures a solid base for any load.

Self-cleaning or optional wood-filled ramps; choose the ramp that's right for your load!

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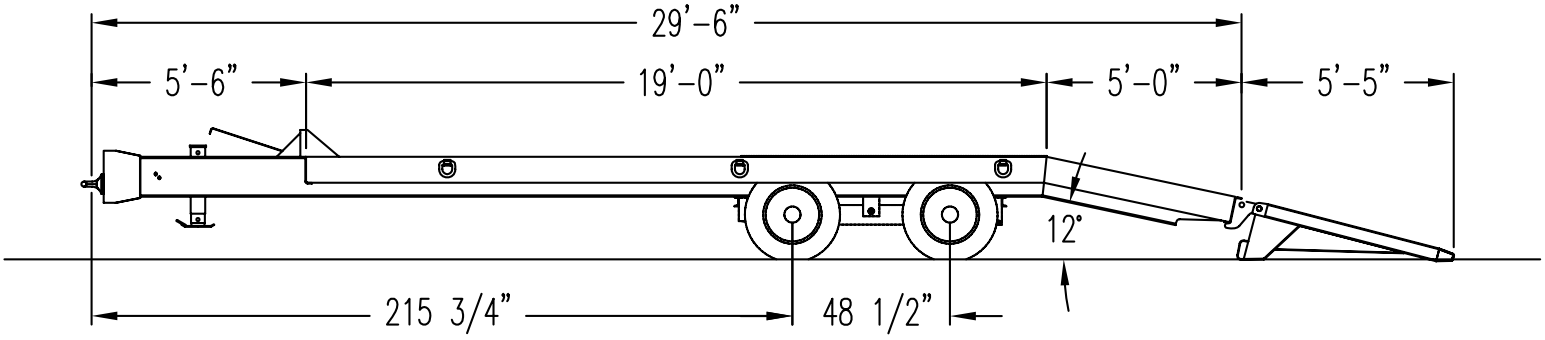
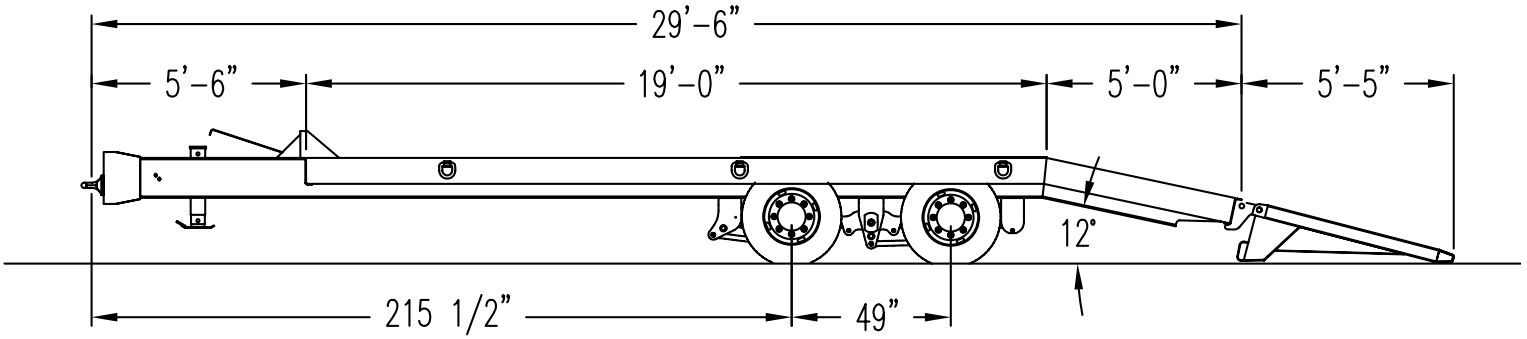
AC-10



- 20,000 lb. Capacity
- Adjustable 3 in. Pintle Eye
- Safety Chains With Hooks
- 15,000 lb. Single-Speed Drop Leg
- Lockable Tool Box
- 8 in. Headboard
- 24 ft. 0 in. Deck (19 ft. 0 in. Flat; 5 ft. 0 in. Beavertail)
- 32-1/4 in. Loaded Deck Height
- 1/4 in. Floor Plate over Wheel Wells
- Self Cleaning Beavertail Outside of Main Beams
- 1-1/2 in. Apitong on Main Deck and between Mainbeams of Beavertail
- Tires: 235/85R16 (E)
- Wheels: Steel Disc Hub Piloted
- Electric Brakes (Breakaway Switch with Battery) (Air Brakes Optional)
- Self Cleaning Spring Assisted Rear Ramps
- Dexter Spring Suspension
- 3 Lash Rings on Each Side
- Estimated Weight: 6,200 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

AC-20



- 40,000 lb. Capacity
- Adjustable 3 in. Pintle Eye
- Safety Chains with Hooks
- 15,000 lb. Single Speed Drop Leg
- Lockable Tool Box
- 8 in. Headboard
- 24 ft. 0 in. Deck (19 ft. 0 in. Flat; 5 ft. 0 in. Beavertail)
- 32-1/4 in. Loaded Deck Height
- 1/4 in. Floor Plate over Wheel Wells
- Self Cleaning Beavertail Outside of Mainbeams
- 1-1/2 in. Apitong on Main Deck and Between Mainbeams of Beavertail
- Tires: 215/75R17.5 (H)
- Wheels: Steel Disc Hub Piloted
- Air Brakes with 2S1M ABS
- Self-Cleaning Spring-Assisted Rear Ramps
- Hutch Spring Suspension
- 3 Lash Rings on Each Side
- Estimated Weight: 8,500 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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Dealer:

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AUSTIN CARRY-ALL TAG-A-LONG SERIES

Talbert SINCE 1938

AC3-25

AC3-25

Pierced I-beam crossmember construction provides ultimate strength and support.

Apitong flooring – proven performance and durability ensures a solid base for any load.

Self-cleaning or optional wood-filled ramps; choose the ramp that's right for your load!

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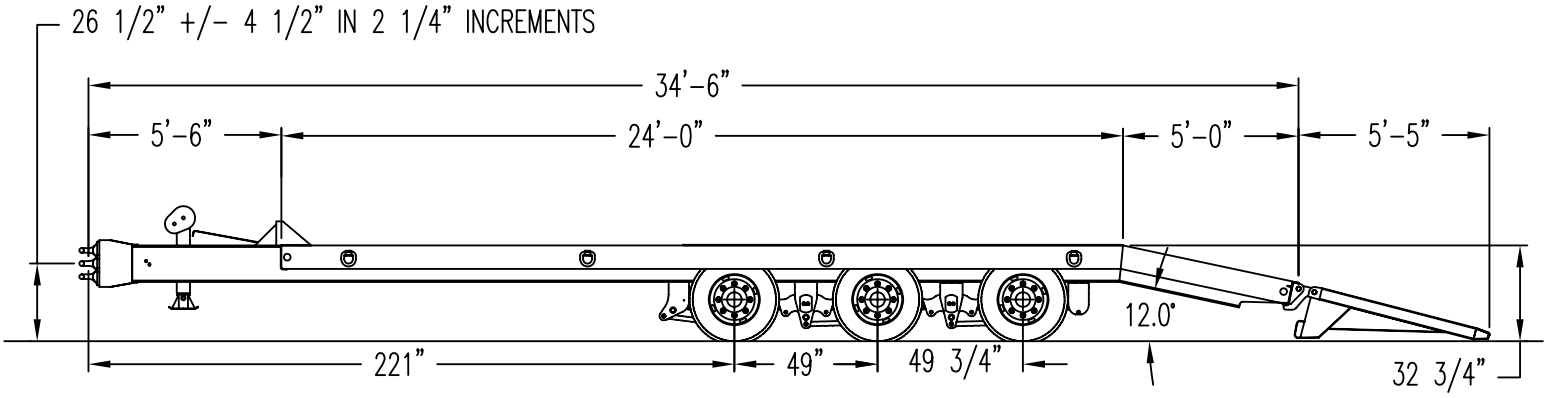
AC3-25



- 50,000 lb. Capacity
- Adjustable 3 in. Pintle Eye
- Safety Chains With Hooks
- 25,000 lb. (2) Two-Speed Landing Leg
- Lockable Tool Box
- 8 in. Headboard
- 29 ft. 0 in. Deck (24 ft. 0 in. Flat; 5 ft. 0 in. Beavertail)
- 32-3/4 in. Loaded Deck Height
- 1/4 in. Floor Plate over Wheel Wells
- Self Cleaning Beavertail Outside of Main Beams
- 1-1/2 in. Apitong on Main Deck and Between Mainbeams of Beavertail
- Tires: 215/75R17.5 (H)
- Wheels: Steel Disc Hub Piloted
- Air Brakes with 2S1M ABS
- Self-Cleaning Spring-Assisted Ramps
- Hutch Spring Suspension
- 4 Lash Rings Each Side
- Estimated Weight: 11,700 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

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AUSTIN CARRY-ALL TAG-A-LONG SERIES

Talbert SINCE 1938

AC-20ART / AC3-25ART

AC-20ART
AC3-25ART

Pneumatically operated tilting deck and ramp design.

High-density Apitong wood-filled ramps.

Conveniently located, easy to use controls for raising and lowering trailer and ramps.

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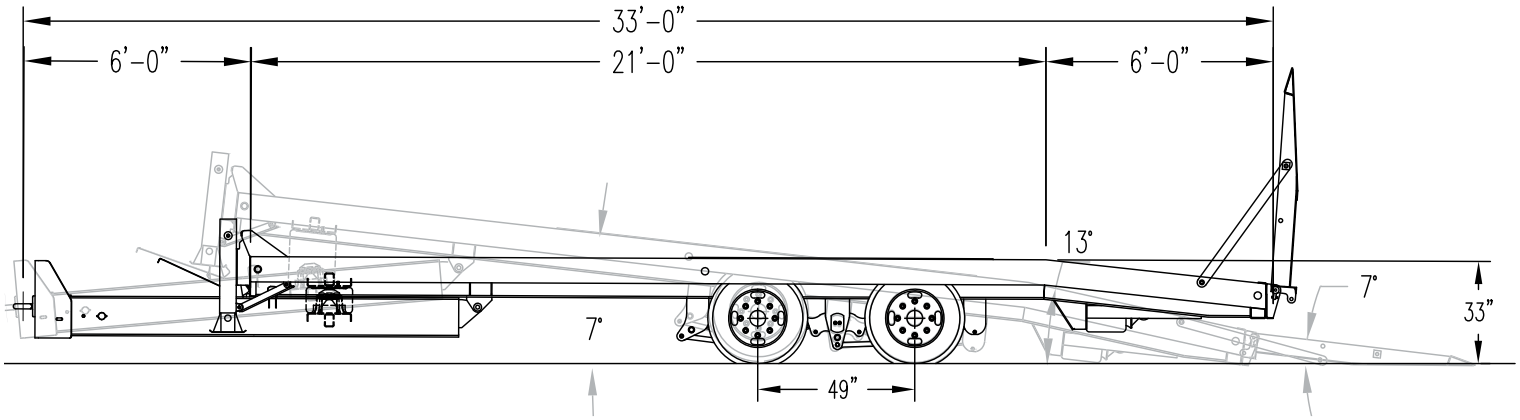
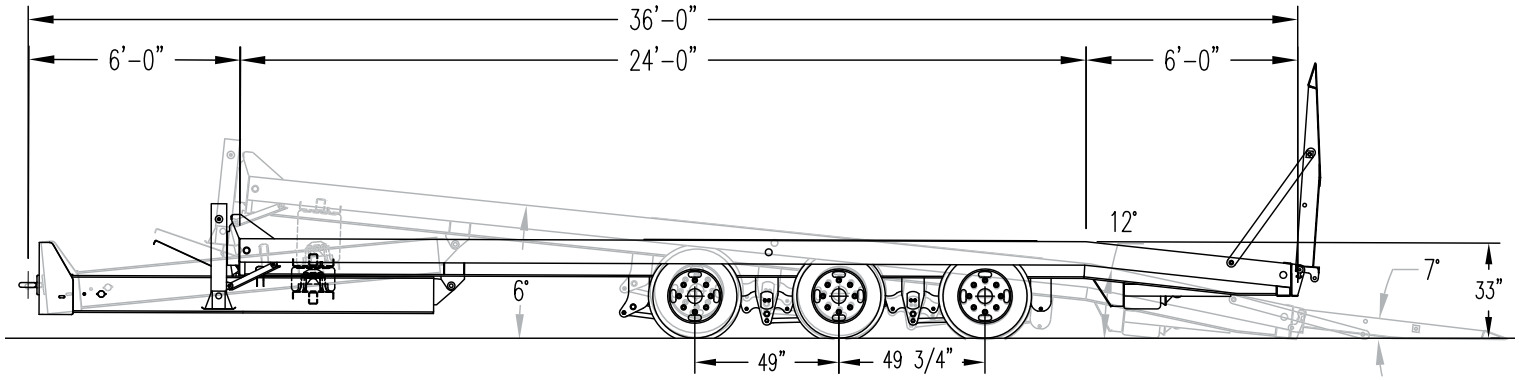
AC-20ART



- 40,000 lb. Capacity
- Adjustable 3 in. Pintle Eye
- Safety Chains with Hooks
- 25,000 lb. (2) Two-Speed Landing Leg
- Lockable Tool Box
- 8 in. Headboard
- Two (2) Air Bag, Air Tilt Deck Design
- 27 ft. 0 in. Deck (21 ft. 0 in. Flat, 6 ft. 0 in. Beavertail)
- 38" Wide by 6 ft. 0 in. Long Air Ramps with Wood Flooring
- 33" Loaded Deck Height
- Apitong Flooring
- Floor Plate over Wheel Wells
- Tires: 215/75R17.5 (H)
- Wheels: Steel Disc Hub Piloted
- Air Brakes with 2S1M ABS
- Hutch Spring Suspension
- 5 Lash Rings Each Side
- Estimated Weight: 9,200 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

AC3-25ART



- 50,000 lb. Capacity
- Adjustable 3 in. Pintle Eye
- Safety Chains with Hooks
- 25,000 lb. (2) Two-Speed Landing Leg
- Lockable Tool Box
- 8 in. Headboard
- Two (2) Air Bag, Air Tilt Deck Design
- 30 ft. 0 in. Deck (24 ft. 0 in. Flat, 6 ft. 0 in. Beavertail)
- 38" Wide by 6 ft. 0 in. Long Air Ramps with Wood Flooring
- 33" Loaded Deck Height
- Apitong Flooring
- Floor Plate over Wheel Wells
- Tires: 215/75R17.5 (H)
- Wheels: Steel Disc Hub Piloted
- Air Brakes with 2S1M ABS
- Hutch Spring Suspension
- 5 Lash Rings Each Side
- Estimated Weight: 12,540 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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0915 PUB 225A

Options

OPTIONAL EQUIPMENT	AC-10	AC-20	AC3-25
1-Speed, 15,000# Crank Down Drop Leg	STD	STD	
2-Speed, 25,000# Landing Gear, Single Leg	OPT	OPT	STD
2-Speed, 50,000# Landing Gear, Dual Leg	OPT	OPT	OPT
Additional Tongue Length; 6" Increments	OPT	OPT	OPT
Narrow Gooseneck	OPT	OPT	OPT
Gooseneck Platform	OPT	OPT	OPT
Aluminum Tool Box Cover	OPT	OPT	OPT
Spare Tire & Wheel	OPT	OPT	OPT
Spare Tire Carrier	OPT	OPT	OPT
96" Deck Width	OPT	OPT	OPT
24'-0" Deck Length (19'-0" Flat Deck & 5'-0" Beavertail)	STD	STD	
29'-0" Deck Length (24'-0" Flat Deck & 5'-0" Beavertail)			STD
25'-0" Deck Length (5'-0" Fixed Deck & 20'-0" Tilt Deck)	STD	STD	
29'-0" Deck Length (5'-0" Fixed Deck & 24'-0" Tilt Deck)			STD
Extra Deck Length (in 1' Increments)	OPT	OPT	OPT
Heavy Duty Mainbeams (12" - 14#)	STD		
Heavy Duty Mainbeams (12" - 19#)	OPT	STD	
Heavy Duty Mainbeams (12" - 22#)		OPT	
Heavy Duty Mainbeams (12" - 35#)			STD
Heavy Duty 6" I-Beam X-Members on 18" Centers	STD	STD	
Heavy Duty 6" I-Beam X-Members on 16" Centers			STD
Heavy Duty 4" I-Beam X-Members on 12" Centers			
Heavy Duty 8" Side Channels & Wide Flange Beams	STD	STD	STD
Heavy Duty 10" Side Channels & Wide Flange Beams			
Formed Step in Front of 1st Axle on Each Side	OPT	OPT	OPT
Wood Between Tires	OPT	OPT	OPT
Self-Cleaning Deck Section - Aft of Axles			
10,000# Axles	STD		
12,000# Axles / Dexter 24K Spring Suspension	OPT		
25,000# Axles		STD	STD
Air Ride w/ Hutch 44,000# Spring Suspension			OPT

Options

OPTIONAL EQUIPMENT	AC-10	AC-20	AC3-25
All Air Ride Suspension	OPT	OPT	OPT
Air Lift Axle			OPT
Spring Brakes, per Axle	OPT	OPT	OPT
Air Brakes - 2S/1M ABS	OPT	STD	STD
Air Brakes - 4S/2M ABS	OPT	OPT	OPT
Air Brakes - 6S/3M ABS			OPT
235/75 R 17.5 (H) Tires		OPT	OPT
Aluminum (Machined) Wheels	OPT	OPT	OPT
Aluminum (Polished) Wheels	OPT	OPT	OPT
Dust Shields, Brake	OPT	OPT	OPT
Self-Cleaning Beavertail (Wood in Middle)	STD	STD	STD
5' Wood Filled Beavertail (Full Width)	OPT	OPT	OPT
Additional Beavertail Lengths; 1' increments	OPT	OPT	OPT
Bucket Beavertail Plate	OPT	OPT	OPT
5' Self-Cleaning Rear Ramps - Spring Assisted	STD	STD	STD
6' Rear Ramps, 3 Springs per Side	OPT	OPT	OPT
Wood Filled Rear Ramps	OPT	OPT	OPT
Grab Handles on Rear Ramps	OPT	OPT	OPT
3rd Rear Ramp - Center	OPT	OPT	OPT
Additional Lash Rings	OPT	OPT	OPT
LED Lights	OPT	OPT	OPT
Paint Color Match (Acrylic Enamel)	OPT	OPT	OPT
Undercoating	OPT	OPT	OPT
Galvinizing	OPT	OPT	OPT

General Options & Accessories

Adjustable 3in Pintle Eye w/ 48in chain-grab hooks

2-Speed 25K Landing Gear - Single Leg

Lockable Tool Box

8in Full Width Headboard

Formed Step

Self-Cleaning Beavertail (Wood in Middle)

Spring Assisted Rear Ramps

Self-Cleaning Rear Ramp(s)

Air Lift Axle

Additional Lash Rings

Galvinizing

Spare Tire

Hydraulic Tail & Traveling Axle Overview

Hydraulic Tail Series

35HT / 70,000 lb. capacity

35HT

Whether hauling from jobsite to jobsite or factory to the field, the Hydraulic Tail Series offers superior loading flexibility and convenience. In one simple step, you can raise the tail to easily load from a shipping dock or lower it to load at ground height. Designed with concentrated loads in mind, the Hydraulic Tail Trailers have a *rated capacity of 50,000 pounds in 16 feet*. The double folding tail features *heavy-duty hydraulics, automatic locks and self-cleaning bushings* for worry-free loading and unloading. Featuring our standard *reinforced one-piece I-beam construction*, Talbert Hydraulic Tails will be there load after load, year after year.

Traveling Axle Series

4048TA, 4050TA & 4053TA / 80,000 lb. capacity | 5548TA & 5553TA / 110,000 lb. capacity

4050TA

Moving low clearance and dead loads can have its challenges – but nothing a Talbert Traveling Axle trailer can't handle. *One-piece I-beam construction* with *crossmembers on 9-inch centers* provides the strength and durability to handle any towing and recovery load, from large tour buses to pavers to shipping containers. The traveling axle enables a low load angle of 6 to 8 degrees, depending on model, ensuring the ultimate clearance for low-profile loads. Standard *15,000-pound planetary winch* further aids in towing and recovery.

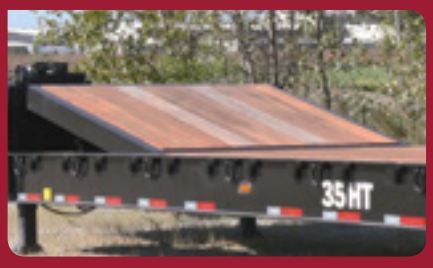
HYDRAULIC TAIL SERIES

Talbert SINCE 1938

35HT

35HT

Heavy-duty planetary winch, standard with Talbert, is operated by a wireless remote control, delivering maximum pulling power.



The hydraulic front ramp offers a convenient method for gooseneck loading.

Apitong flooring – proven performance and durability ensures a solid base for any load.

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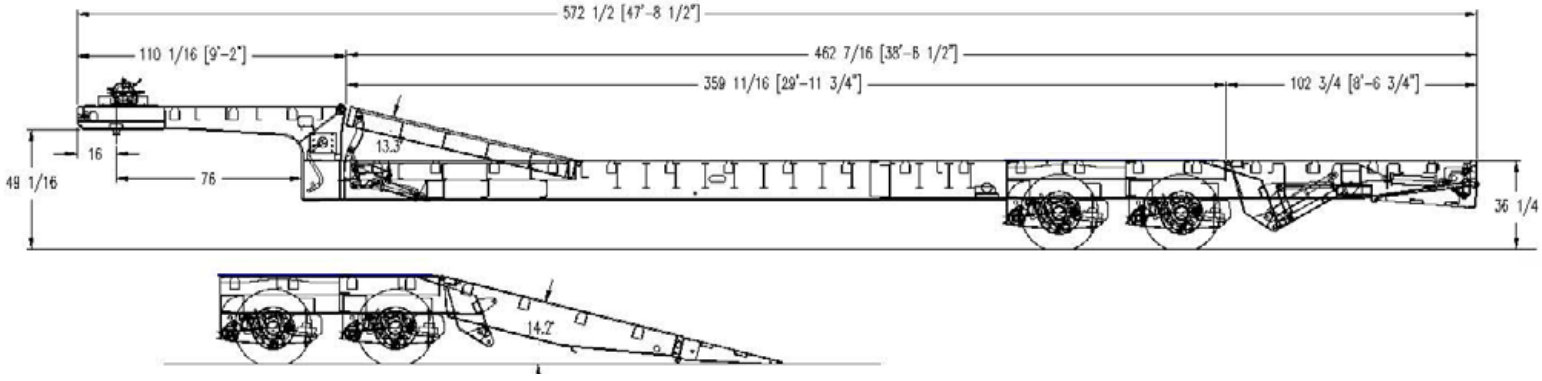
35HT



- 70,000 lb. Capacity Evenly Distributed (50,000 lbs. in 16 ft. 0 in. Load Concentration at 60 mph)
- 9 ft. 2 in. Gooseneck Length
- 49 in. 5th Wheel Height
- Hydraulic System is Wet Line Operation Standard
- 2-Speed Landing Legs
- Perimeter Frame Gooseneck Design
- Dual Toolboxes on Front of Gooseneck
- Hydraulic Winch Located Top, Center, Front of Gooseneck
- Wireless Remote Winch Operation
- Vertical Deck to Gooseneck Transition with Steel Plate
- 102 in. Deck Width
- 36-1/4 in. Loaded Deck Height
- 18-1/2 in. Loaded Ground Clearance
- Heavy Duty I-Beam Crossmembers on 12 in. Centers
- Stake Pockets / Chain Slots on 24 in. Centers
- D-Rings on 4 ft. Centers on Deck and Tail
- 4 D-Rings on Gooseneck
- 3/8 in. Steel Deck Plate Covered Wheel Wells
- 25,000 lb. Axles with Oil Seals
- 1-1/2 in. Apitong Decking (Raised) on Deck and Tail
- Rear Folding Tail is 12 ft. Total (8 ft. Top of Platform and 4 ft. Flip Under) (15 Degree Loading Angle)
- Tail has Lifting Capability of 20,000 lbs. at 4 ft. Back from Hinge Pin
- Tail is Equipped with Automatic Locking Device and Self Cleaning Bushings
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- 49 in. Axle Spacing
- Tires: (8) 235/75R17.5 (H)
- Hub Piloted Type Disc Wheels / Outboard Mount Hubs
- 12-1/4 in. x 7-1/2 in. Brakes with ABS Braking System
- Auto Slack Adjusters
- DOT Rubber Mounted Sealed Beam Lights with Modular Harness
- Mud Flaps
- Red and White Conspicuity Striping
- Estimated Weight: 18,380 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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TRAVELING AXLE SERIES

Talbert SINCE 1938

4048TA / 4050TA / 4053TA
5548TA / 5553TA

TA SERIES

Heavy duty 15,000 lb. planetary winch with air tensioner and wireless remote is standard equipment.

Steel I-beam crossmembers on 9 in. centers provide the framework for the rugged Talbert TA Series.

With an industry-leading 36 in. loaded deck height, the TA Series offers state-of-the-art load versatility.

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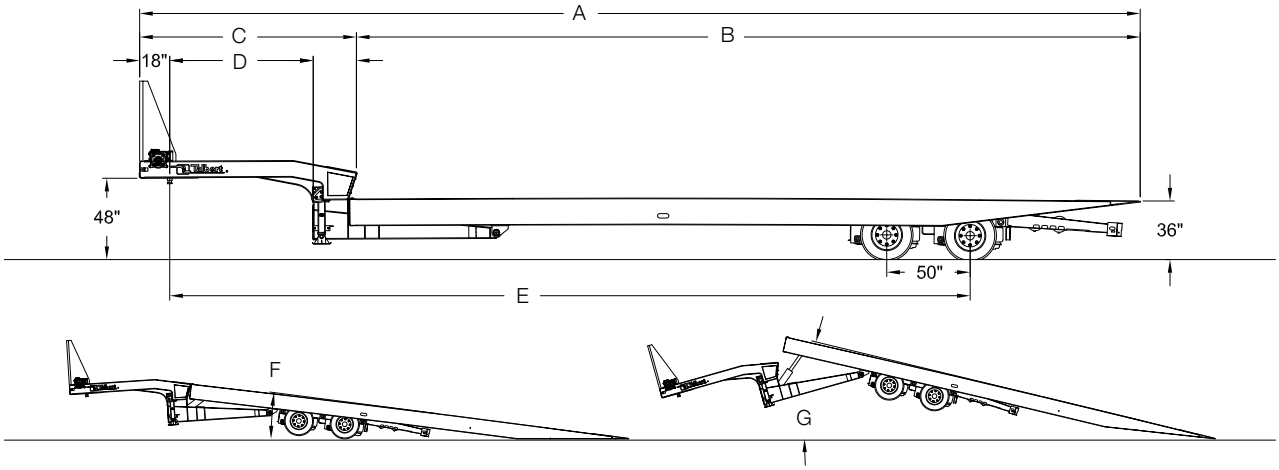
TA SERIES

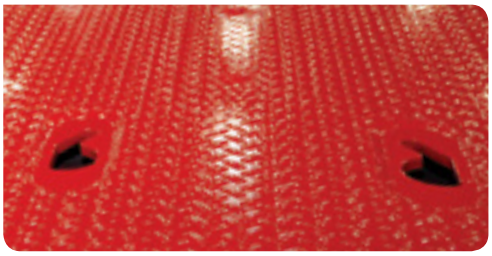


- Four Beam, T-1 & 80k Construction
- 20,000 lb. Planetary Winch with Air-Tensioner, Cable and Shackle
- Six-Function Wireless Remote (Winch, Tilt and Axles)
- Wet-Line Operation (Gas Power Pack Optional)
- Large Capacity, Lockable Tool Box on Curb Side with Chain Rack, Updated Hardware and Door Seal
- Two-Speed Landing Gear
- Cable Roller at Front, Center of Lower Deck
- 8 ft. - 6 in. Width
- Updated, Larger Diameter Piggy-Back Cylinder
- 4 in. I-Beam Crossmembers on 9 in. Centers
- 1 1/2 in. Apitong Flooring
- Keyhole Chain Slots in Side Beams and Deck Centerline; both on 36 in. Centers
- Eight Keyhole Chain Slots Across Rear Approach Plate
- Centralized Lube System
- 12 1/4 in. x 7 1/2 in., 2S/1M ABS System
- Hub Piloted Steel Disc Wheels
- Tires: 235/75R17.5 (H) 16 PR
- *RIDEWELL* Air Ride Suspension
- Right Weigh Digital Load Scale
- 7-Way Plug With LED Lights
- *Valspar* Aquaguard™ Primer Coat and *Valspar* R-Cure 800® Top Coat

Various Options Available Upon Request (Note: Underlined items are optional equipment)

Dimensions	4048TA	4050TA	4053TA	5548TA	5553TA
A =O/A Length	48 ft. 0 in.	50 ft. 0 in.	53 ft. 0 in.	48 ft. 0 in.	53 ft. 0 in.
B = Lower Deck	37 ft. 2 in.	39 ft. 2 in.	41 ft. 6 in.	37 ft. 2 in.	41 ft. 6 in.
C = Upper Deck	10 ft. 10 in.	10 ft. 10 in.	11 ft. 6 in.	10 ft. 10 in.	11 ft. 6 in.
D = Swing Radius	86 in.	86 in.	96 in.	86 in.	96 in.
E = Axle Setting	40 ft. 8 in.	40 ft.	45 ft. 8 in.	40 ft. 8 in.	45 ft. 8 in.
F = Load Angle	7 Degrees	7 Degrees	6 Degrees	7 Degrees	6 Degrees
G = Dump Angle	14 Degrees	14 Degrees	14 Degrees	14 Degrees	14 Degrees
No. of Axles	2	2	2	3	3
Capacity	80K Dist / 50K in 10 ft.	80K Dist / 50K in 10 ft.	80K Dist / 50K in 10 ft.	110K Dist / 80K in 10 ft.	110K Dist / 80K in 10 ft.
Estimated Weight	18,420 lbs.	19,480 lbs.	19,480 lbs.	21,080 lbs.	22,140 lbs.

Large Capacity, Lockable Tool Box on Curb Side with Chain Rack



Eight Keyhole Chain Slots Across Rear Approach Plate

Valspar Aquaguard™ Primer Coat and Valspar R-Cure 800® Top Coat

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Traveling Axle Options

Gooseneck Options	4048TA	4050TA	4053TA	5548TA	5553TA
15,000# Planetary Winch with Air clutch and 100' of 1/2" Cable	STD	STD	STD	STD	STD
20,000# Planetary Winch with Air clutch and 105' of 5/8" Cable	OPT	OPT	OPT	OPT	OPT
20HP Kohler Power Pack	OPT	OPT	OPT	OPT	OPT
48" Aluminum Removable Bulkhead	OPT	OPT	OPT	OPT	OPT
48" Steel Removable Bulkhead	OPT	OPT	OPT	OPT	OPT
Spare Tire Carrier - Steel Bulkhead	OPT	OPT	OPT	OPT	OPT
Spare Tire Carrier - No Bulkhead	OPT	OPT	OPT	OPT	OPT
24" Flip-up Ramps & Front Mount Winch	OPT	OPT	OPT	OPT	OPT
Second Roller on Upper Deck	OPT	OPT	OPT	OPT	OPT
Deck Options	**4048TA**	**4050TA**	**4053TA**	**5548TA**	**5553TA**
1/8" Floor Plate Over Wood Deck	OPT	OPT	OPT	OPT	OPT
Outriggers	OPT	OPT	OPT	OPT	OPT
D Rings, Each	OPT	OPT	OPT	OPT	OPT
Stake Pockets and Alternating Chain Slots	OPT	OPT	OPT	OPT	OPT
Rub Rail with Stake Pockets	OPT	OPT	OPT	OPT	OPT
Rear Bridge Options	**4048TA**	**4050TA**	**4053TA**	**5548TA**	**5553TA**
Dust Shields	OPT	OPT	OPT	OPT	OPT
Manual Exhaust	OPT	OPT	OPT	OPT	OPT
Aluminum Wheels; I/S Unpolished	OPT	OPT	OPT	OPT	OPT
Aluminum Wheels; O/S Polished	OPT	OPT	OPT	OPT	OPT
60" Axle Spacing	OPT	OPT	OPT	OPT	OPT
255/70R 22.5 Tires	OPT	OPT	OPT	OPT	OPT
245/70R 17.5 Michelin Tires	OPT	OPT	OPT	OPT	OPT
Right Weigh Load Scale	OPT	OPT	OPT	OPT	OPT
12 Port Lube (6 Points per Axle)	OPT	OPT	OPT		
18 Port Lube (Includes 6 Rollers)	OPT	OPT	OPT		
18 Port Lube (6 Points per Axle)				OPT	OPT
26 Port Lube (Includes 8 Rollers)				OPT	OPT
62,000# Dock Levelers	OPT	OPT	OPT	OPT	OPT
General Options	**4048TA**	**4050TA**	**4053TA**	**5548TA**	**5553TA**
Special Paint	OPT	OPT	OPT	OPT	OPT
Galvanizing	OPT	OPT	OPT	OPT	OPT
6-Function Wireless Remote	OPT	OPT	OPT	OPT	OPT

Traveling Axle Options & Accessories


15,000# Planetary Winch


20,000# Planetary Winch w/ Air Tensioner & Cable Roller Guide


Switch for Air Operated Clutch


Two-Speed Landing Gear


Large Capacity, Lockable Toolbox Curbside


Right Weigh Scale System

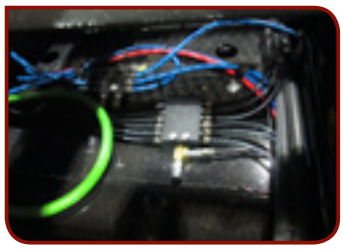

Single Key Hole Tiedown (Rear)


Double Key Hole Tiedown (Sides)

Rub Rail & Stake Pockets


Manual Air Raise & Lower Valve


60,000# Dock Levelers


Lube System

Traveling Axle Competitive Comparison

Slide Axle Comparison

Specification	Talbert 4048TA	Landoll 440
Capacity	80,000# Overall	80,000# Overall
Concentrated Load	50,000# in 10'	50,000# in 10'
Fabrication	100K/80K Material	100K/80K Material
Crossmembers	4" on 9" Centers	Alternating 3" and 4" on 8" Centers
Decking	1-1/2" Apitong	1-3/8" Apitong
Landing Gear	Jost 2-Speed	Jost 2-Speed
Tire Size	235/75R17.5	235/75R17.5
Suspension	Ridewell 25K	Neway 22.5K
ABS	2S1M	4S2M
Swing Radius	86"	83.5"
Loaded Deck Height	36"	37"
Deck Length	48'	48'
Rollers	4.25" Width	2.25"
Slide Pads	In Addition to Full Width Rollers	Not Full Width
Tiedowns - Outer Rail	Double Keyhole on 36" Centers in Siderails	Double Keyhole with Stake Pockets on 24" Centers in Siderails
Tiedowns - Center Deck	Double Keyhole on 36" Centers in Center of Deck	Optional
Toolboxes	2 Large; 1 Curbside Lockable with Chain Rack	2 Small
Winch	15,000# Ramsey	12,000# Braden
Winch Type	Planetary	Worm Gear
Wireless Remote (2 Function)	Standard	Optional
Winch Air Tensioner	Standard	Optional
Winch Roller Fairlead	Standard	Optional
Winch Air Clutch	Standard	Optional
Central Grease	Optional	Standard
Approach Tie Down	8 Keyholes	6 Keyholes
Empty Weight	18,420#	18,802#

Traveling Axle Competitive Comparison

Slide Axle Comparison

Specification	Talbert 5553TA	Landoll 455
Capacity	110,000# Overall	110,000# Overall
Concentrated Load	80,000# in 10'	70,000# in 10'
Fabrication	100K/80K Material	100K/80K Material
Crossmembers	4" on 9" Centers	Alternating 3" and 4" on 8" Centers
Decking	1-1/2" Apitong	1-3/8" Apitong
Landing Gear	Jost 2-Speed	Jost 2-Speed
Tire Size	235/75R22.5	235/75R22.6
Suspension	Ridewell 25K	Neway 22.5K
ABS	2S1M	4S2M
Swing Radius	96"	83.5"
Loaded Deck Height	36"	37"
Lower Deck Length	45' 6"	43' 1-1/2"
Rollers	4.25" Width	2.25"
Slide Pads	In Addition to Full Width Rollers	Not Full Width
Tiedowns - Outer Rail	Double Keyhole on 36" Centers in Siderails	Double Keyhole with Stake Pockets on 24" Centers in Siderails
Tiedowns - Center Deck	Double Keyhole on 36" Centers in Center of Deck	Optional
Toolboxes	2 Large; 1 Curbside Lockable with Chain Rack	2 Small
Winch	15,000# Ramsey	12,000# Braden
Winch Type	Planetary	Worm Gear
Wireless Remote (2 Function)	Standard	Optional
Winch Air Tensioner	Standard	Optional
Winch Roller Fairlead	Standard	Optional
Winch Air Clutch	Standard	Optional
Central Grease	Optional	Standard
Approach Tie Down	8 Keyholes	6 Keyholes
Empty Weight	22,140#	22,400#

Close Couple Series Overview

35CC / 70,000 lb. capacity | 50CC / 102,000 lb. capacity | 55CC / 110,000 lb. capacity
60CC/55SA-LD / 110,000 lb. capacity

55CC

Talbert changed the industry when they introduced the first lowbed hydraulic removable gooseneck in 1970, and to this day continues to set the bar for low-profile heavy equipment haulers. Talbert understands the adverse conditions from the load and the road. It is our engineering team is dedicated to equipping our trailers to withstand these elements. From standard excavators and dozers to equipment with oversized booms and wheel bases, hauling is made easy. With our *patented Hydroneck design, four-beam deck construction* and trademark *industry-leading safety ratings*, Talbert Hydraulic Detachable Lowbeds provide the ultimate combination of durability and versatility.

The Talbert non-ground bearing design features *low-pressure hydraulics* for maximum tractor compatibility and minimized maintenance costs. All Talbert trailer *capacities are rated at half the deck length* allowing you to roll confidently with maximum load hauling capabilities.

Roller Paver Series Overview

35RP / 70,000 lb. capacity | 55RP / 110,000 lb. capacity

35RP

55RP

Designed to efficiently handle the added load capacity and unique loading requirements of rollers and pavers, the series of Roller Paver trailers also features Talbert's signature gooseneck design, exceptional safety rating and robust construction. A lighter weight tapered deck design with 5-foot slope accommodates most rollers and 1/4 inch steel floor plate with apitong flooring delivers the added strength for the rear bridge.

50CC-PS Hybrid Trailer Overview

50CC-PS Hybrid Trailer

50CC-PS

Combining the benefits of a close couple lowbed design with a roller paver model, the *50CC-PS Hybrid Trailer* offers a longer loading incline and best-in-class lift capacity of any trailer on the market. This combined with a *deck length of 26-feet*, allows the hybrid trailer the ability to haul a greater range of equipment, from loaders and excavators to rollers and pavers. The specialty design provides *versatility* for a larger audience of contractors with the specially-designed "bolt-on" ramps. These removable ramps provide a more gradual load angle at the rear; 15-degrees rather than the standard 35-degree angle.

Designed for ease of operation, loading and unloading, the 50CC-PS Hybrid Trailer is a non-ground bearing hydraulic gooseneck trailer. Air ride suspension provides a smoother ride, while *Talbert's +3 / -3 control system* allows fast and easy height adjustment of the lower and back end.

Built for strength and reliability, the 50CC-PS features a 4 main beam design and T1, 100,000-PSI minimum yield steel construction. The loading ramp is wood-filled and double-hinged to provide strength and traction needed for heavy equipment. To ensure a solid base for any load, *Apitong flooring* offers proven performance and durability. The deck design slopes from the bottom up to create a more moderate incline over a greater distance, approximately a third of the deck length. The 50-ton capacity 50CC-PS offers a low deck height of 20-inches.

Removable 15-Degree Ramps

CLOSE COUPLE LOWBED SERIES

Talbert SINCE 1938

35CC

35CC

Stout boxed recessed cross-members yields extra deep rear bridge boom well; first cross-member recessed additionally.

Robust, four-cylinder hydraulic removable gooseneck maximizes lift capacity and load height.

Best in class lift capacity of any trailer on the market.

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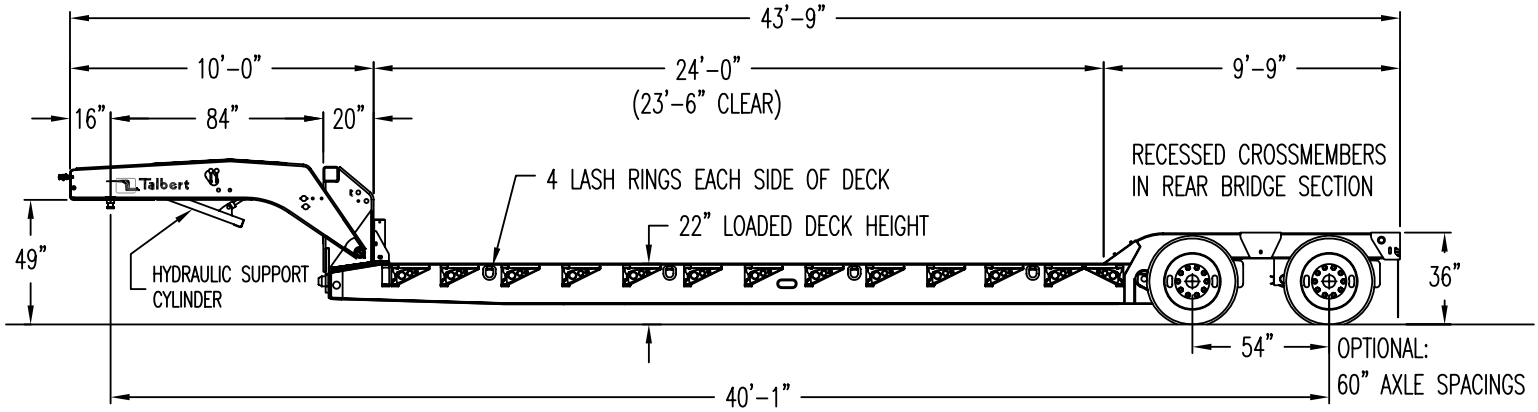
35CC



- Non-Ground Bearing Hydraulic Gooseneck Design
- 84 in. Swing Radius (Other Lengths Optional)
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- 24 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 22 in. Loaded Deck Height
- 6 in. Loaded Road Clearance
- 1-1/2 in. Apitong Flooring
- High Strength 100,000 psi Minimum Yield Steel
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Tires: 255/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Anti-Lock Brake System
- Bolsters and Half Bolster on Rear Bridge
- Adjustable Ride Height (Front and Rear)
- 36 in. Mainbeam / Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on One Axle
- Optional 3rd Axle
- 12 Volt LED Sealed Light System
- 70,000 lb. Capacity in 1/2 Deck Length
- Estimated Weight: 14,540 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

Talbert ®
SINCE 1938

Dealer:

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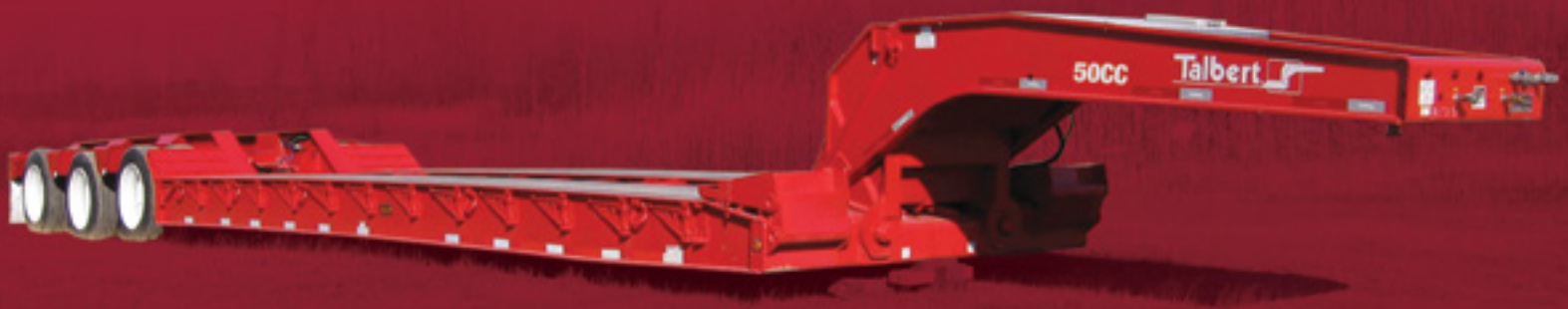
sales@talbertmfg.com \ www.talbertmfg.com

0315 PUB 201D

CLOSE COUPLE LOWBED SERIES

Talbert
SINCE 1938

50CC



50CC

Stout boxed recessed cross-members yields extra deep rear bridge boom well; first cross-member recessed additionally.

Robust, four-cylinder hydraulic removable gooseneck maximizes lift capacity and load height.

Best in class lift capacity of any trailer on the market.

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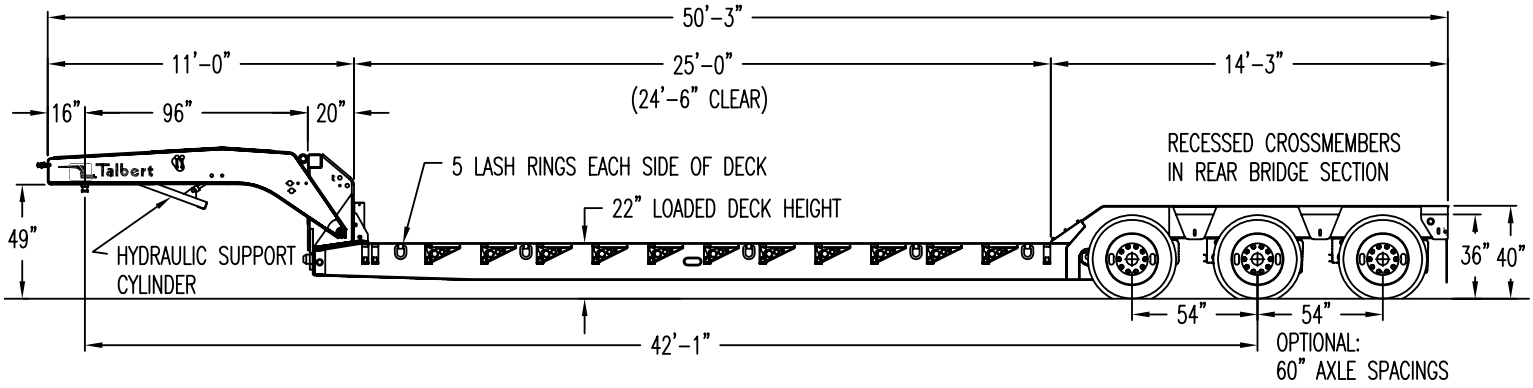

- Non-Ground Bearing Hydraulic Gooseneck Design
- 96 in. Swing Radius (Other Lengths Optional)
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- 25 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 22 in. Loaded Deck Height
- 6 in. Loaded Road Clearance
- 1-1/2 in. Apitong Flooring
- High Strength 100,000 psi Minimum Yield Steel
- Axles: 25,000 lbs. Capacity
- ***RIDEWELL*** Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Tires: 255/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums (ABS Optional)
- Bolsters and Half Bolster on Rear Bridge
- 40 in. Mainbeam / 36 in. Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- Optional 4th Axle
- 12 Volt LED Sealed Light System
- 102,000 lb. Capacity in 1/2 Deck Length
- Estimated Weight: 18,180 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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0315 PUB 202D

CLOSE COUPLE LOWBED SERIES

Talbert SINCE 1938

55CC

55CC

With an industry-leading 18 inch loaded deck height, the 55SCC offers state-of-the-art load versatility.

Robust, four-cylinder hydraulic removable gooseneck maximizes lift capacity and load height.

Best in class lift capacity of any trailer on the market.

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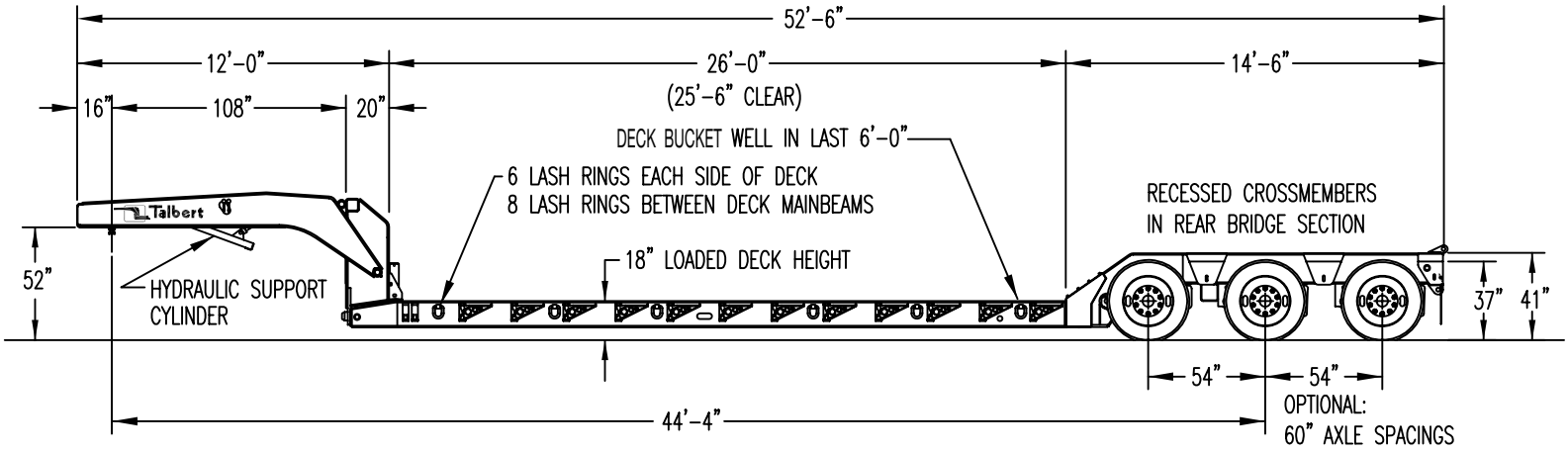
55CC



- Non-Ground Bearing Gooseneck Design
- 108 in. Swing Radius (Other Lengths Optional)
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- 26 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 18 in. Loaded Deck Height / 6 in. Loaded Road Clearance
- 1/4 in. Plate Bucket Well in Last 6 ft. of Deck
- 2 in. Apitong Flooring Outboard Mainbeams
- Two Sections Chain Storage
- High Strength 100,000 psi Minimum Yield Steel
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Manual Exhaust Valve
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 41 in. Mainbeam / 37 in. Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- 4th Axle Capable
- 12 Volt L.E.D. Sealed Light System
- 110,000 lb. Capacity in 1/2 Deck Length
- Estimated Weight: 22,450 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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0315 PUB 222C

SPREAD AXLE LOWBOY SERIES

Talbert
SINCE 1938

60CC/55SA-LD

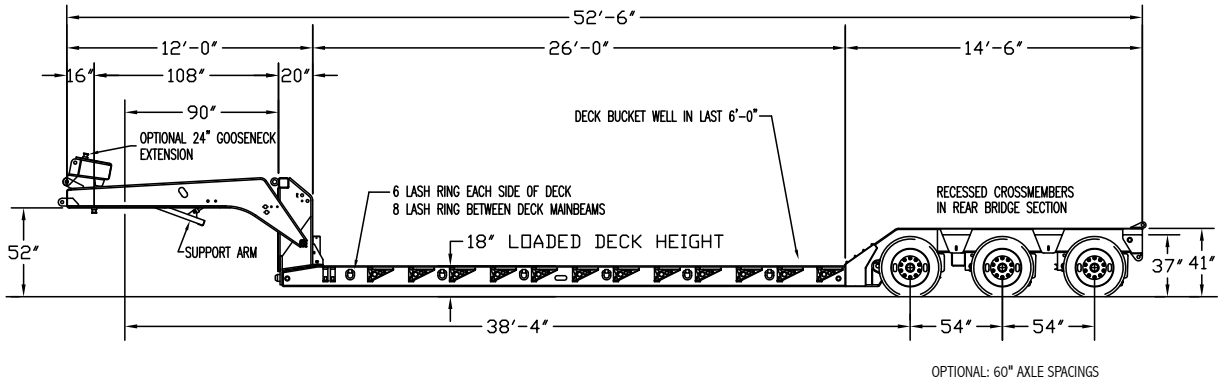
60CC/
55SA-LD

Optional 24 in. flip gooseneck extension (increasing swing radius to 132 in.) allows greater load transfer capability.

Allows users to operate as a 3+1 spread-axle with the E1Nitro™. Can also function as four axle close coupled.

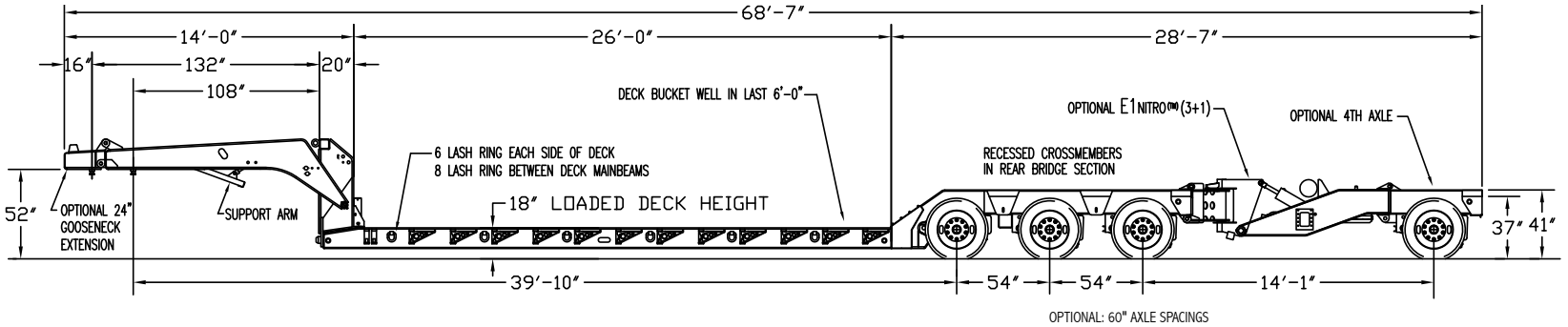
With an industry-leading 18 in. loaded deck height, the 60CC/55SA-LD offers state-of-the-art load versatility.

60CC/55SA-LD



- Non-Ground Bearing Gooseneck Design
- 108 in. Swing Radius with Connections for 24 in. Gooseneck Extension
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- 26 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 18 in. Loaded Deck Height / 6 in. Loaded Road Clearance
- 1/4 in. Plate Bucket Well, Last 6 ft. of Deck
- High Strength 100,000 psi Minimum Yield Steel
- 2 in. Apitong Flooring
- Two Sections Chain Storage
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Manual Exhaust Valve
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 41 in. Mainbeam / 37 in. Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- 4th Axle and 3+1 E1Nitro™ Spread Capable
- 12 Volt LED Sealed Light System
- Estimated Weight: 23,850 lbs.
- *Valspar* R-Cure 800 Red or Black Paint
- 110, 000 lb. Capacity in 10’-0” two point rigid load base with a 108” swing radius and 4 axles close coupled
- 110,000 lb. Capacity in 1/2 Deck Length two point rigid load base with a 132” swing radius and 3+1 E1 nitro axles extension
- 120,000 lb. Capacity in 1/2 Deck Length two point rigid load base with a 108” swing radius and 4 axles close coupled

Various Options Available Upon Request. Specifications Subject To Change Without Notice.



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0818 PUB 235B

ROLLER PAVER SERIES

Talbert SINCE 1938

35-55 TON "RP" MODELS

35RP

55RP

RP SERIES

Newly designed, reinforced incline ramps on the 55RP feature solid, one-piece construction and integrated lockable toolbox.

50" loading ramps are wood-filled and double-hinged, providing the strength and traction needed for heavy track equipment.

Optional steel gooseneck fenders with clearance lights protect the tractor and the load from road spray.

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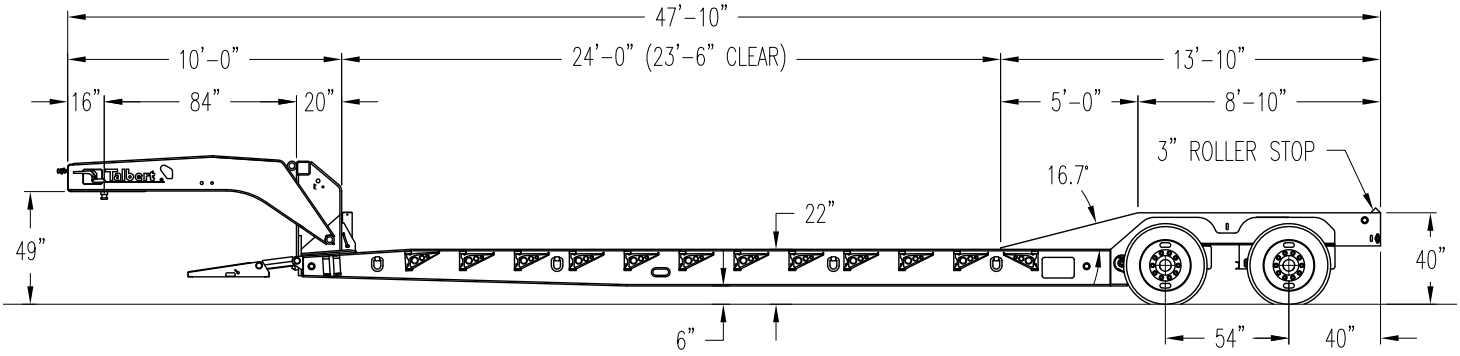
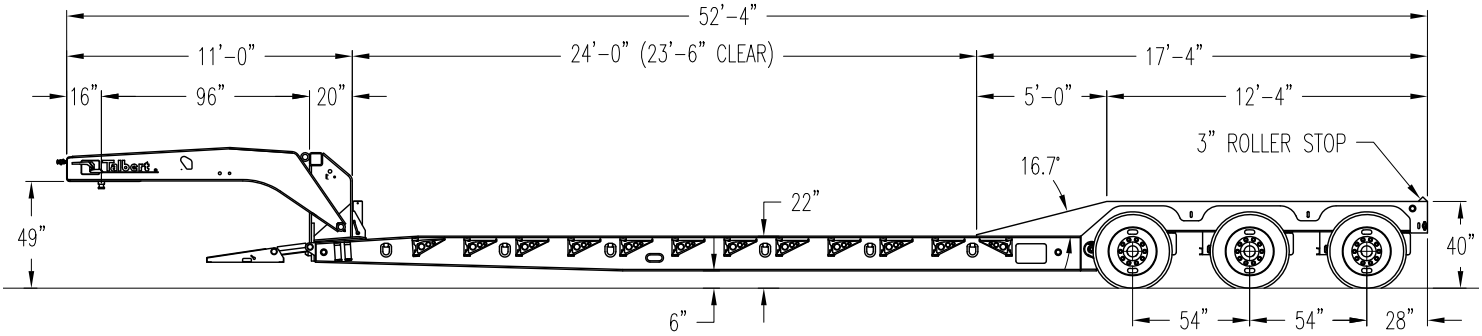
35RP



- Low-Profile HRG Gooseneck Design
- 49 in. Loaded Fifth Wheel Height
- 84 in. Swing Radius
- Standard Support Cylinder
- 4 Beam Roller Paver Deck Design
- 47 ft. 10 in. Overall Length
- 24 ft. 0 in. (23 ft. 6 in. Clear) Flat Deck
- 22 in. Loaded Deck Height
- 8 ft. 6 in. Deck Width
- 6 in. Loaded Road Clearance
- 50 in. Wood Filled Front Loading Ramp
- Rear Bridge Ramp 5 ft. 0 in. Sloped to Deck
- 1-1/2 in. Apitong Flooring
- 12 in. Swinging/Removable Outriggers
- 1/4 in. Tread Plate Over Tires
- Apitong Between Main Beams
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Ride Height Control: Talbert +3/-3 Valve
- Steel Disc (Hub Piloted) Wheels
- 1 ft. 0 in. Horizontal Beavertail
- 3 in. High Roller Stop
- Lights and Wiring: Sealed Harness
- 4 Lash Rings Each Side of Deck
- Spring Brakes on 1 Axle
- 70,000 lb. Capacity in 1/2 Deck Length
- Estimated Weight: 18,910 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

55RP



- Low-Profile HRG Gooseneck Design
- 49 in. Loaded Fifth Wheel Height
- 96 in. Swing Radius
- Standard Support Cylinder
- 4 Beam Roller Paver Deck Design
- 52 ft. 4 in. Overall Length
- 24 ft. 0 in. (23 ft. 6 in. Clear) Flat Deck
- 22 in. Loaded Deck Height
- 8 ft. 6 in. Deck Width
- 6 in. Loaded Road Clearance
- 50 in. Wood Filled Front Loading Ramp
- Rear Bridge Ramp 5 ft. 0 in. Sloped to Deck
- 1-1/2 in. Apitong Flooring
- 12 in. Swinging/Removable Outriggers
- 1/4 in. Tread Plate over Tires
- Apitong Between Main Beams
- Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Ride Height Control: Talbert +3/-3 Valve
- Steel Disc (Hub Piloted) Wheels
- 3 in. High Roller Stop
- Lights and Wiring: Sealed Harness
- 6 Lash Rings each Side of Deck
- Spring Brakes on 1 Axle
- 110,000 lbs. Distributed 100,000 lbs. in 16 ft.
- Estimated Weight: 22,400 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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Gooseneck Options

HRG Gooseneck Options	35CC	50CC	55CC	60CC/ 55SA-LD	35RP	55RP
49" 5th Wheel Height	STD	STD	OPT	OPT	STD	STD
50" 5th Wheel Height	OPT	OPT	OPT	OPT	OPT	OPT
52" 5th Wheel Height	OPT	OPT	STD	STD	OPT	OPT
84" Swing Radius	STD				STD	
90" Swing Radius	OPT				OPT	
96" Swing Radius	OPT	STD			OPT	STD
102" Swing Radius		OPT				OPT
108" Swing Radius	OPT	OPT	STD	STD	OPT	OPT
114" Swing Radius		OPT	OPT	OPT		OPT
120" Swing Radius		OPT	OPT	OPT		OPT
Additional Kingpin Location (Removable)	OPT	OPT	OPT	OPT	OPT	OPT
4-Set GN Shim Kit (5-Position Ride Height)	OPT	OPT	OPT	OPT	OPT	OPT
Engine Power Pack with Alum Cover	OPT	OPT	OPT	OPT	OPT	OPT
Chain Rack & Expanded Metal in Base	OPT	OPT	OPT	OPT	OPT	OPT
Chain Rack w/Lockable (Alum) Cover for Base	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Steel 10-Gauge)	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Aluminum)	OPT	OPT	OPT	OPT	OPT	OPT
Spare Tire Carrier on Gooseneck	OPT	OPT	OPT	OPT	OPT	OPT
Ratchet Neck Design (STD Profile)	OPT	OPT	OPT	OPT	OPT	OPT
GN Light Package (Alum Diamond Plate)	OPT	OPT	OPT	OPT	OPT	OPT

Deck Options

HRG Gooseneck Options	35CC	50CC	55CC	60CC/ 55SA-LD	35RP	55RP
9′-0″ Deck width (8′-″ Rear Bridge Width)	OPT	OPT	OPT	OPT	OPT	OPT
9′-0″ Deck width (9′-0″ Rear Bridge Width)	OPT	OPT	OPT	OPT	OPT	OPT
18″ Deck Height w/6″ Ground Clearance			STD	STD		
22″ Deck Height w/6″ Ground Clearance	STD	STD			STD	STD
24″ Deck Height w/8″ Ground Clearance	OPT	OPT				
32″ Front Folding HD Steel Ramps	OPT	OPT	OPT	OPT		
50″ Heavy Duty with Smoothplate & Traction Bars					STD	STD
8″ Fixed Front Ramps (Reduces Swing Radius)	OPT	OPT	OPT	OPT		
10″ Fixed Front Ramps (Reduces Swing Radius)	OPT	OPT	OPT	OPT		
12″ Fixed Front Ramps (Reduces Swing Radius)	OPT	OPT	OPT	OPT		
38″ Wood Filled Adjustable Width Front Ramps	OPT	OPT	OPT	OPT		
2 Sections of Expanded Metal	OPT	OPT	STD	STD	OPT	OPT
Flange Reinforcement for Top Outside Flange	OPT	OPT	OPT	OPT	OPT	OPT
Auxillary Crossmember (outer bays)	OPT	OPT	OPT	OPT	OPT	OPT
Outrigger Planks	OPT	OPT	OPT	OPT	OPT	OPT
Center Decking Secured	OPT	OPT	OPT	OPT	OPT	OPT
Bucket Well in Deck with Steel Plate	OPT	OPT	STD	STD		
Removable Axles (RA)	OPT	OPT	OPT	OPT	OPT	OPT

Rear Bridge Options

HRG Rear Bridge Options	35CC	50CC	55CC	60CC/ 55SA-LD	35RP	55RP
Boom Well In-Lay Plate (Bolt-In)	OPT	OPT	OPT	OPT		
Air Lift 3rd Axle with Auto-Brake Shut Off	OPT	OPT	OPT	OPT		OPT
Chain Lift with Airbag Isolation Valves		OPT	OPT	OPT		OPT
Manual Exhaust (Dump) Valve	OPT	OPT	OPT	OPT	OPT	OPT
Manual Hand Raise & Lower Valve	OPT	OPT	OPT	OPT	OPT	OPT
60" Axle Spacing	OPT	OPT	OPT	OPT	OPT	OPT
Rear Fenders 1/4" Steel (3 Axle)		OPT	OPT	OPT		STD
Rear Fenders 3/8" Steel (3 Axle)		OPT	OPT	OPT		OPT
Rear Fenders 1/4" Steel (2 Axle)	OPT				STD	
Rear Fenders 3/8" Steel (2 Axle)	OPT				OPT	
Air Gauge (Liquid Filled)	OPT	OPT	OPT	OPT	OPT	OPT
Right Weigh Gauge System	OPT	OPT	OPT	OPT	OPT	OPT
Air Weigh - Digital Scale System	OPT	OPT	OPT	OPT	OPT	OPT
275/70R22.5 (H) Tires ILO 255 - 12 Tires	OPT	OPT	STD	STD	OPT	STD
Aluminum (Machined) Wheels	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (Polished) Wheels	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (Dura-Brite) Wheels	OPT	OPT	OPT	OPT	OPT	OPT
Spare Tire / Wheel (255/70R22.5)	OPT	OPT			OPT	OPT
Spare Tire / Wheel (275/70R22.5)	OPT	OPT	OPT	OPT	OPT	OPT
PSI Tire Equalization / Inflator	OPT	OPT	OPT	OPT	OPT	OPT
Spring brakes - Additional (Standard on 1 Axle)	OPT	OPT	OPT	OPT	OPT	OPT
ABS System (2S/1M)	STD	OPT	OPT	OPT	OPT	OPT
ABS System (4S/2M)	OPT	OPT	OPT	OPT	OPT	OPT
ABS System (6S/3M)		OPT	OPT	OPT		OPT
3rd Tail Strobe Lights	OPT	OPT	OPT	OPT	OPT	OPT
3rd Tail Strobe & Battery Backup	OPT	OPT	OPT	OPT	OPT	OPT
4-way Electrical Outlet	OPT	OPT	OPT	OPT	OPT	OPT
Connections for Future Flip Axle	OPT	OPT	STD	STD	OPT	OPT
Expanded Metal Baskets (each)	OPT	OPT	OPT	OPT	OPT	OPT
~~Lash Rings (additional)~~	~~OPT~~	~~OPT~~	~~OPT~~	~~OPT~~	~~OPT~~	~~OPT~~

continued >

Rear Bridge Options CONTINUED

HRG Rear Bridge Options	35CC	50CC	55CC	60CC/ 55SA-LD	35RP	55RP
Paint - Custom Color (Non-Metallic)	OPT	OPT	OPT	OPT	OPT	OPT
Roller Stops at Rear of Trailer	OPT	OPT	OPT	OPT	STD	STD
Flag Holders (Each)	OPT	OPT	OPT	OPT	OPT	OPT
Flip 3rd Axle ILO of Fixed		OPT	OPT	OPT	OPT	OPT
Flip 3rd Axle Attachment 255 Tires with Chrome Pins	OPT					
Flip 4th Axle Attachment 255 Tires with Chrome Pins		OPT				
Flip 4tAxle Attachment 275 Tires with Chrome Pins		OPT	OPT	OPT		
Beavertail	OPT	OPT	OPT	OPT		
Spring Assist Rear Ramps for Beavertail	OPT	OPT	OPT	OPT		
Spring Suspension (49" Axle Setting)	OPT	OPT				
Excavator Notch Plate (Removable) - 3 Axle	OPT	OPT	OPT	OPT		
Excavator Notch Plate (Removable) - 2 Axle	OPT	OPT	OPT	OPT		

General Options & Accessories

Spare Tire Carrier


Additional King Pin Location (Removable)

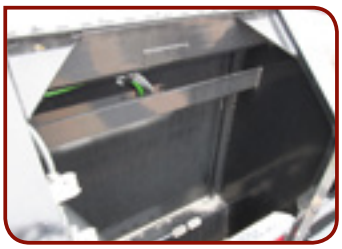

Gooseneck Fenders


Ratchet Neck


Gooseneck Shim Kit - Set of 4


Gooseneck Light Bar

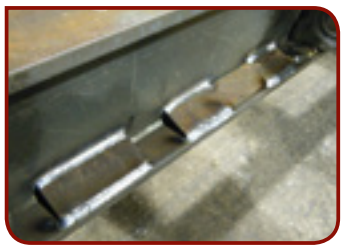

Power Pack


Enclosed Chain Bar


Front Ramps: Steel or Wood Filled Flip or Fixed

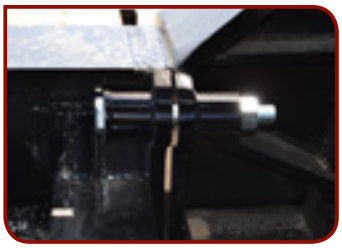

Expanded Metal Storage


Deck Bucket Well


Reinforced Top Flange (Underside View)

General Options & Accessories

Outrigger Boards with Spring Clips

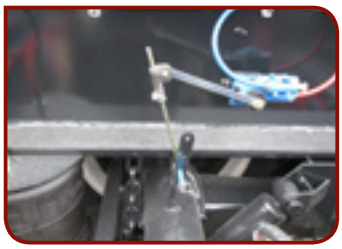


RA Connection

Rear Bridge Fenders (Covered Wheels)

Air Lift Axle

Chain Lift with Air Bag Isolation Valve



Talbert +3" / -3" Air Controls

Manual Air Raise / Lower Valve

Strobes / Battery Backup

3″ Roller Stop

Beavertail

Spring Assist Rear Ramps

Axle Attatchment

Spread Axle Overview

55SA/110,000 lb. capacity | 60SA/120,000 lb. capacity | 55SA-RC/110,000 lb. capacity
60CC/55SA-LD/110,000 lb. capacity | 55SA-HX/110,000 lb. capacity | 55SA-TELE/110,000 lb. capacity

55SA-LD

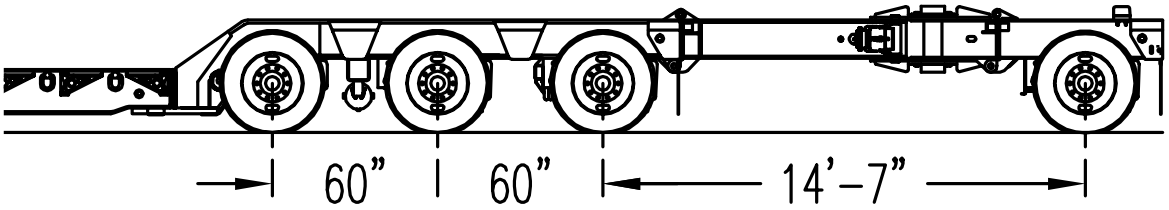
With capacities up to 120,000 pounds, these trailers are custom designed for your needs with various decks: flat, raised center / drop side, beam or telescopic versions. To further enhance load hauling capabilities, the trailers can be designed with flip axles and spreader bars to meet state bridge laws. Nothing comes close to providing the lift and load height of our *robust, four-cylinder hydraulic removable gooseneck*. Premium, *high strength 100,000 PSI steel, four-beam deck design and solid I-beam construction* allow concentrated load capacities rated at half the deck length.

55SA with E1Nitro™

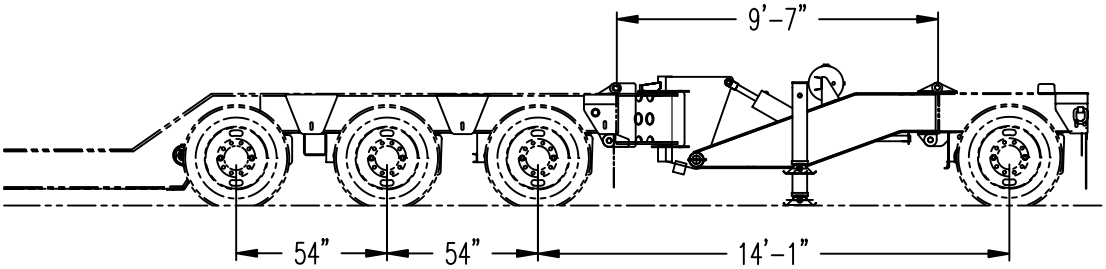
Spread Axle Overview

East Coast spread axle trailer can utilize either a Talbert E-Nitro series or a mechanical axle extension. Either configuration is suitable for North American highways with the exception of California.

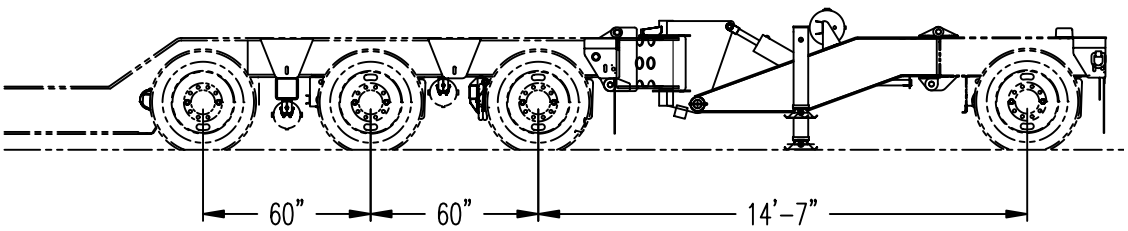
3+1 Mechanical



3+1 E1Nitro™ (54" Axle Spacing)



3+1 E1Nitro™ (60" Axle Spacing)



SPREAD AXLE LOWBOY SERIES

Talbert SINCE 1938

55SA AND 60SA

55SA-60SA

Robust, low-pressure, four-cylinder hydraulic removable gooseneck maximizes lift capacity and load height.

Unique bucket well / boom well configuration provides lowest excavator transport height in the industry.

Allows users to operate as a 3+1 spread-axle with the E1Nitro™. Can also function as four axle close coupled.

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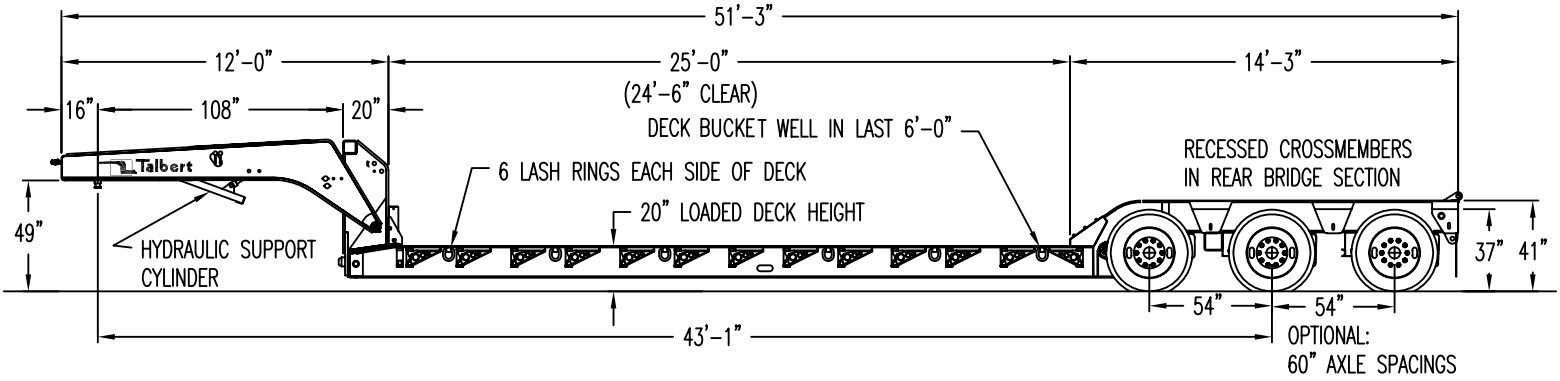
55SA AND 60SA



- Non-Ground Bearing Gooseneck Design
- 108 in. Swing Radius (Other Lengths Optional)
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- Deck Length: 25 ft. 0 in
- 55SA Loaded Deck Height: 20 in.
- 60SA Loaded Deck Height: 22 in.
- 6 in. Loaded Road Clearance
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 1/4 in. Plate Bucket Well in Last 6 ft. of Deck
- High Strength 100,000 psi Minimum Yield Steel
- 1-1/2 in. Apitong Flooring (2 in. on 60SA)
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Manual Exhaust Valve
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 41 in. Mainbeam / 37 in. Bolster Height
- Bucket Well in Rear Bridge
- Spring Parking Brake on Axle Two
- 4th Axle and 3+1 Spread Capable
- 12 Volt LED Sealed Light System
- *Valspar* R-Cure 800 Red or Black Paint
- 55SA Capacity: 110,000 lb. in ½ Deck Length
- 55SA Estimated Weight: 20,850 lbs.
- 60SA Capacity: 120,000 lb. in ½ Deck Length
- 60SA Estimated Weight: 22,590 lbs.

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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SINCE 1938

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0315 PUB 220D

SPREAD AXLE LOWBOY SERIES

Talbert
SINCE 1938

60CC/55SA-LD

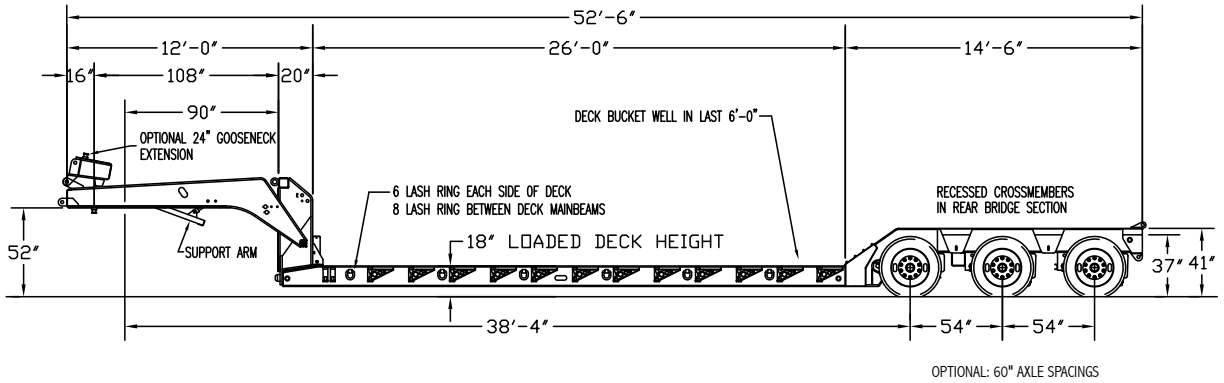
60CC/
55SA-LD

Optional 24 in. flip gooseneck extension (increasing swing radius to 132 in.) allows greater load transfer capability.

Allows users to operate as a 3+1 spread-axle with the E1Nitro™. Can also function as four axle close coupled.

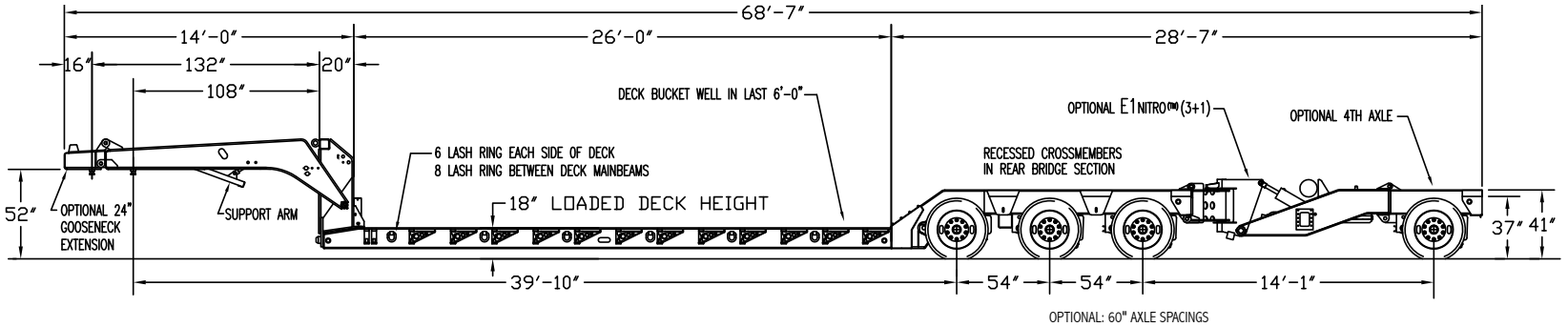
With an industry-leading 18 in. loaded deck height, the 60CC/55SA-LD offers state-of-the-art load versatility.

60CC/55SA-LD



- Non-Ground Bearing Gooseneck Design
- 108 in. Swing Radius with Connections for 24 in. Gooseneck Extension
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- 26 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 18 in. Loaded Deck Height / 6 in. Loaded Road Clearance
- 1/4 in. Plate Bucket Well, Last 6 ft. of Deck
- High Strength 100,000 psi Minimum Yield Steel
- 2 in. Apitong Flooring
- Two Sections Chain Storage
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Manual Exhaust Valve
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 41 in. Mainbeam / 37 in. Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- 4th Axle and 3+1 E1Nitro™ Spread Capable
- 12 Volt LED Sealed Light System
- Estimated Weight: 23,850 lbs.
- *Valspar* R-Cure 800 Red or Black Paint
- 110, 000 lb. Capacity in 10’-0” two point rigid load base with a 108” swing radius and 4 axles close coupled
- 110,000 lb. Capacity in 1/2 Deck Length two point rigid load base with a 132” swing radius and 3+1 E1 nitro axles extension
- 120,000 lb. Capacity in 1/2 Deck Length two point rigid load base with a 108” swing radius and 4 axles close coupled

Various Options Available Upon Request. Specifications Subject To Change Without Notice.



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0818 PUB 235B

SPREAD AXLE LOWBOY SERIES

Talbert
SINCE 1938

55SA-RC

55SA-RC

Robust, low-pressure, four-cylinder hydraulic removable gooseneck maximizes lift capacity and load height.

Rugged, fabricated T-1 steel side rail providing industry-leading low 15-1/2 in. loaded deck height in track area.

Allows users to operate as a 3+1 spread-axle with the E1Nitro™. Can also function as four axle close coupled.

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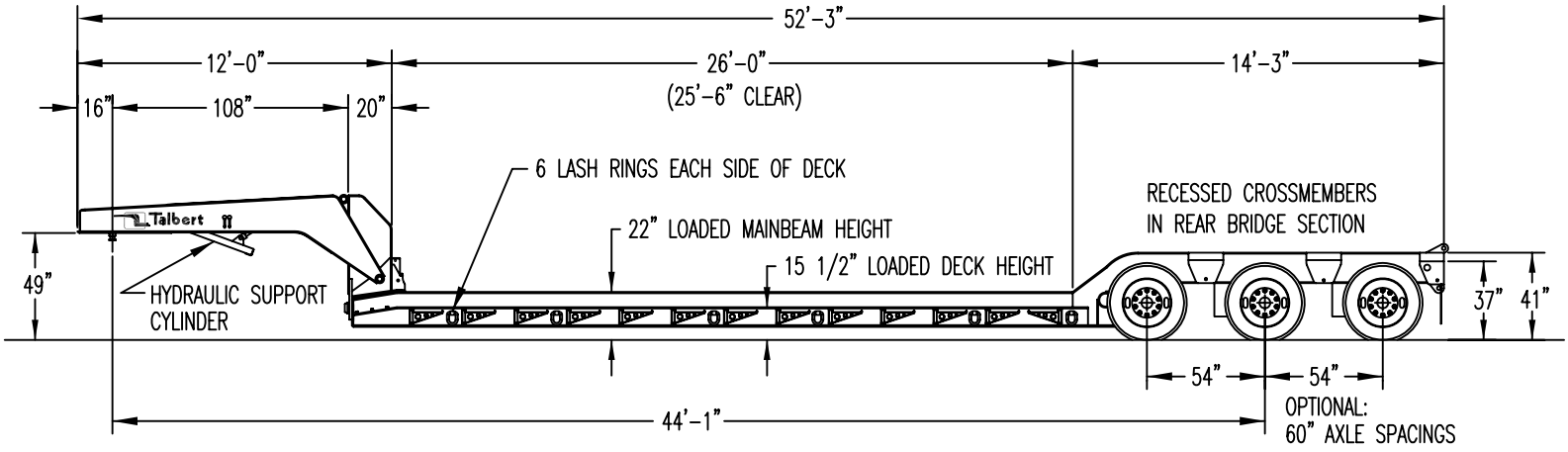
55SA-RC



- Non-Ground Bearing Gooseneck Design
- 108 in. Swing Radius (Other Lengths Optional)
- Hydraulic Support Cylinder (Standard)
- Front Folding Ramps (Optional)
- 26 ft. 0 in. Deck Length (Other Lengths Optional)
- 12 in. Swinging Outriggers (Not Removable)
- 8 ft. 6 in. Wide Deck (48 in. Out To Mainbeam)
- 22 in. Mainbeams, 15-1/2 in. Loaded Side Height
- 6 in. Loaded Road Clearance
- 2 in. Apitong Flooring
- High Strength 100,000 psi Minimum Yield Steel
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 41 in. Mainbeam / 37 in. Bolster Height
- Extra Deep Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- 12 Volt LED Sealed Light System
- 4th Axle and 3+1 Spread Capable
- 110,000 lb. Capacity in 1/2 Deck Length
- Estimated Weight: 21,960 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

Talbert ® SINCE 1938

Dealer:

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0315 PUB 221C

SPREAD AXLE LOWBOY SERIES

Talbert SINCE 1938

55SA-HX

55SA-HX

Industry-leading standard 114”/90” dual kingpin setting for versatility and greater load transfer capability.

Rugged, heavy-duty deck courtesy of auxiliary cross-members and top flange reinforcement.

Allows users to operate as a 3+1 spread-axle with the E1Nitro™. Can also function as four axle close coupled.

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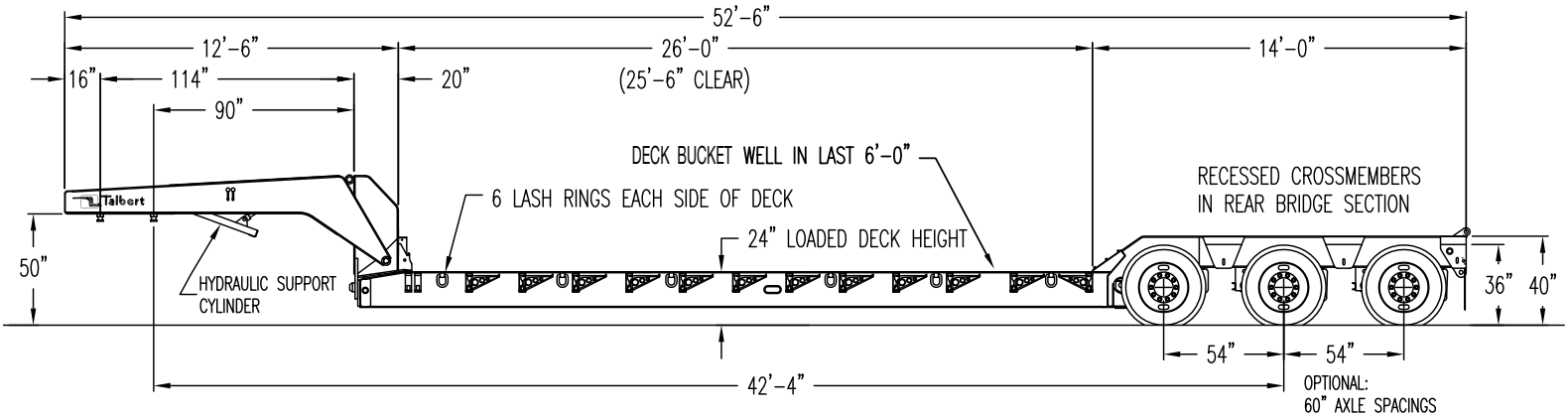
55SA-HX



- Non-Ground Bearing Gooseneck Design
- 114/90 in. Dual Swing Radius
- Hydraulic Support Cylinder (Standard)
- Front Folding Ramps (Optional)
- 26 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 24 in. Loaded Deck Height / 8 in. Loaded Road Clearance
- Auxiliary Crossmembers (HX Standard)
- Upper Flange Reinforcement (Optional)
- 1/4 in. Plate Bucket Well in Last 6 ft. of Deck
- High Strength 100,000 psi Minimum Yield Steel
- Axles: 25,000 lb. Capacity
- Air Lift 3rd Axle (Optional)
- Outrigger Boards (Optional)
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Manual Exhaust Valve (Optional)
- Tires: 255/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 40 in. Mainbeam / 36 in. Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- 4th Axle Capable with or without Axle Extension
- 12 Volt LED Sealed Light System
- Strobes and Battery Backup (Optional)
- 110,000 lb. Capacity in 1/2 Deck Length 110,000 lb. in 16ft. when 3+1
- Estimated Weight: 21,660 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

Pictured with optional rear bridge fenders.

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0315 PUB 234B

SPREAD AXLE EXTENDABLE

Talbert SINCE 1938

55SA TELE

55SA TELE

Increased camber as deck opens due to extensive deck length, offering greater hauling capabilities.

3rd axle and 4th axle attachments can be used as 3 or 4-axle close couple, 3+1 or 2+2 spread axle.

24 in. gooseneck extension standard; other optional lengths available.

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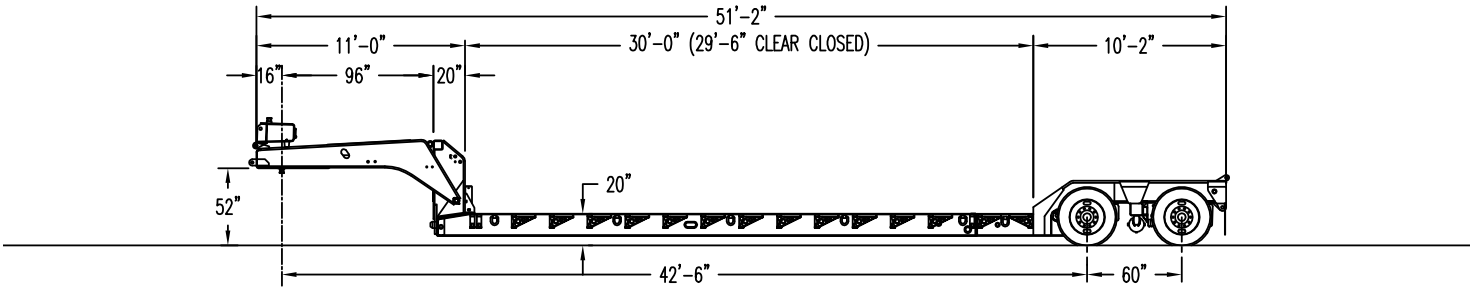
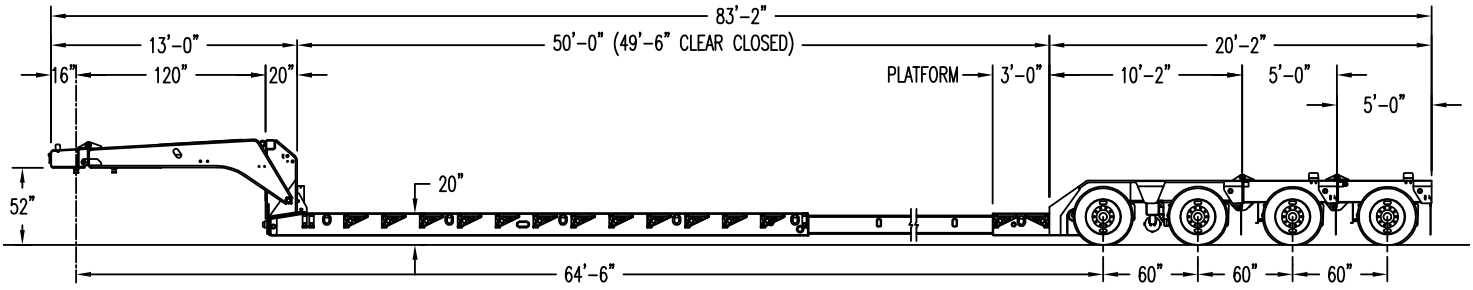
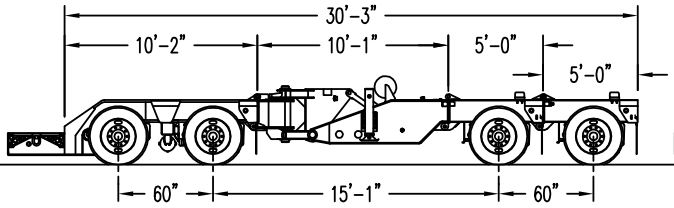
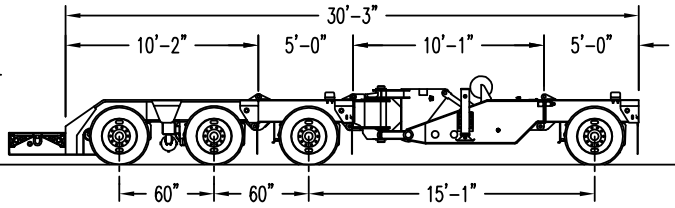
55SA TELE







2+2 AXLE EXTENSION CAPABILITY



3+1 AXLE EXTENSION CAPABILITY

- Hydraulic Removable Gooseneck
- 96 in. Swing Radius (120 in. with Gooseneck Extension)
- Front Folding Ramps (Optional)
- 30 ft. 0 in. Deck Length Closed
- 50 ft. 0 in. Deck Length Extended
- Deck Extends Increments of 2 ft., 4 ft., 6 ft., 8 ft., 12 ft., 16 ft., 20 ft.
- 12 in. Swing/Removable Outriggers
- 8 ft. 6 in. Wide Deck and Rear Bridge
- 20 in. Loaded Deck Height
- 6 in. Loaded Road Clearance
- High Strength T1 Steel Construction
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc Hub Piloted
- Connections Rear of Axle 3
- 3rd Axle can be Used in 3+1 Spread
- Optional 4th Axle Available
- Front Bridge Ramp
- Cambered Telescopic Beams
- Spring Parking Brake on One Axle
- *Valspar* R-Cure 800 Red or Black Paint
- Capacity: 110,000 lb.in 2 Point Rigid Load Base 6 ft.-0 in. Shorter than Deck Length, When in Extended Condition

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

Industry Leading 20 in. Loaded Deck Height

Optional Rolling Bunk - Side View

Optional "RA" - Removable Rear Bridge

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Gooseneck Options

HRG Gooseneck Options	55SA	60SA	55SA-RC	60CC/ 55SA-LD	55SA-HX	55SA -TELE
49″ 5th Wheel Height	STD	STD	STD	STD	OPT	STD
50″ 5th Wheel Height	OPT	OPT	OPT	OPT	STD	OPT
52″ 5th Wheel Height	OPT	OPT	OPT	OPT	OPT	OPT
108″ Swing Radius	STD	STD	STD	STD	STD	
114″ Swing Radius	OPT	OPT	OPT		OPT	
120″ Swing Radius	OPT*	OPT*	OPT*			
132″ Swing Radius				OPT**		
Additional Kingpin Location (Removable)	OPT	OPT	OPT	OPT	OPT	OPT
96″ standard with Flip Box to Provide 120″ Swing						STD
4-Set GN Shim Kit (5-Position Ride Height)	OPT	OPT	OPT	OPT	OPT	OPT
Engine Power Pack with Alum Cover	OPT	OPT	OPT	OPT	OPT	OPT
Chain Rack & Expanded Metal in Base	OPT	OPT	OPT	OPT	OPT	OPT
Chain Rack w/ Lockable (Alum) Cover for Base	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Steel 10-Gauge)	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Aluminum)	OPT	OPT	OPT	OPT	OPT	OPT
Spare Tire Carrier on Gooseneck	OPT	OPT	OPT	OPT	OPT	OPT
Ratchet Neck Design (std profile)	OPT	OPT	OPT	OPT	OPT	OPT
GN Light Package (Alum Diamond Plate)	OPT	OPT	OPT	OPT	OPT	OPT

* Either fixed length gooseneck or 96" swing radius with 24" gooseneck extension

** Optional 108" swing radius with 24" gooseneck extension

Deck Options

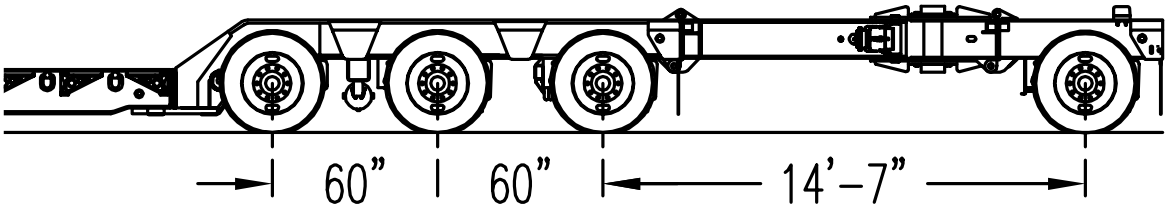
HRG Deck Options	55SA	60SA	55SA-RC	60CC/ 55SA-LD	55SA-HX	55SA -TELE
9'-0" Deck width (8'-6" Rear Bridge Width)	OPT	OPT	OPT	OPT	OPT	OPT
9'-0" Deck width (9'-0" Rear Bridge Width)	OPT	OPT	OPT	OPT	OPT	OPT
18" Deck Height w/6" Ground Clearance	OPT	OPT	STD	STD	OPT	
20" Deck Height w/6" Ground Clearance	STD	OPT		OPT		STD
22" Deck Height w/6" Ground Clearance	OPT	STD	STD	OPT	OPT	OPT
24" Deck Height w/8" Ground Clearance	OPT	OPT		OPT	STD	
32" Front Folding HD Steel Ramps	OPT	OPT	OPT	OPT	OPT	OPT
50" Heavy Duty wth Smoothplate & Traction Bars						
8" Front Fixed Ramps (Reduces Swing Radius)	OPT	OPT	OPT	OPT	OPT	OPT
10" Front Fixed Ramps (Reduces Swing Radius)	OPT	OPT	OPT	OPT	OPT	OPT
12" Front Fixed Ramps (Reduces Swing Radius)	OPT	OPT	OPT	OPT	OPT	OPT
38" Wood Filled Adjustable Width Front Ramps	OPT	OPT	OPT	OPT	OPT	OPT
2 Sections of Expanded Metal	OPT	OPT	OPT	OPT	OPT	
Flange Reinforcement for Top Outside Flange	OPT	OPT	OPT	OPT	STD	OPT
Auxillary Crossmember (Outer Bays)	OPT	OPT	OPT	OPT	OPT	OPT
Outrigger Planks	OPT	OPT	OPT	OPT	OPT	OPT
Center Decking Secured	OPT	OPT	OPT	OPT	OPT	STD
Bucket Well in Deck with Steel Plate	STD	STD	OPT	STD	STD	
Removable Axles (RA)	OPT	OPT	OPT	OPT	OPT	OPT
3 Foot Fixed Platform at Rear of Deck						STD

Rear Bridge Options

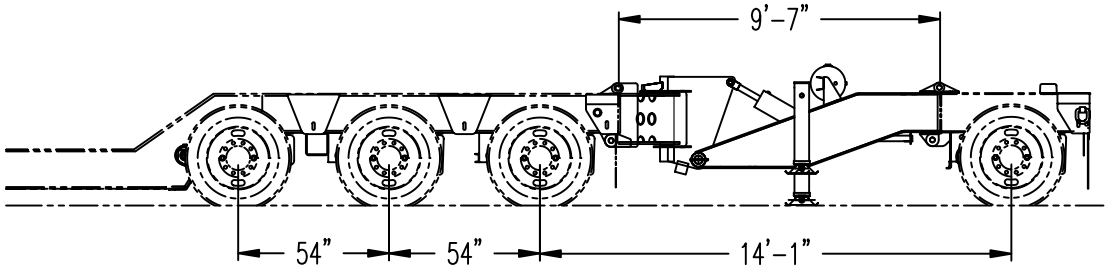
HRG Rear Bridge Options	55SA	60SA	55SA-RC	60CC/ 55SA-LD	55SA-HX	55SA -TELE
Boom Well In-lay Plate (Bolt-In)	OPT	OPT	OPT	OPT	OPT	OPT
Air Lift 3rd Axle with Auto-Brake Shut Off	OPT	OPT	OPT	OPT	OPT	
Chain Lift with Airbag Isolation Valves	OPT	OPT	OPT	OPT	OPT	OPT
Manual Exhaust (Dump) Valve	OPT	OPT	OPT	OPT	OPT	OPT
Manual Hand Raise & Lower Valve	OPT	OPT	OPT	OPT	OPT	OPT
60" Axle Spacing	OPT	OPT	OPT	OPT	OPT	OPT
Rear Fenders - 1/4" Steel (3 axle)	OPT	OPT	OPT	OPT	OPT	OPT
Rear Fenders - 3/8" Steel (3 axle)	OPT	OPT	OPT	OPT	OPT	OPT
Air Gauge (Liquid Filled)	OPT	OPT	OPT	OPT	OPT	OPT
Right Weigh Gauge System	OPT	OPT	OPT	OPT	OPT	OPT
Air Weigh - Digital Scale System	OPT	OPT	OPT	OPT	OPT	OPT
275/70R22.5 (H) Tires ILO 255 - 12 Tires	STD	STD	STD	STD	OPT	STD
Aluminum (Machined) Wheels	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (Polished) Wheels	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (Dura-Brite) Wheels	OPT	OPT	OPT	OPT	OPT	OPT
Spare Tire / Wheel	OPT	OPT	OPT	OPT	OPT	OPT
PSI Tire Equalization / Inflator	OPT	OPT	OPT	OPT	OPT	OPT
Spring brakes - Additional (Standard on 1 Axle)	OPT	OPT	OPT	OPT	OPT	OPT
ABS System	OPT	OPT	OPT	OPT	OPT	OPT
3rd Tail Strobe Lights	OPT	OPT	OPT	OPT	OPT	OPT
3rd Tail Strobe & Battery Backup	OPT	OPT	OPT	OPT	OPT	OPT
4-way Electrical Outlet	OPT	OPT	OPT	OPT	OPT	OPT
Connections for Future Flip Axle	STD	STD	STD	STD	STD	STD
Lash Rigns (Additional)	OPT	OPT	OPT	OPT	OPT	OPT
Paint - Custom Color (Non-Metallic)	OPT	OPT	OPT	OPT	OPT	OPT
Flag Holders (Each)	OPT	OPT	OPT	OPT	OPT	OPT
Flip 3rd Axle ILO of Fixed	OPT	OPT	OPT		OPT	STD
Flip 4th Axle Attachment with Chrome Pins	OPT	OPT	OPT	OPT	OPT	OPT
Spreader Bar for 14'-1" IAS (Mechanical)	OPT	OPT	OPT	OPT	OPT	OPT
Spreader Bar for 14'-1" IAS (E1Nitro Only)	OPT	OPT	OPT	OPT	OPT	OPT

Axle Extensions

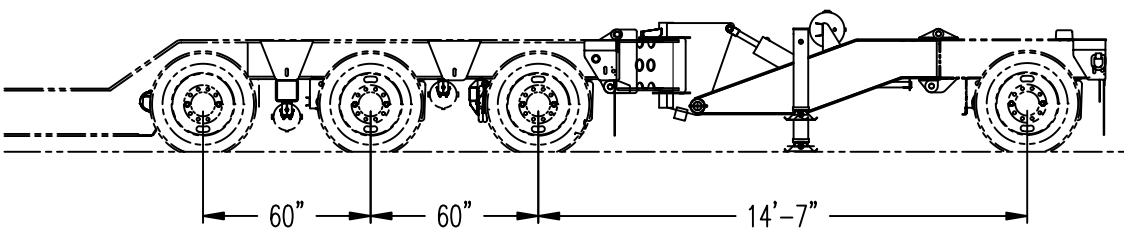
3+1 Mechanical



3+1 E1Nitro™ (54" Axle Spacing)



3+1 E1Nitro™ (60" Axle Spacing)



General Options & Accessories

Gooseneck Extensions


Additional King Pin Location (Removable)

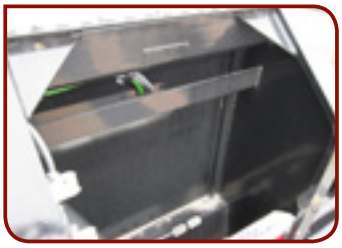

Gooseneck Fenders


Ratchet Neck

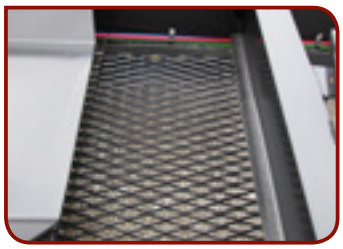

Gooseneck Shim Kit - Set of 4


Gooseneck Light Bar

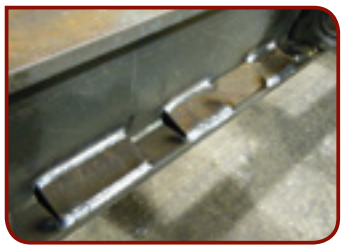

Power Pack


Enclosed Chain Bar


Front Ramps: Steel or Wood Filled Flip or Fixed

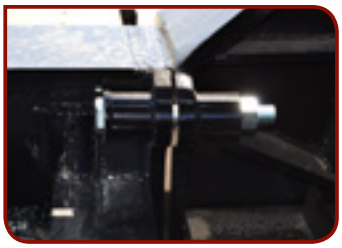

Expanded Metal Storage


Deck Bucket Well


Reinforced Top Flange (Underside View)

General Options & Accessories

Outrigger Boards with Spring Clips

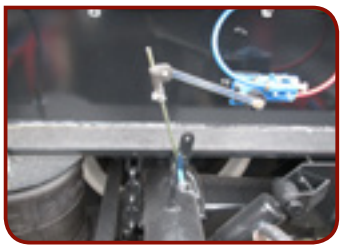


RA Connection

Rear Bridge Fenders (Covered Wheels)

Air Lift Axle

Chain Lift with Air Bag Isolation Valve



Talbert +3" / -3" Air Controls

Manual Air Raise / Lower Valve

Strobes / Battery Backup

Manual Exhaust (Dump) Valve

Beavertail

Spring Assited Rear Ramps

Axle Attatchment

EAST COAST / WEST COAST MODULAR TRAILERS

Talbert® SINCE 1938

50-100 TON CAPACITY

12 Axle East Coast with E3Nitro™

13 Axle West Coast

Talbert SINCE 1938

INNOVATION FROM COAST-TO-COAST

It's called specialized transportation for a reason. Hauling heavy, complicated, oversized and highly permitted loads takes a lot of knowledge, skill and the right equipment. Talbert has been building trailers for these challenging applications for more than 75 years, so we know what it takes to safely and successfully haul any load. The Talbert team takes the time to understand the load, the route and the conditions the trailer might experience to help determine the correct trailer for each customer need.

80 Ton, 13 Axle, Inboard West Coast Suspension

DECIDING ON THE RIGHT STYLE

We design our East Coast and West Coast Spread Axle trailers specifically for heavy-haul situations with stringent size, axle and weight regulations. Both offer advantages that cater to certain regions and applications.

To understand your application, we will always begin by asking you two simple questions:

1. *What types of loads do you need to haul?*
2. *Where do you need to haul them?*

Key Decision Factor	East Coast Mechanical*	East Coast E-Nitro	West Coast Inboard Susp. Mount	West Coast Outboard Susp. Mount
Lighter Empty Weight	✔	✔		
Versatility of Axle Configurations	✔	✔		
Adjustability of Axle Grouping Weights	Variable (limited)	Variable (infinite)	Factory Preset Non-adjustable	Factory Preset Non-adjustable
Easier Backing		✔		
Boom Well Capacity	✔	✔		
Limited Off-Road Capability		✔	✔	✔
California Legal			✔	✔
Hydraulic Load Equalizing System		✔		
Mechanical Load Equalizing System			✔	✔

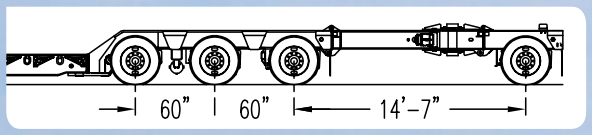
* East Coast Mechanical Axle Extension Limited to Maximum 65 Ton 3+2 Spread

EAST COAST SPREAD AXLE

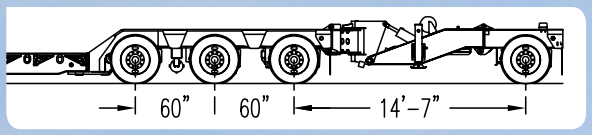
East Coast spread axle trailer can utilize either a **Talbert E-Nitro series** or a mechanical axle extension. Either configuration is suitable for North American highways with the exception of California.
East Coast Spread Axle trailers allow users to run with an **E1Nitro™, E2Nitro™** or **E3Nitro™** configuration, with one, two or three pin-on axles respectively.
East Coast spread axle trailers utilizing a mechanical axle extension are good for capacities up to 65 ton; and a maximum 3+2 spread axle configuration. Capability extends to 85 ton and 3+3 axle configuration by utilizing the E-Nitro™ series axle extension.

East Coast Spread Axle Advantages

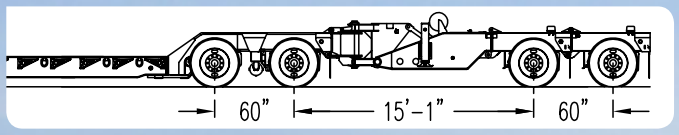
- Lighter empty weight than West Coast units
- Can be used in either spread-axle or close-couple configurations
- Lower rear bridge height than West Coast trailers
- Generally less expensive than West Coast trailers
- Offer single- or tandem-axle boosters that can be lifted for easy backing
- As opposed to a mechanical axle extension, the E-Nitro series is designed for on and limited off-road applications



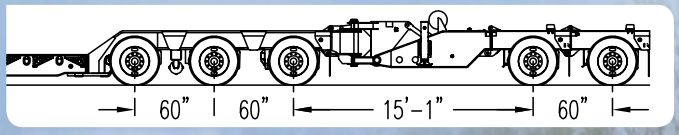
3+1 Mechanical



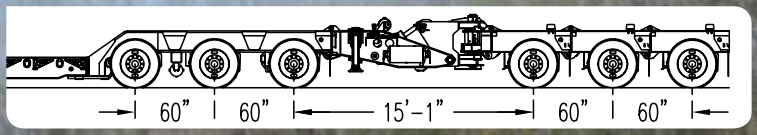
3+1 E1Nitro™



2+2 E2Nitro™



3+2 E2Nitro™



3+3 E3Nitro™

65 Ton 3-3-2 with E2Nitro™

WEST COAST SPREAD AXLE

West Coast spread axle trailers incorporate a walking beam equalizer that attaches to the rear bridge framework and to the front and rear suspension groups. With this design, the load is equally distributed among all axles. This configuration is most advantageous in California and other western states. The basic West Coast design requires configuration with a 60/40 or 57/43 weight split from the factory.

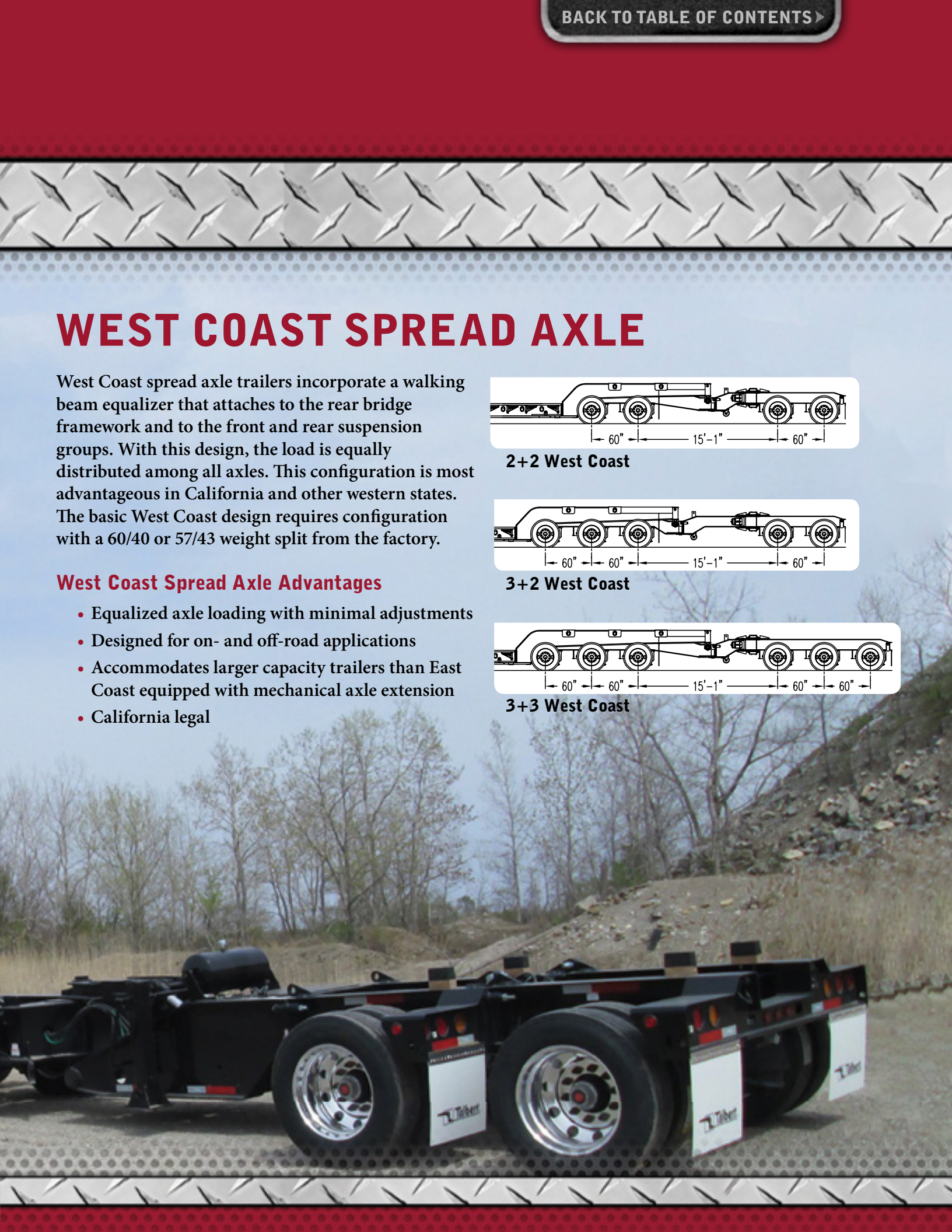
2+2 West Coast

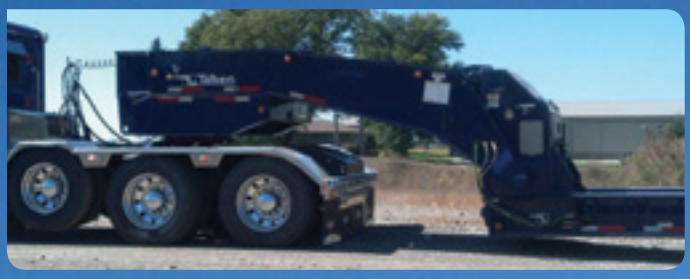
3+2 West Coast

3+3 West Coast

West Coast Spread Axle Advantages

- Equalized axle loading with minimal adjustments
- Designed for on- and off-road applications
- Accommodates larger capacity trailers than East Coast equipped with mechanical axle extension
- California legal





Gooseneck Flipped Under

Gooseneck Flipped Over

Single Jeep

Tandem Jeep

Tridem Jeep

Bump Steering

75 Ton, 13 Axle, E3Nitro™ Axle Extension

E1Nitro™

E2Nitro™

E3Nitro™

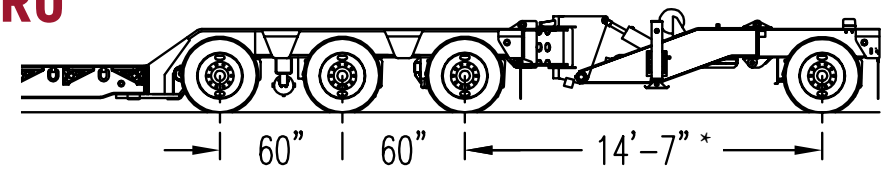
Mechanical West Coast Suspension Pivot Pin

NITROGEN DAMPENED AXLE EXTENSION

E1NITRO™ / E2NITRO™ / E3NITRO™

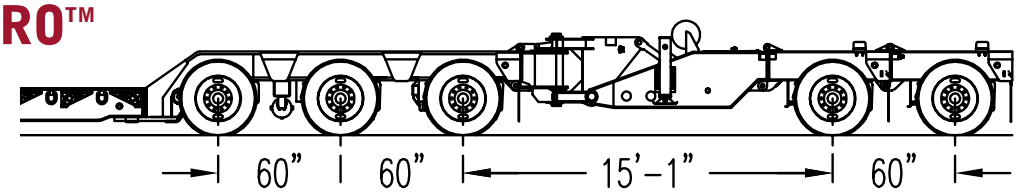
- Nitrogen Assisted Dampening
- Gas Engine Power Pack
- Transfers Load via Hydraulics
- 2 Speed - Dual Landing Leg for Greater Stability
- High Strength 100,000 P.S.I. Min. Yield Steel
- Self Tracking Pivot Design
- Talbert E-Nitro is Modular in Design
- No Shimming Required for Ease of Operation
- Consistent Load Transfer Even Through Uneven Terrain
- Quick, Easy Load Transfer and/or Adjustment
- Makes Empty Travel Possible Without Shim Removal
- *Valspar* R-Cure 800 Red or Black Paint

E1NITRO™



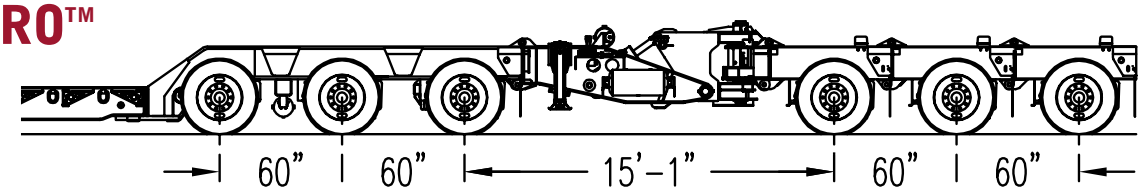
* 54” axle spacing & 14’-1” available

E2NITRO™



Our E2Nitro™ can be used as a 3+1 or 3+2 configuration.

E3NITRO™



Our E3Nitro™ can be used as a 3+1, 3+2 or 3+3 configuration. No one else offers this degree of flexibility!

Feature	E1Nitro™	E2Nitro™	E3Nitro™
Lifts Axle Attachment(s) For Easy Backing	X	X	
For use with	up to 60 ton	60-70 ton	70-85 ton
Estimated Weight	2,950 lbs	5,250 lbs	6,990 lbs

Scan the QR code with your smartphone to learn more.

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800-348-5232 \ www.talbertmfg.com

1014 PUB 514A

NITROGEN DAMPENED AXLE EXTENSION

Talbert SINCE 1938

E1NITRO™ / E2NITRO™ / E3NITRO™

E-NITRO™ SERIES

The E1Nitro™ is designed for trailers with up to 60-ton capacities and can carry 24,700 pounds in its 3+1 configuration.

The E2Nitro™ is designed for trailers with up to 70-ton capacities and can carry 49,400 pounds in its 3+2 formation.

The E3Nitro™ is designed for trailers with up to 85-ton capacities and can carry 74,100 pounds in its 3+3 configuration.

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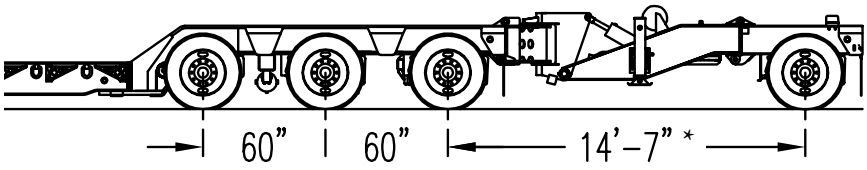
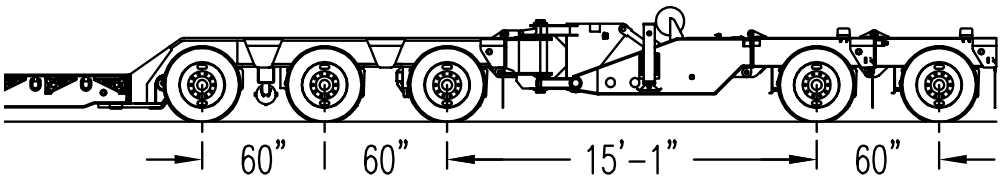
E1NITRO™



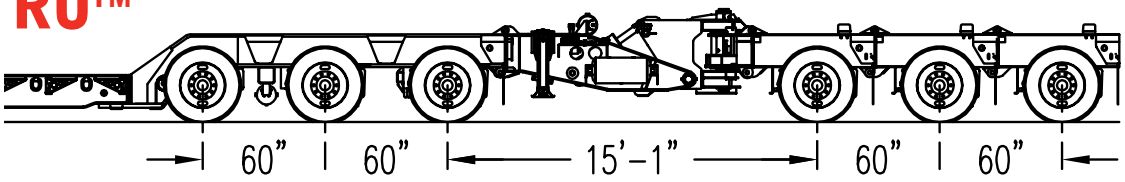
* 54” axle spacing & 14’-1” available

E2NITRO™



Our E2Nitro™ can be used as a 3+1 or 3+2 configuration.

E3NITRO™



Our E3Nitro™ can be used as a 3+1, 3+2 or 3+3 configuration. No one else offers this degree of flexibility!

- Nitrogen Assisted Dampening
- Gas Engine Power Pack
- Transfers Load via Hydraulics
- 2 Speed - Dual Landing Leg for Greater Stability
- High Strength 100,000 P.S.I. Min. Yield Steel
- Self Tracking Pivot Design
- Talbert E-Nitro® is Modular in Design
- No Shimming Required for Ease of Operation
- Consistent Load Transfer Even Through Uneven Terrain
- Quick, Easy Load Transfer and/or Adjustment
- Makes Empty Travel Possible Without Shim Removal
- *Valspar* R-Cure 800 Red or Black Paint

Feature	E1Nitro™	E2Nitro™	E3Nitro™
Lifts Axle Attachment(s) For Easy Backing	X	X	
For use with	up to 60 ton	60-70 ton	70-85 ton
Estimated Weight	2,950 lbs	5,250 lbs	6,990 lbs

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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sales@talbertmfg.com \ www.talbertmfg.com

0315 PUB 240C

SPREAD AXLE LOWBOY SERIES

Talbert SINCE 1938

65SA MODULAR TRAILER/E2NITRO™

Optional Decks: Level, Raised Center, Beam, & Perimeter Frame

65SA MODULAR TRAILER /E2NITRO™

70" Gooseneck Extension and convertible Jeep Dolly with removable axles, sliding 5th wheel, and multiple kingpin settings.

E2Nitro™ distributes weight to rear axle group via hydraulic / nitrogen accumulator system; dampening axle movement and controlling load transfer.

E2Nitro™ is standard with gas engine power pack to drive loading cylinders via controls shown.

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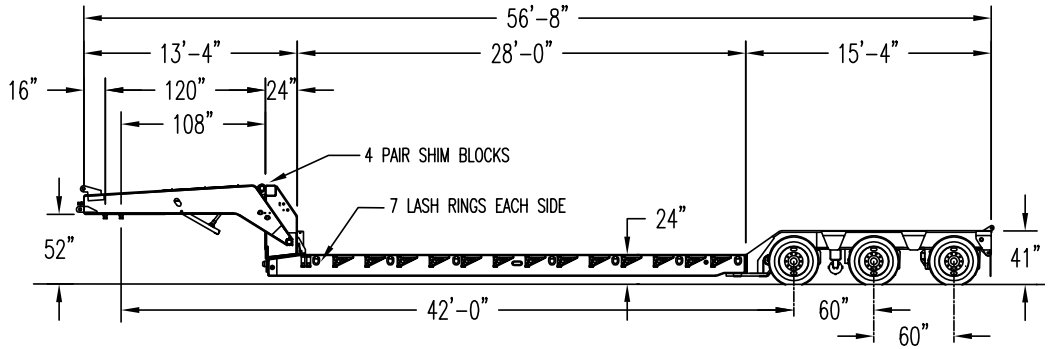
65SA MODULAR TRAILER/E2NITRO™

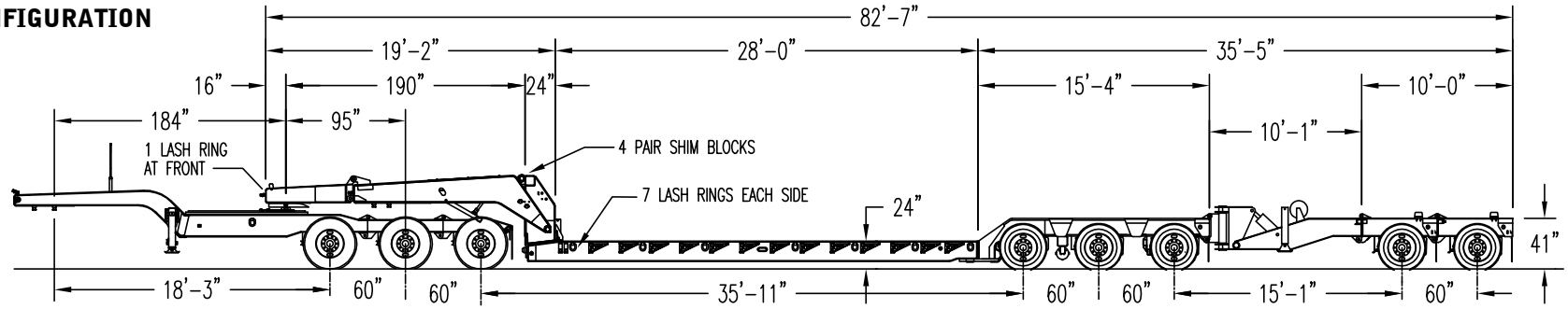
Dealer:



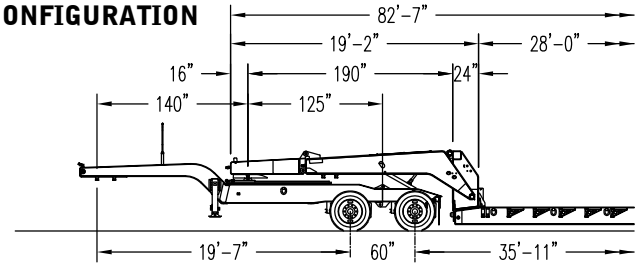
- Non-Ground Bearing Gooseneck Design
- 120 in. Swing Radius with Connections for up to 70 in. Gooseneck Extension
- Hydraulic Support Cylinder (Standard)
- Front Folding / Fixed Ramps (Optional)
- 28 ft. 0 in. Deck Length
- 12 in. Swinging / Removable Outriggers
- 8 ft. 6 in. Wide Deck
- 24 in. Loaded Deck Height / 6 in. Loaded Road Clearance
- 1/4 in. Plate Bucket Well, Last 6 ft. of Deck
- High Strength 100,000 psi Minimum Yield Steel
- 2 in. Apitong Flooring
- Two Sections Chain Storage
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in./-3 in. Manual Control
- Manual Raising / Lowering Valve
- Tires: 275/70R22.5 (H)
- Wheels: Steel Disc, Hub Piloted with Outboard Brake Drums
- Bolsters and Half Bolster on Rear Bridge
- 41 in. Mainbeam / 37 in. Bolster Height
- Boom Well in Rear Bridge
- Spring Parking Brake on Axle Two
- Up to 5 Axles Close Couple and 3+2 E2Nitro™ Spread Capable
- Removable Axles (RA / Modular)
- Reinforced for Various Decks / Inserts
- 12 Volt LED Sealed Light System
- 130,000 lb. Capacity in 14' (5) Axle
- Close Coupled or 3+2 Spread Axle
- 140,000 lb. Capacity in 15' (4) Axle Close Couple
- Estimated 3-Axle Base Trailer Weight: 31,750 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

3+3+2 CONFIGURATION



2+3+2 CONFIGURATION



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0315 PUB 236B

Double Drop & Extendable Overview

Double Drop Series
30-55 Ton SRG, HRG & FG models / 60,000 - 110,000 lb. capacity

Talbert Double Drop Series will accommodate those challenging loads that define your success. Available with a mechanical removable, hydraulic removable, or fixed gooseneck, the Double Drop Series features robust construction with a *four-beam design*. An *18-inch loaded deck height* ensures ample clearance and stability for tall loads and *air suspension with manual raising and lowering* valve provides maximum control over the load.

Double Drop

Extendable Series
30-55 Ton Extendable models / 60,000 - 110,000 lbs. capacity

Talbert Extendable trailers enhance the versatility of the Double Drop Series by increasing the deck length to offer increased hauling capability. *Swinging, 12-inch removable outriggers* provide additional width to the cargo bed while the *trailer deck extends 20 feet overall*, allowing for increased camber as the deck opens.

Extendable

DOUBLE DROP SERIES

Talbert SINCE 1938

35-55 TON MODELS

DOUBLE DROP

Sliding pin or swinging teardrop connections available for enhanced tractor compatibility.

Ultra-low deck height for unmatched clearance and simplified route logistics. (pictured with optional aluminum pullouts)

Multiple gooseneck options – mechanical, hydraulic or fixed – customized to your hauling needs.

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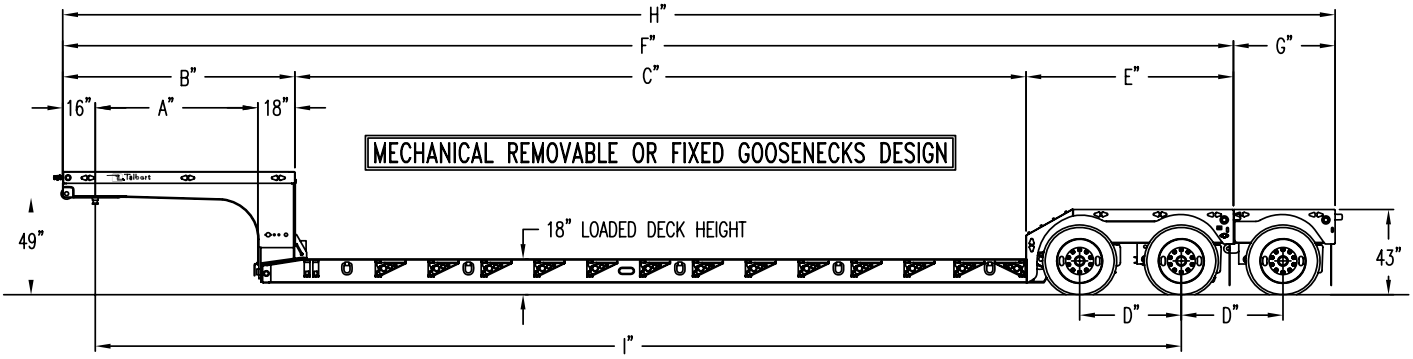
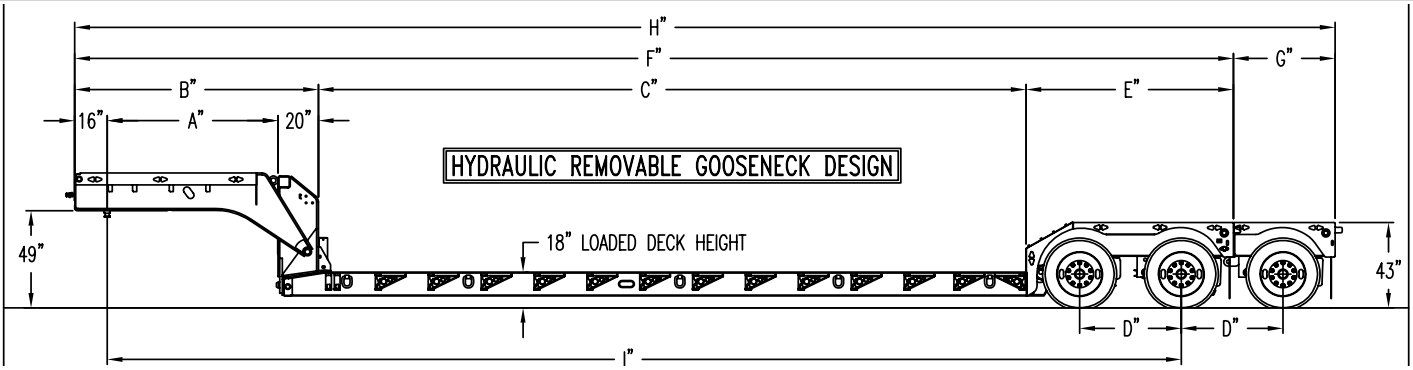
DOUBLE DROP



"A" Gooseneck Radius	"B" Gooseneck Length	"C" Deck Length	"D" Axle Spacing	"E" Bridge Length	"F" Trailer Length 2 Axle	"G" 3 Axle Length	"H" Trailer Length 3 Axle	"I" Kingpin to 2 Axle
80 in.	9 ft. 6 in.	30 ft. 0 in.	50 in.	8 ft. 6 in.	48 ft. 0 in.	4 ft. 2 in.	52 ft. 2 in.	44 ft. 6 in.
80 in.	9 ft. 6 in.	29 ft. 0 in.	54 in.	8 ft. 10 in.	47 ft. 4 in.	4 ft. 6 in.	51 ft. 10 in.	43 ft. 10 in.
80 in.	9 ft. 6 in.	29 ft. 0 in.	60 in.	9 ft. 4 in.	47 ft. 10 in.	5 ft. 0 in.	52 ft. 10 in.	44 ft. 4 in.



"A" Gooseneck Radius	"B" Gooseneck Length	"C" Deck Length	"D" Axle Spacing	"E" Bridge Length	"F" Trailer Length 2 Axle	"G" 3 Axle Length	"H" Trailer Length 3 Axle	"I" Kingpin to 2 Axle
84 in.	10 ft. 0 in.	29 ft. 0 in.	50 in.	8 ft. 6 in.	47 ft. 6 in.	4 ft. 2 in.	51 ft. 8 in.	44 ft. 0 in.
84 in.	10 ft. 0 in.	29 ft. 0 in.	54 in.	8 ft. 10 in.	47 ft. 10 in.	4 ft. 6 in.	52 ft. 4 in.	44 ft. 4 in.
84 in.	10 ft. 0 in.	28 ft. 0 in.	60 in.	9 ft. 4 in.	47 ft. 4 in.	5 ft. 0 in.	52 ft. 4 in.	43 ft. 10 in.

Gooseneck Design

HRG- Hydraulic Removable

SRG- Mechanical Removable

FG- Fixed

- Capacity: 30-55 Ton
- Full Capacity Evenly Distributed
- Full Capacity Less 10,000 lbs. in 10 in. 0 ft.
- Rollers at Front of Gooseneck *(SRG)*
- Full Width Gooseneck Platform; 1-1/8 in. Shiplap Apitong, 3 Lashing Slots Each Side and Mud Flap Skirts
- Deck Height: 18 in. Loaded
- Road Clearance: 6 in. Loaded
- Four-Beam Design *(HRG/SRG)*
- 1-1/2 in. Apitong Flooring Outside Mainbeams
- 12 in. Outriggers *(HRG/SRG)*
- 10 Lash Rings (5 Each Side of Deck) *(HRG/SRG)*
- Cross Members on 24 in. Centers
- Tapered Bridge Ramp with Traction Bars *(HRG/SRG)*
- Full Width Rear Bridge Platform with 1-1/8 in. Shiplap Apitong and 4 Lashing Slots Each Side
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Axles: 25,000 lb. Capacity
- Brakes: 16-1/2 in. x 7 in. with Automatic Slack Adjusters
- Tires: 255/70R22.5 (H) 16PR
- Wheels: Steel Disc, Hub Piloted, Outboard Mounted Drums
- Lights: 12 Volt DOT LED Rubber Mounted with Sealed Harness
- Options: 3rd Axle (Removable or Fixed)
- Estimated Empty Weight: Starting at 14,920 lbs.
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

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EXTENDABLE SERIES

Talbert SINCE 1938

35-55 TON MODELS

EXTENDABLE

Increased camber as deck opens due to extensive deck length, offering greater hauling capabilities.

Air locks offer additional security and safety of the load.

Multiple gooseneck options – mechanical, hydraulic or fixed – customize your hauling needs.

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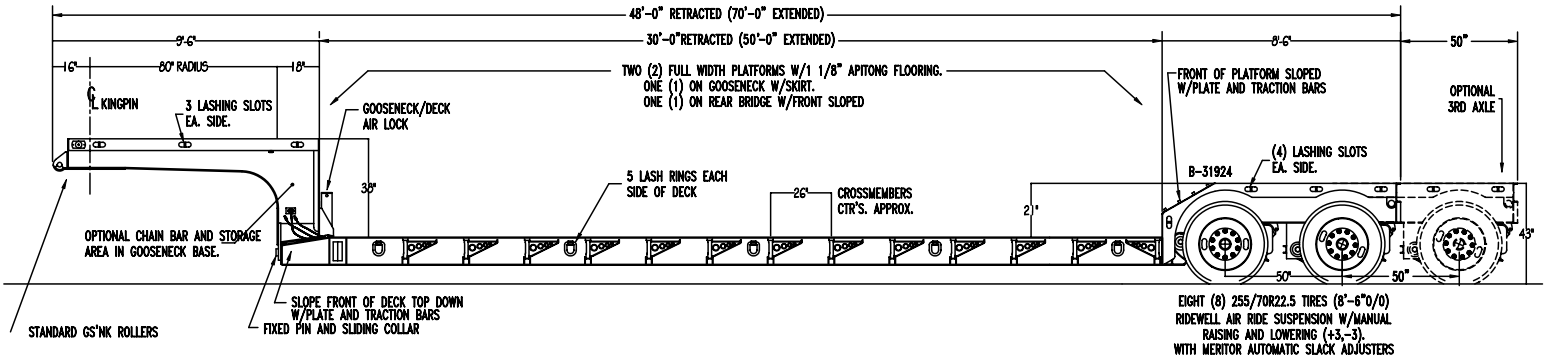
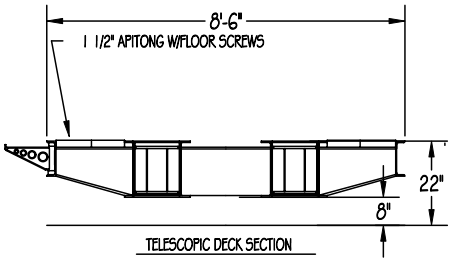
EXTENDABLE





- Mechanical Removable Gooseneck
- 80 in. Swing Radius (96 in. Optional)
- Fixed Pin and Sliding Collar
- Front Folding Ramps (Optional)
- 48 ft. 0 in. Overall Closed (as a Tandem)
- 12 in. Swing/Removable Outriggers
- 8 ft. 6 in. Wide Deck and Rear Bridge
- 22 in. Loaded Deck Height
- 8 in. Loaded Road Clearance
- High Strength 100,000 psi Minimum Yield Steel
- Axles: 25,000 lb. Capacity
- *RIDEWELL* Suspension: Air Ride with Automatic and Talbert +3 in. / -3 in. Manual Control
- Tires: 255/70R22.5 (H)
- Wheels: Steel Disc Hub Piloted, Outboard Mounting
- Optional 3rd Axle Available
- Platforms on Gooseneck and Rear Bridge
- Front Bridge Ramp
- Cambered Telescopic Beams
- Spring Parking Brake on One Axle
- Anti-Lock Brake System
- *Valspar* R-Cure 800 Red or Black Paint

Various Options Available Upon Request. Specifications Subject To Change Without Notice.

Talbert ®
SINCE 1938

Dealer:

Talbert Manufacturing Inc. \ 1628 W. State Road 114 \ Rensselaer IN 47978 \ 800-348-5232 \ Fax: 219-866-7060

sales@talbertmfg.com \ www.talbertmfg.com

Options

SRG Gooseneck Options	30SRG	35SRG	40SRG	30 SRG TELE	35 SRG TELE	40 SRG TELE
49″ 5th Wheel Height	STD	STD	STD	STD	STD	STD
50″ 5th Wheel Height	OPT	OPT	OPT	OPT	OPT	OPT
52″ 5th Wheel Height	OPT	OPT	OPT	OPT	OPT	OPT
96″ Gooseneck Swing	OPT	OPT	OPT	OPT	OPT	OPT
Omit Gooseneck Platform	OPT	OPT	OPT	OPT	OPT	OPT
Fixed Gooseneck ILO Removable	OPT	OPT	OPT	OPT	OPT	OPT
SRG Trailer with HRG Gooseneck Options (No Platform)	**30SRG**	**35SRG**	**35SRG**	**30 SRG TELE**	**35 SRG TELE**	**40 SRG TELE**
Increase Gooseneck Swing per 12″ (max 120″)	OPT	OPT	OPT	OPT	OPT	OPT
4-Set GN Shim Kit (5-Position ride height)	OPT	OPT	OPT	OPT	OPT	OPT
Honda Engine package with Alum Cover	OPT	OPT	OPT	OPT	OPT	OPT
Chain Rack w/Lockable (Alum) Cover for Base	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Steel 10-gauge)(84″)	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Steel 10-gauge)(96″)	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Steel 10-gauge)(108″)	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Steel 10-gauge)(120″)	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Platform	OPT	OPT	OPT	OPT	OPT	OPT
Gooseneck Fenders (Aluminum)	OPT	OPT	OPT	OPT	OPT	OPT
Chain bar in Gooseneck	OPT	OPT	OPT	OPT	OPT	OPT
Spare Tire Carrier on Gooseneck	OPT	OPT	OPT	OPT	OPT	OPT
Ratchet Neck Design (std profile)	OPT	OPT	OPT	OPT	OPT	OPT
GN Light Package (Alum Diamond Plate)	OPT	OPT	OPT	OPT	OPT	OPT

Options

SRG Deck Options	30SRG	35SRG	35SRG	30 SRG TELE	35 SRG TELE	40 SRG TELE
Sliding Pin	STD	STD	STD	STD	STD	STD
Swinging Teardrop	OPT	OPT	OPT	OPT	OPT	OPT
9'-0" Deck width (8'-6" Rear Bridge Width)	OPT	OPT	OPT	OPT	OPT	OPT
9'-0" Deck width (9'-0" Rear Bridge Width)	OPT	OPT	OPT	OPT	OPT	OPT
15" Deck Height w/6" Ground Clearance	OPT	OPT				
18" Deck Height w/6" Ground Clearance	STD	STD	STD	STD		
20" Deck Height w/6" Ground Clearance	OPT	OPT	OPT	OPT	STD	STD
32" Front Folding HD Steel Ramps	OPT	OPT	OPT	OPT	OPT	OPT
Wood Filled Front Ramps	OPT	OPT	OPT	OPT	OPT	OPT
2 Sections of Expanded Metal	OPT	OPT	OPT	STD	OPT	OPT
Center Decking (1-1/2" Apitong) Secured	OPT	OPT	OPT	STD	OPT	OPT
Flange Reinforcement for top outside flange	OPT	OPT	OPT	OPT	OPT	OPT
Auxillary Crossmember (outer bays)	OPT	OPT	OPT	OPT	OPT	OPT
Delete Outriggers	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum Pullouts	OPT	OPT	OPT	OPT	OPT	OPT
SRG Rear Bridge Options	**30SRG**	**35SRG**	**35SRG**	**30 SRG TELE**	**35 SRG TELE**	**40 SRG TELE**
Manual Exhaust (Dump) Valve	OPT	OPT	OPT	OPT	OPT	OPT
Manual Hand Raise & Lower Valve	OPT	OPT	OPT	OPT	OPT	OPT
54" Axle Spacing	OPT	OPT	OPT	OPT	OPT	OPT
60" Axle Spacing	OPT	OPT	OPT	OPT	OPT	OPT
Air Gauge (liquid filled)	OPT	OPT	OPT	OPT	OPT	OPT
Right Weigh gauge system	OPT	OPT	OPT	OPT	OPT	OPT
Air Weigh - digital scale system	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (machined) wheels	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (polished) wheels	OPT	OPT	OPT	OPT	OPT	OPT
Aluminum (Dura-Brite) wheels	OPT	OPT	OPT	OPT	OPT	OPT
Spare Tire / Wheel (255/70R22.5)	OPT	OPT	OPT	OPT	OPT	OPT
PSI Tire Equalization / Inflator	OPT	OPT	OPT	OPT	OPT	OPT
Spring brakes - Additional(Standard on 1 axle)	OPT	OPT	OPT	OPT	OPT	OPT
ABS (4S/2M) System	OPT	OPT	OPT	OPT	OPT	OPT
3rd Tail Strobe Lights	OPT	OPT	OPT	OPT	OPT	OPT
3rd Tail Strobe & Battery backup	OPT	OPT	OPT	OPT	OPT	OPT
4-way Electrical Outlet	OPT	OPT	OPT	OPT	OPT	OPT
Connections for future flip axle	OPT	OPT	OPT	STD	STD	STD
Lash Rings (additional)	OPT	OPT	OPT	OPT	OPT	OPT
Flag Holders (each)	OPT	OPT	OPT	OPT	OPT	OPT
Flip 3rd axle attachment 255 tires with chrome pins	OPT	OPT	OPT	OPT	OPT	OPT
Fixed 3rd axle		OPT	OPT	OPT	OPT	OPT

General Options & Accessories


Mechanical Gooseneck


Hydraulic Gooseneck with Platform


Sliding Pin (Engaged)


Sliding Pin (Retracted)


Swinging Teardrop Connection


Gooseneck Fenders-Mudflaps

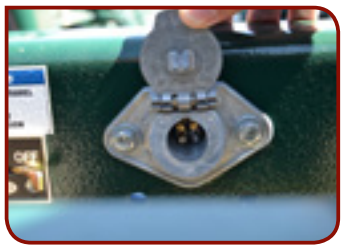

Center Deck Boards Secured


Pull Up Lash Rings


Manual Hand Raise & Lower Valve

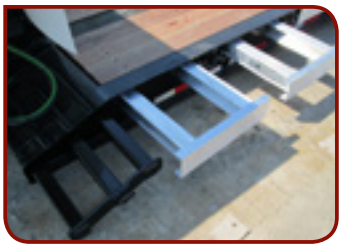

Right Weigh Scale System


Connections for Future Flip Axle


Way Electrical Outlet

Steel and Aluminum Pull-Outs

Aluminum Pull-Outs



Steel and Aluminum Pull-Outs

Steel Pull-Out in Deck Ramp

Aluminum Pull-Outs

Aluminum Pull-Outs

3.7 OIL FIELD SERIES

Oil Field Series Overview

60FG / 65FG

The Oil Field Series trailers from Talbert Manufacturing are built to meet the rugged demands of hauling equipment to and from oil field sites. Build from high-strength 100,000 P.S.I. minimum yield steel, the Oil Field Series trailers can handle the harsh conditions of drill site loading and unloading.

60FG

65FG

Specification Chart

MODELS	Drop Deck Oil Field	60FG Oil Field	65FG Oil Field
CAPACITY	110,000 lbs. Distributed 70,000 lbs. in 10 ft.	120,000 lbs. Distributed 110,000 lbs. in 16 ft.	130,000 lbs. Distributed 120,000 lbs. in 16 ft.
ESTIMATED WEIGHT	Starting at 17,150 lbs.	Starting at 27,160 lbs.	Starting at 31,100 lbs.
UNIQUE FEATURE	Load Bearing Rolling Tail Board at Rear Full Width with Spherical Bearings, Two Sets Overload Bearings Below, and Pin Pockets in Outside Flange at 45 Degree Angle		
CONSTRUCTION	T1 & 80K Beams	T1 Beams	
SWING CLEARANCE	11 ft. 0 in. Upper 30-in. Kingpin Setting	108-in. Swing Radius with Alternate Setting at 96-in.	120-in. Swing Radius with Alternate Settings at 108-in., 96-in.
DIMENSIONS	48 & 53 ft. OAL 8 ft. 6 in. Wide	Starting at 53 ft. OAL (not including tail roller) 8 ft. 6 in. Wide	Starting at 59 ft. OAL (not including tail roller) 8 ft. 6 in. Wide
LOADED DECK HEIGHT	35-42 in.		
TIRES	Low Profile 17.5 Tires / Low Profile 22.5 Tires		
SUSPENSION	Ridewell Air Ride Suspension		
FLOORING	1-1/8 in. Shiplap Apitong Flooring	2 in. Apitong Flooring	
LIGHTS	DOT Rubber Mount with Modular Harness		
ADDITIONAL SPECIFICATIONS	• Winch Cable Pipe on Rear of Gooseneck • One Pipe Pocket Each End of Rear Gooseneck Pipe • Four Pin Pockets Each Side of Lower Deck - Inside Rub Rails	• Fixed Gooseneck Narrow Type with High Arch Profile • Cable Roller with Spherical Bearings Between Gooseneck Mainbeams at Rear, Pin Pockets in Front of Roller • Cable Pick-Up Eye with Winch Lug for Connection Point • Removable Plate Between Gooseneck Mainbeams to Walk on • Two Pair Air Pop-Up Rollers Each Side • Air Lift Axle(S) (60FG Axle 4 / 65FG Axle 1 & 5) • Lash Rings Ten Each Side of Deck • Key Hole Slots in Outer Flange on 48 in. Centers • Six Pin Pockets on Outside Flange (Including Tail Roller) • Two Pair of Pipe Pockets Inside Side Beam Flange • Axle Stops on Last Axle to Prevent Crushing when Loading • Lightening Holes in Deck Side Beams	

General Options & Accessories


Combination Skid Pipe & Nose Sling


Cable Pick Up Eye


Gooseneck Walk Plate (FG ONLY)


Heavy Duty Drop Leg Landing Gear


Gooseneck Roller Assembly


Pop-up Roller (Retracted)


Pop-up Roller (Deployed)


Double Key Hole Tiedown


4 Inch Pipe Pocket


2 inch Pin Pocket with Roller Pin


Live Rolling Tail Board


Live Rolling Tail Board Overload Bearings

Canadian Special 55 SA- SRG RA (EC3/1) BVTL

60-Inch Gooseneck Extension

Modular (Lateral Pin Joint)
10-Foot Wide Deck

10-Foot Wide Rear Bridge
with 23 Degree Beavertail

* Optional Low-Profile Gooseneck Available

Reinforced for Future Axle Extension

Specialty & Customs Overview

25-Ton Tri-Axle Mini Deck HRG

The 25-Ton Tri-Axle Mini Deck float trailer has 14 inches of loading height. The hydraulic removable gooseneck makes loading and unloading simple and easy.

25-Ton Tri-Axle Mini Deck HRG

BoomLauncher

The Talbert BoomLauncher trailer eliminates the need to have an additional crane on the jobsite to install or remove boom sections from large hydraulic cranes. Safely and swiftly "launch" the crane boom with the hydraulic boom lift and travel mechanism. The trailer is self contained with its own hydraulic power unit eliminating the need to run hydraulic hoses from the crane to power the trailer.

Boomlauncher

Specialty & Customs Overview

45-Ton Dual HRG with Steerable Dolly

The Talbert 45-Ton Dual Hydraulic Removable Gooseneck Trailer with Steerable Dolly provides maximum loading and unloading capabilities for heavy and oversized loads.

45-Ton Dual HRG with Steerable Dolly

Rail Car Haulers

When moving rail cars via railways is not possible, Talbert Manufacturing has designed a trailer to move rail cars with ease.

Rail Car Haulers

Specialty & Customs Overview

165-Ton Nuclear Cask Transporter

The highly sensitive transportation of nuclear casks requires specially designed trailers that provide integral tiedowns to fasten the cask to the conveyance. To stay within special permit limits, Talbert's 165-Ton Nuclear Cask Transporter trailer is designed for weight, safety and overall ease of transport.

165-Ton Nuclear Cask Transporter

6-Axle Steer Dolly

Specialty heavy haul dolly offering terrific versatility in handling self-supporting loads such as bridge beams, steel girders, etc. Each 6-axle Steer Dolly has both automatic and manual steering modes as well as a hydraulic raising and lowering bunk assembly.

6-Axle Steer Dolly

Specialty & Customs Overview

Windhauler Series

Talbert's 75-Ton Double Schnabel trailers deliver greater safety and stability in wind energy. Since the load becomes the center portion of the trailer, this option provides the lightest possible configuration and lowest possible height available.

Windhauler Series

Military Series

Talbert has supplied many custom trailers for U.S. and foreign military use. These units require the highest standards of quality: MIL-I-45208, AWS D1.1 welding, testing, inspection and certification. Trailers have been designed for NASA, the US Navy and the US Air Force.

Military Series

Talbert Paint & Corrosion Protection

STANDARD COLORS

Talbert Red – Valspar No. KPR0714

Talbert Black – Valspar No. KPA1466

SPECIAL COLORS

Talbert Green – Valspar No. KPG0594

Talbert Blue – Valspar No. KPL0578

Talbert White – Valspar No. KPW0740

Talbert CAT Yellow – Valspar No. KPY0696

Talbert Clean Yellow – Valspar No. KPY0695

Talbert Silver – Valspar No. KPA1475

Talbert offers Valspar R-Cure 800 paint. This paint provides stronger long-term color and gloss retention than standard paints provided by Talbert competitors. R-Cure 800 holds the initial gloss for 1,500 hours and keeps its color even after exposure to extreme weathering. The system also adds protection against scratches and chips during transit.

Talbert offers two basic "no-charge" colors – Talbert Black and Talbert Red. There are also other Talbert standard colors that can be ordered at a minimal upcharge (as shown on this chart). Please contact a Talbert Sales Representative for pricing.

All other colors require a paint sample and corresponding paint code. This information must be submitted along with customer approval.

For added corrosion protection, customers can upgrade to Valspar Zinc Rich Primer or Valspar AquaGuard. Both of these advanced primers provide better protection than industry standard Alkyd primers.

Talbert Paint & Corrosion Protection

Hardest-Working Coatings Systems in the Industry

Extreme environments are tough on your equipment, whether it's exposed to salty ocean air, road cleaning chemicals or gritty construction sites. Valspar coating solutions provide the best balance of performance, protection and aesthetics in the business. **Durability Matters. Finish Matters. Corrosion Protection Matters. If it matters, we're on it.**

Valspar Aquaguard™ Corrosion-Resistant Primer System

Valspar Aquaguard coatings deliver best-in-class corrosion protection for metal substrates operating in demanding environments. This means your equipment stays in service longer with fewer repairs.

Aquaguard Advantage

- **Low-VOC Formulation:** Outstanding protection in a water-based system
- **Corrosion Resistance:** Up to 60% reduction in corrosion during salt spray and cyclic testing when compared with standard coatings systems in the market
- **Long-Term Protection:** Reduces the spread and depth of corrosion in damaged areas when compared with zinc-containing formulations

Market-Leading Performance with R-Cure® 800 Topcoat Solutions

Valspar R-Cure technology provides a smooth, durable finish over a variety of primer solutions. With unlimited color options, Valspar R-Cure platforms deliver exact color matches that stand the test of time.

R-Cure Advantage

- **High-Gloss Finish:** R-Cure 800 combines the performance of industrial coatings with the beauty of automotive coatings
- **Outstanding Color Retention:** R-Cure topcoat products maintain initial color and resist fading over time
- **Chip-Resistant Finish:** R-Cure finishes are tough, outperforming competition in gravelometer and chip-resistance testing

System Repair Instructions

Should repair be necessary at any time, the damaged area should be sanded clear of corrosion and contaminants prior to the reapplication of paint. Service providers can order repair primer and topcoat materials through Talbert customer service.

About Valspar

For over 200 years, Valspar's innovative paints and coatings have enhanced the world's best-known brands. As a global leader in coatings technology for the heavy-duty equipment and transportation industry, Valspar is hyper-focused on delivering customer value through leading-edge technology and cost-reduction techniques that yield the best possible solutions. If it matters, we're on it®.

114 8th Street South
Minneapolis, MN 55402
ValsparGI@Valspar.com
valsparindustrial.com

valspar
if it matters, we're on it.®

Talbert® SINCE 1938

TALBERT MANUFACTURING INC. LIMITED WARRANTY

Limited Warranty: Talbert Manufacturing Inc. (Talbert) of Rensselaer, Indiana, warrants to the original purchaser of each new Talbert trailer to be free of defects in material and workmanship under normal use and service for a period of (12) twelve months from the date of first retail sale of the trailer or date of in-service, whichever occurs first (hereafter referred to as "Delivery Date"). Furthermore Talbert warrants against defects in material and workmanship on the main structural members and supports of the trailer for a period of (36) thirty-six months from the date of first retail sale of the trailer or date of in-service. Our obligation under this warranty is limited to repair of the defective material, workmanship, main structural members or supports at a preapproved Talbert service facility (i.e. authorized Talbert dealer). This warranty is non-transferable.

Excluded from this limited warranty are:

1. Manufactured components of Talbert trailers (other than the trailer structure) or components supplied by other manufacturers and suppliers of components or accessories. Talbert will assign to the customer upon request any warranty rights it receives from the component manufacturer or supplier.

2. Normal maintenance services and wear parts, such as, but not limited to, tires, lights, brake components, flooring, paint/coatings, etc.

Regulatory Warranty: Talbert trailers are manufactured to conform to all applicable Federal Motor Vehicle Safety Standards in effect on the date of manufacture. We do not warrant trailers to be in compliance with any other federal, state or local laws, rules, regulations, or orders.

Specific Exclusions: Talbert limited warranty is subject to specific exclusions, and does not apply to any trailer which has been: 1) subjected to or operated with loads which, at any time, have exceeded the trailer's rated capacity or design limits; 2) repaired or altered outside of Talbert's factory in any way so as, in Talbert's sole judgment, to affect its stability or reliability; and 3) subject to misuse, negligence, accident, or has been operated in a manner expressly prohibited by the instructions; or not operated in accordance with operation of the trailer approved by Talbert. Please contact the factory prior to undertaking any repair or alteration including welding, burning, or drilling holes on or in the frame of your Talbert trailer so as to not void the warranty.

Our Obligation: Under the specific limited warranties set forth above, Talbert obligation is limited to making good at an authorized Talbert repair facility any trailer structure or Talbert manufactured component which shall be returned, transportation charges prepaid to Talbert, who shall examine the alleged defect and shall determine, in Talbert's sole discretion, whether the material or workmanship was defective at the time of manufacture and covered by this limited warranty. Any warranty claim must be made immediately to an authorized Talbert dealer who, in turn, shall notify the Talbert Warranty Department. Claims must be turned in to the Talbert Warranty Department no more than 5 days after the defective condition was discovered or should have been discovered. Talbert will not be obligated to pay for any repairs, alterations or parts which are made prior to authorization from the Talbert Warranty Department.

Exclusive Warranty: This warranty is the exclusive warranty given for trailers manufactured and sold by Talbert. It is expressly in lieu of, and supersedes, all other warranties, whether oral, written or implied, including the implied warranties of merchantability or fitness for a particular purpose, and of all other obligations or liabilities on the part of Talbert. Talbert neither assumes nor authorizes any dealer, or any other person, to make or assume for Talbert, any other warranty or liability in connection with the sale of any Talbert trailer.

Limitation of Liability: In no case will Talbert be liable for any consequential or incidental damages incurred, including, but not limited to, damage to any freight, loss of sales, profit or goodwill, loss of use of the trailer or any associated equipment, cost of rentals, substitute equipment, facilities or services, downtime costs; or any other damages, losses or claims of any third parties or attorneys' fees incurred by any of the foregoing claims set forth herein.

To activate this Limited Warranty coverage, you must register the trailer in the Talbert warranty system by selecting "Warranty Registration" located at www.talbertmfg.com/warranty.html. Registration must be completed within ten (10) days of first retail sale or in-service date, whichever occurs first. Failure to register within this proposed time frame will void all warranty obligations set forth herein and expressed or implied.

This contract shall be governed by and in accordance with the laws of the state of Indiana, and any and all actions, litigation or claims shall be brought and litigated in Jasper County, Indiana.

TALBERT MANUFACTURING INC. \ 1628 W. STATE ROAD 114 \ RENSSELAER IN 47978 \ 800-348-5232 \ FAX: 219-866-7060

SALES@TALBERTMFG.COM \ WWW.TALBERTMFG.COM

Talbert ® SINCE 1938

TALBERT WARRANTY CLAIM PROCEDURE

This procedure must be followed before warranty claims can be honored by Talbert Manufacturing, Inc.:

1. This is accomplished by submitting the proper documentation through our web site, **www.talbertmfg.com**. Once you are in our web site, click on the tab at the top that says "**Warranty Support**", then select "**Submit Request for Warranty Reimbursement**", which will bring up a form to fill in. Once the required information has been typed in, simply hit enter and your information will be sent to Talbert. Once this information has been received and approved by the Warranty Manager, a **Warranty Claim Number** will be assigned. On occasion, photos may be requested by the Warranty Manager. If so, photos should be sent to **warranty@talbertmfg.com**.

   The Warranty Claim Number and Serial Number must be included and referenced on all invoices reflecting work authorized under the warranty claim.

2. Carefully follow invoicing instructions:

   Place the **Warranty Claim Number** and **Serial Number** on all invoices.

   Include an itemized list of all parts used.

   Itemize labor performed. Explain what work was performed, the time it took to accomplish each item under Warranty Repair and the direct labor rate. The Talbert Warranty Manager will provide the appropriate labor rate for the repairs.

   Indicate appropriate taxes.

3. Properly tag and return all replaced parts to Talbert within (10) days after the repair is completed, even if the parts are defective. A **Return Authorization Number**, obtained from the Talbert Warranty Department Manager, and a **Warranty Claim Number** must appear on the tag. ***Please note warranty reimbursement will occur when all required parts are received and claim filed.***

Following this Warranty Claim Procedure closely will assist in timely processing.

TM4WAR304 REV. 1.1 5/22/13

5.1 PART ORDER NUMBERS

General

Description	Part Number
Air Products	
Deck Lock Cylinder Replaced	ACKW381140A0 MQ2719/B3000-424
Upper Lock Cylinder Replaced	ACKW381140B0 MQ2613/B3000-425
Service Brake Valve	AV110205
Spring Brake Valve	AV110800
Pressure Protection Valve	AV110257
Pressure Protection Valve	AV140370
Manual Dump Valve	AV216050
Leveling/Height Control Valve	AV6310BFAA00
Push/Pull Valve	AVB2400-628 MQ2659
Manual Height Control	NW900-54-082
Hose Between Gsnk & Deck	PARPS-3814-72
Ten Port Manifold	SMCUS2577
Air Tanks	
12 7/16" diameter x 30" long	HT1284
8" diameter x 27" long	HT8009
9 1/2" diameter x 17" long	HT95101
9 5/8" diameter x 23" long	HT95162
Decal Kit	
HRG Units	TM4211
HRG Units	TM4212
AC Units (Ac-20)	TM4351
Vin Plate	TMT516

Description	Part Number
Electrical Harness	
Main Cable	EL1-10-7180-00
Main Cable Extension	EL1-18051-138
Tag Axle Adaptor	EL1-18450-015
Rear Main Harness	EL1-25150-084
Gooseneck Kit	EL1-99-1466-00
Incandescent, Pigtail	EL22053-024
Led, Pigtail	EL22054-024
5 Pin Pigtail	EL22195-006
Toggle Switch	EL55036
Strobe Lights	LR44212Y
Battery Back Up/Adding Strobes	205A0100061
Hydraulic Parts	
2 Spool Hydraulic Valve	AM206A010061
Seal Kit For Walvoil Mi80800 Only	HVFVL5GUAR008200
Stinger Support Cylinder	HC4X10-2-2500
Packing Kit	HC44-4693S
Packing Kit/Monarch	HC639579
Pin	HC190400004
Clevis	HC100000326
Clevis	HC21-B-17881NEW
Lift Cylinder	HC6X16-2-3000RING
Packing Kit	HC44-47155
Packing Kit	HCPMCKJ1601
Pin	HC190600016
Clevis	HC100000362
Power Pack/Pony Motor	AM206A010006-WK

General CONTINUED

Description	Part Number
King Pins	
Fixed King Pin	KP000253
Removable King Pin	KP000252
Housing For Removable Kingpin	KP000275
Handle For Removable Kingpin	KP000233
Wire Pin	25WP2.5
Landing Gear	
Single Drop	HHLGD700-21
Dual	JSTA400T17
2 Speed	JSTA400R.G1.17.02.57
Misc.	
Wood Flooring Deck Clips	38DC
Bolt For Deck Clip	31CB18G5-3
Nut For Deck Clip	31LN18G2
Floor Screw For 1-1/8" Lumber	31TPFS18-2
Floor Screw For 1-1/2" Lumber	31TPFS18-2.5
Floor Screw For 2" Lumber	31TPFS18-3
Mudflaps	
Mudflap 20" X 24"	MU000076
Mudflap 24" X 24"	MU000078
Mudflap 24" X 36"	MU000081

Description	Part Number
Outriggers/Lash Rings	
12" Self Hold Back Outrigger	CS000343
12" Self Hold Back Outrigger Bracket	CS000344
7" Self Hold Back Outrigger	CS0R3C
7" Self Hold Back Outrigger Bracket	CS0RB3C
12" Old Style Outrigger	CS000228
Spring & Rod Clip	SE000353
Squeeze Clip	SE000113
Retainer Nut For Se000353	FA9002
Washer For Retainer Nut	25WUSSG2
Straight Lash Rings	SE000202
Bent Lash Rings	SE000326
Ramps	
Springs	SP000389
Wear Pad	
10"	MU000140
40"	MU000288

Suspension

RIDEWELL

Description	Part Number
RIDEWELL	RW2400308
Hanger LH	RW3267744C108
Hanger RH	RW3267744C208
Beam/Bushing Assy LH	RW5970080
Beam/Bushing Assy RH	RW5970079
Air Spring Mounting Plate	RW7000407
Air Spring	RW1000001
Bushing Replacement Kit	RW6040029
Shock	RW1270563B003
RIDEWELL	RW2400409
Load Beam LH	RW4287716D101
Load Beam RH	RW4287716D201
Air Spring Mounting Plate	RW7000407
Air Spring	RW1000001
Air Spring Mounting Plate	RW7000407
Bushing Replacement Kit	RW6040011
Shock	RW1270563B003
RIDEWELL	RW2400306
Hanger LH	RW3267744C106
Hanger RH	RW3267744C206
Beam/Bushing Assy LH	RW4280023
Beam/Bushing Assy RH	RW4280024
Air Spring	RW1000003
Air Spring Mounting Plate	RW7000407
Bushing Replacement Kit	RW6040029
Shock	RW1270563B003
RIDEWELL	RW2990011
Airspring	RW1003586801-C
Lift Kit for New Air Lift	204A010044
Shock Strap - Sold in pairs *Same on all 3 suspensions*	RW1290002

Ride Ht. = Bottom of Beam to Center of Axle

HUTCHENS

Description	Part Number
HUTCHENS	H9700
Front Hanger	HU16556-01
Center Hanger	HU16319-06
Rear Hanger	HU16559-01
Hex Bolt 1x14x5	HU719-02
Lock Nut 1x14	HU10562-00
Torque Arm Adj	HU16398-04
Torque Arm Non-Adj	HU715-00
U-Bolt	HU7816-10
Spring Seat	HU22215-01
Plate Bottom	HU706-01
Hex Bolt 5/8x18x4 1/2	HU759-00
Nut Lock 5/8x18	HU37-03
Tube 3/4" OD	HU756-00

Suspension CONTINUED

HENDRICKSON TURNER

Description	Part Number
HENDRICKSON TURNER	HT250U-9-010
Beam Assy LH	HTC-20335-1
Beam Assy RH	HTC-20335-2
Frame Bracket	HTC-20322-1
Frame Bracket	HTC-20322-2
Air Spring Plate	HTS-21209
Shock	HTS-20002
Shock Bolt Kit	HTS-2157/2
U-Bolt	HTS-3650/4
Air Spring	HTS-20414
Air Spring Bolt Kit	HTS-20033/2
Bushing Kit	HTS-6914
Pivot Bolt Kit	HTS-3646
Alignment Collor	HTS-2770
Lift Kit	HTCL-092
Air Lift Kit	204A010044
HENDRICKSON TURNER	HT250U-9-006
Air Spring	HTS-20127
HENDRICKSON TURNER	HT250US.12
Shock	HTS-23649

Description	Part Number
HENDRICKSON TURNER	HT250US.8
Shock	HTS-23650
HENDRICKSON TURNER	HT250Y
Beam Assy LH	HTC-20131-1
Beam Assy RH	HTC-20131-2
Air Spring Plate	HTS-21209
Shock	HTS-20002
Shock Bolt Kit	HTS-2157/2
U-Bolt	HTS-3650/4
Air Spring	HTS-20414
Air Spring Bolt Kit	HTS-20033/2
Bushing Kit	HTS-13136
Pivot Bolt Kit	HTS-7345
HENDRICKSON TURNER	HT250U-9-006
Air Spring	HTS-20127
HENDRICKSON TURNER	CL-092 & CL-093
Air Spring	HTS-1080

5.1 PART ORDER NUMBERS

Fabricated

Description	Part Number
Axle Attachment Shim Kit	207B990002
Connecting Pin	
8"	CS000400
12.38"	CS000401
Wire Pin	38WP2.5
Bolt	125HHCS7-10
Nut	125N-7
Deck Lock Tube	201C100016
Front Folding Ramps	
Wood Filled	202B130005
Traction Bars	202B130010
Goosneck Shim Blocks	201B080236-B0M
7/8"	AM201B080236-88
1-3/4"	AM201B080236-175
2-5/8"	AM201B080236-263
3-1/2"	AM201B080236-350
Gooseneck Shim Pins	201C080484

Description	Part Number
Inner Pivot Bushing *Base Cross Shaft Tube*	AM201C020006
Mechanical Safety Lock	AM201B080029
Outer Pivot Bushing *Upper Cross Shaft Tube*	AM201C010003
Pivot Shaft/Crosshaft	AM201C010004-2.44
Outrigger Plank Retainer	202B130024
Plunger	201C100023
Plunger Pin	63RDSP-3.38
Stinger	AM201B040001-4
Stinger (Old Style)	201B040004
Upper Lock Arm	201C090006
Upper Lock Pin	AM201C090003-2.44
Upper Lock Tube	AM201C020014
Yoke (Deck Lock Tube Sets Into)	201C100024

Recommended Stocking List for Dealers

Part#	Description
38DC	Deck Clip
31CB18G5-3	Deck Clip Bolt
31LN18G2	Deck Clip Bolt
SE000353	Spring & Rod Clip
SE000113	Squeeze Clip
SP000389	Ramp Spring
FA9002	Retainer Nut/Spring & Rod Clip
CS000343	Outrigger
CS000344	Outrigger Bracket
AV110800	Spring Brake Valve
CS000228	Old Style Outrigger
ABV2400-628	Push/Pull Valve
EL22054-024	LED Pigtail
TM4211	White Decal Kit
ACKW381140A0	Deck Lock Cylinder
HC44-47155	Lift Cylinder Packing Kit
AV216050	Manual Dump Valve
HC6X16-2-3000RING	Lift Cylinder
HC190600016	Lift Cylinder Pin
AV6310BFAA00	Leveling Valve
38WP2.5	Wire Pin for Axle Connecting Pins
HC4X10-2-2500	Stinger Cylinder
KP000252	Removeable Kingpin
ACKW381140B0	Upper Lock Cylinder

6.0 SPECIAL PROGRAMS

FET Information

When Does FET Apply?

12% tax of the first retail sale of a truck trailer and semi-trailer bodies and chassis suitable for use with a vehicle having a GVWR of over 26,000 pounds

Exceptions:

- Sold for resale or long term leasing, with a properly executed exemption certificate
- Qualifies under most circumstances as a tax free sale under Code Section 4221
- To state and local governments, as applicable
- To Indian tribal governments if an exercise of essential tribal government function
- To nonprofit educational organizations
- For the official use of the United Nation

Note: Leases to one of the Code Section 4221 exceptions where the intent is to hold for a specific period and then sell, do not meet the exclusive use requirement and would be subject to tax

Long term leases (1 year or more, subject to proper wording of terms) are treated as a taxable sale with lessor being responsible for FET at the time of the lease.

Code Section 4052(a)(2) and Temporary Reg. Section 145.4052-1(b)

> "Any lease of an article is considered the first retail sale of the article, if purchased tax-free and then leased; the leasing is the first retail sale subject to FET"

FET is remitted twice monthly based on the time of the sale, not when payment is received.

Used Equipment that was previously taxable is not subject to tax, unless within the "6 Month Rule"

FET and Trade-ins

The full retail price of a trailer is subject to FET without any reduction for applicable trade-ins

Treas. Reg. Section 145.4052-1(d)(9)

- "a vendor received from its vendee another article in exchange, the tax on the vendors sale shall be computed on the basis of the full price of the article sold, unreduced by any amount allowed for the article received for the vendee."

IRC Section 4052(b)(1)(c)

- "the price shall be determined without regard to any trade-in"

FET Information

"Use" Triggers FET Liability

- Treasury Regulation Section 145.4052(c)(1)"use of a potentially taxable article, prior to a "real" retail sale, is treated as a taxable retail sale"
- Treasury Regulation Section 145.4052-1(c)(4) "liability for tax incurred on the use of an article is not extinguished or reduced because of any subsequent sale or lease of the article even if such sale or lease would have been exempt if the article had been sold or leased prior to use."

"6 Month Rule"

- 6 months after customer takes actual possession of trailer, cumulative $1,000 limit for parts and accessories.
- Customer is liable for tax, if customer installs or has OEM install parts and accessories in excess of $1,000 cumulative throughout the 6 month period. If the total parts and accessories involved equal $1,200, tax is owed on the entire $1,200 .
- This excludes replacement parts or accessories.
- Treasury Regulations Section 145.4051-1(a)(3)
  - "separate invoicing or shipping cannot render an otherwise taxable part or accessory nontaxable"
  - "when a taxable article is sold without parts or accessories which are considered equipment essential for the operation or appearance of the taxable article, the sale of such parts and accessories will be treated as sold in connection with the sale of the taxable article, even though they are shipped separately, at the same time or on different date" – qualified by the '6 month $1,000 rule

6.0 SPECIAL PROGRAMS

Example FET Calculation

EXAMPLE		
Dealer Selling Price to Customer*		$60,000.00
FET	12.00%	$7,200.00
Tire Tax Credit (see FET Tire Tax Credit Chart)		
TOYO 275/70R 22.5 (H) M1402	32.51	
Number of Tires	12	
Total Tire Tax Credit		($390.12)
FET Charged		$6,809.88
Customer Price with FET		**$66,809.88**

* Does **NOT** include freight and applicable sales tax.

FET Tire Tax Credit Chart

DISCLAIMER: Material contained in this section is **for reference only**. Check current Federal Excise Tax laws and notifications.

Part Number	Description	FET
GOODYEAR		
GY11-22.5(F)-MCS2	TIRE 11-22.5(f) HI-MILER CS2	$9.50
GY11R17.5(H)G114	TIRE 11R17.5 (H) G114 GOODYEAR	$29.39
GY11R22.5(G)G114	TIRE 11R22.5(G)G114 GOODYEAR	$25.23
GY11R22.5(G)G132	TIRE 11R22.5(G)G132 GOODYEAR	$25.23
GY11R22.5(G)G314	TIRE 11R22.5(G)G314 GOODYEAR	$25.23
GY11R22.5(G)G362	TIRE 11-22.5(G) G362 GOODYEAR	$25.23
GY11R22.5(H)G159	TIRE 11R22.5(H)G159 GOODYEAR	$25.23
GY11R24.5(G)G114	TIRE 11R24.5(G)G114 GOODYEAR	$29.39
GY12R22.5(H)G159	TIRE 12R22.5(H)G159 GOODYEAR	$25.23
GY215/75R17.5(H)G114	TIRE 215/75R17.5(H)G114 GOODYEAR	$12.29
GY255-70r22.5(H)F104RST	TIRE 255/75R22.5(H)G104FST	$18.99
GY255/70R22.5(H)G114	TIRE 255/70R22.5(H)G114 GOODYEAR	$18.99
GY255/70R22.5(H)G159	TIRE 255/70R22.5(H)G159 GOODYEAR	$18.99
GY275/70R22.5(H)G159	TIRE 275/70R22.5(H)G159 GOODYEAR	$32.51
GY275/70R22.5(H)GSA169	TIRE 275/70R22.5(H)GSA169 GOODYEAR	$32.51
GY285/75R24.5(G)G314	TIRE 285/75R24.5(G)G314 GOODYEAR	$25.23
GY285/75R22.5(G)G159A	TIRE 285/75R24.5(G)G159A GOODYEAR	$25.23
GY315/80R22.5(J)G291	TIRE 315/80R22.5(J)G291 GOODYEAR	$52.83
TOYO		
TY11R22.5(G)M101Z	TIRE 11R22.5(G)M101Z TOYO	$25.23
TY11R22.5(G)M127	TIRE 11R22.5(G)M127 TOYO	$25.23
TY215/75R17.5(H)M1090Z	TIRE 215/75R17.5(H)M1090Z TOYO	$12.29
TY215/75R17.5(H)M1430	TIRE 215/75R17.5(H)M1430 TOYO	$12.29
TY235/75R17.5(H)M1430	TIRE 235/75R17.5(H)M1430 TOYO	$23.63
TY255/70R22.5(H)M120Z	TIRE 255/70R22.5(H)M120Z TOYO	$18.99
TY275/70R22.5(H)M102Z	TIRE 275/70R22.5(H)M102Z TOYO	$32.51
TY275/70R22.5(H)M140Z	TIRE 275/70R22.5(H)M140Z TOYO	$32.51
TY285/75R24.5(G)M101Z	TIRE 285/75R24.5(G)M101Z TOYO	$25.23
TY295/75R22.5(G)M101Z	TIRE 295/75R22.5(G)M101Z TOYO	$25.23
TY295/75R22.5(G)M127	TIRE 295/75R22.5(G)M127 TOYO	$25.23

6.0 SPECIAL PROGRAMS

FET Tire Tax Credit Chart

Part Number	Description	FET
MICHELIN		
MI11R22.5(G)XZE	TIRE 11R22.5(G)XZE MICHELIN	$25.23
MI11R22.5(H)XZA-1	TIRE 11R22.5(H)XZA-1 MICHELIN	$25.23
MI11R22.5(H)XZA-3	TIRE 11R22.5(H)XZA-3 MICHELIN	$25.23
MI11R22.5(H)XZE	TIRE 11R22.5(H)XZE MICHELIN	$25.23
MI275/70R22.5(H)XZA1	TIRE 275/70R22.5(H)XZA1 MICHELIN	$32.51
MI275/70R22.5(J)XZA2	TIRE 275/70R22.5(J)XZA2 MICHELIN	$32.51
MI275/80R22.5(G)PXZA1	TIRE 275/80R22.5(G)PXZA1 MICHELIN	$25.23
MI275/80R22.5(H)PXZA	TIRE 275/80R22.5(H)PXZA MICHELIN	$25.23
MI275/80R22.5(H)XZA-1	TIRE 275/80R22.5(H)XZA-1 MICHELIN	$25.23
MI275/80R22.5(H)XZA2	TIRE 275/80R22.5(H)XZA2 MICHELIN	$25.23
** MI11R22.5(H)XZE	TIRE 11R22.5(H)XZE MICHELIN	$29.39

** INDICATES MILITARY TIRES

NOTE: Trailers with a GVWR of less than 26,000#'s are exempt from FET.

National Trailer Dealers Association

One of the most valuable services offered by the National Trailer Dealers Association (NTDA) is its Federal Excise Tax (FET) Compliance Hotline, which can be reached at (314) 925-4470. NTDA Member CliftonLarsonAllen LLP responds to member inquiries regarding FET. Information provided via this free member benefit is often worth far more than the cost of membership. To further help members understand the complexities of FET as it applies to the retail sale of semi-trailers, sale of parts and accessories, tire tax credit and other issues, the NTDA hosts free Webinars throughout the year to answer some of the most frequently asked questions.

Free FET Webinar Series

The NTDA will offer a series of free Webinars focused on different aspects of the Federal Excise Tax (FET) throughout the course of a year for both current members and non-members. Looking for specific dates, times and registration of our free webinars? Contact: gwen@ntda.org.

While the FET can be quite broad in scope, the purpose of each Webinar is to drilldown to specific questions and issues that members have raised via the FET Hotline or during previous Webinars to help you better understand how the tax applies to certain circumstances. NTDA members have unlimited access to the FET Hotline, which is answered by specialists who specifically deal with the FET as it applies to the sale of commercial trucks and semi-trailers at CliftonLarsonAllen LLP.

NTDA Webinar Series

Basics of FET

Do you have new hires, salespeople or employees who are new to the industry? This session will explore regulations from the basics of what qualifies for FET, what is a first retail sale, overview of IRS Form 720 Quarterly Excise Tax Return reporting requirements, and basic tax-free and exempt sales.

FET Deductions and Common Mistakes

In this Webinar, we will review FET calculations and dig into the proper deductions allowed for destination, optional extended warranties, non-transportation equipment, review the tire tax credit, and look at overall calculations for accuracy.

Mobile Machinery and Off-Highway Use Exemptions

In this Webinar, we will explore the regulations included for tax-exempt sales of mobile machinery equipment and review the requirements of off-highway use units. The logging, mining, farming, construction, and other industries regularly use these exemptions but possibly not correctly. We will explore several Private Letter Rulings, tax payer advice memorandums, and other statutory documents that pertain to these two tax-exempt sales.

Import and Export Transactions

A sale can be made tax-free to a dealer or end-user outside of the U.S.; however, the proper documentation is required to substantiate the sale. If you are bringing in used units from Canada or Mexico or selling to a Canadian company that operates in the U.S. and Canada, this Webinar is for you. We will take a look at the documentation needed for import/export transactions, purchases of used equipment, sales to exporters, and review several common import/export transactions to ensure you have followed the correct IRS procedures to transact tax-free and to verify the correct FET is collected and remitted upon importation or use.

Sales to State and Local Municipalities

If you're selling or planning to sell to any state and local government or non-profit educational institution these sales can be made Federal Excise Tax-free; however, in order to sell these units tax-free, the Internal Revenue Service (IRS) requires specific documentation before a sale is completed to substantiate the tax-free sale. This Webinar will cover the IRS Tax Form 637 Application for Registration for Certain Excise Tax Activities, exemption certificates needed, tire tax credits, and all other need-to-know information for you and your customers to comply with the IRS regulations to avoid any unexpected surprises.

About Federal Excise Tax

The United States imposes excise taxes on a variety commodities and services. Retail sellers of commercial and vocational vehicles, some truck and truck bodies, trailer and semitrailer bodies and chassis and truck tractors are subject to one of these federal excise taxes (FET). The current version of the FET (I.R.C. §§ 4051-4053) affecting trucks levies a 12% tax on the first retail sale of a taxable body, chassis or tractor. The revenues collected from this excise tax are dedicated to the highway trust fund. The highway trust fund is dedicated to the construction and maintenance of federal highways and bridges. The primary revenue source for this fund is the fuel taxes.

6.0 SPECIAL PROGRAMS

Talbert Customer Feedback System

Customer *inquiries/feedback/complaints* are typically communicated to Talbert Customer Service Personnel (CSP). CSP may include, but not be limited to, the following types of personnel:

- VP Sales & Marketing
- Area Sales Representative
- Customer Service Representative
- Warranty Manager
- Engineering Manager
- Operations Manager
- Management Representative

Customer feedback generally (but not limited to) comes in the form of:

- Returned customer surveys (currently sent with each MSO)
- Reports from the dealer meetings
- Lost business analysis
- Warranty Claims

Resolution of customer feedback may be in the form of technical support, problem resolution, and/or discussing with the customer the specified customer requirements to confirm the inquiry/feedback/complaint.

Talbert warranty claims are handled following the warranty procedure. All other feedback is handled on a case by case basis by the person receiving the feedback with input from other departments as needed.

If Talbert corrective action is needed it is recorded on a Corrective Action Request (CAR). The person issuing the CAR is responsible for verification that countermeasures are in place and are effective.

Feedback status and trends are reported during Management Reviews where significant issues related to the customer feedback system are discussed, to ensure continuing suitability and effectiveness of the customer feedback system and the satisfaction of Talbert customers.

Talbert® SINCE 1938

TALBERT MANUFACTURING CUSTOMER FEEDBACK

Date: _____

Dealer: _____
Name: _____
Address: _____
City/State: _____
Phone: _____
Fax: _____
E-Mail: _____

Customer: _____
Name: _____
Address: _____
City/State: _____
Phone: _____
Fax: _____
E-Mail: _____

Model: _____
Serial: _____

Date Sold: _____

Reason For Feedback:

_____
_____
_____
_____
_____
_____
_____
_____

Customer Anticipated Outcome:

_____
_____
_____
_____
_____
_____
_____

TALBERT MANUFACTURING INC. \ 1628 W. STATE ROAD 114 \ RENSSELAER IN 47978 \ 800-348-5232 \ FAX: 219-866-7060

SALES@TALBERTMFG.COM \ WWW.TALBERTMFG.COM

Trailer Pick-up Procedure

Hours:

RENSSELAER, IN: TALBERT PLANT

- Monday - Friday from 7:00 a.m. to 2:00 p.m. CENTRAL time.

LIBERTY, NC: TALBERT PLANT

- Monday - Friday from 7:00 a.m. to 3:00 p.m. EASTERN time.

Stacking:

- We require 24 hours advance notice to have trailers stacked in time.
- We must know whether it will be a tow-a-way or if loading on a carrier's trailer.
- Stacking requirements can be e-mailed to Gary Braasch, gbraasch@talbertmfg.com.

Carrier Information:

- Carriers need to bring their own chains and binders – **THEY ARE NOT SOLD HERE!**
  - We do not advise carriers on how to chain down due liability reasons.
- Carriers **MUST** have the serial number(s) of the unit(s) they are picking up and understand that some units will have attachments with them.
- Carrier needs to verify everything they are signing for on the shipping ticket.
- **RENSSELAER, IN**
  Before looking for trailers, all carriers must report to the Talbert shipping/receiving office located in a trailer on the north side of the main plant.
- **LIBERTY, NC**
  Before looking for trailers, all carriers must report to the front desk in the office.

It is recommended the carrier provide an estimated ETA so we can let our yard crew know to plan accordingly, as these same people supply materials to our production line.

If a carrier comes in unannounced, we will do our best to get them on their way in a timely manner; however, there may be a waiting period.

THANKS IN ADVANCE FOR FOLLOWING THESE PICK-UP PROCEDURES!