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2024 Lamar 7x20 7000# Wood Deck Car Hauler Trailer * CHARCOAL * EXTRA STAKE POCKETS * 5" CHANNEL FRAME * COLD WEATHER HARNESS * REAR RAMPS

Stock#: 27928	Year: 2024	Manufacturer: Lamar Trailers
Width: 84" or 7'0"	Length: 240" or 20'0"	Weight: 2150
GVWR: 7000	Payload: 4850	Color: CHARCOAL
#Axles: 2	Axle Capacity: 3500.00	
URL: https://bestchoicetrailers.com/2024-lamar-7x20-7000-wood-deck-car-hauler-trailer-charcoal-extra-stake-pockets-5-channel-frame-cold-weather-harness-rear-ramps-hpCo.html		

Price	\$4,795.00
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Description

TRAILER IS EQUIPPED/PRICED WITH CHARCOAL POWDERCOAT WITH BLACK WHEELS, AND 6 ADDITIONAL STAKE POCKETS. UNIT ALSO HAS A 5" CHANNEL FRAME, CHANNEL TONGUE, SET BACK JACK, SEALED COLD WEATHER WIRING HARNESS, RADIAL TIRES, REAR SLIDE OUT RAMPS, STEEL BEAVERTAIL, GUSSET ON TAIL, LED BULLET LIGHTS, PIN STRIPPING, AND A 3 YEAR STRUCTURAL WARRANTY. VERY NICE TRAILER FOR THE MONEY.

Key differences: Many trailers in this segment will not have the 5" channel frame, rear pull out ramps, steel DP beavertail, removable fenders, etc.

The CE07 Car hauler trailer is the most common model car hauler we sell, and is ideal for moving anything from a car, to UTV's, golf carts, 4-wheelers, and even small to mid size compact tractors. The trailer can be equipped a number of different ways by order, but by far and away the most common is straight axles and a 2' beavertail with 5' ramps, which gives an ideal angle for loading a car with enough transition that most cars won't get caught up. This trailer comes equipped standard with a 2" ball and a 7-pin blade (standard on most all trucks) 12V connection. This trailer will come with brakes on all 4 wheels and 3500# axles (7000# GVW), but heavier axles are available should you need a higher payload. We most commonly sell this trailer in 16 & 18' deck lengths in a 7000#, and 18 and 20' deck lengths in a 9990# GVW. The trailer comes in about 2000# empty, leaving a payload including tongue weight of approx. 5500-6000# (Bumper 7000-2000 empty + 15% tongue = 6050#). The model comes pretty well equipped, but does have a fairly extensive list of available options, such as 7K drop leg jack, steel floor, stand up ramps, aluminum wheels, several powder coat colors, etc. The ideal tow vehicle for this trailer would be a 1/2 ton truck, although some mid-size SUV's and smaller pickups (Ranger, Colorado) may be rated to pull this type trailer. The trailer is not our nicest (we feel Sure Trac gets that honor), but it's at least a mid-grade trailer or better, and at a fairly entry level price point - we call that a solid value.

STANDARD FEATURES DESCRIPTION

Axle:2 - 3500 lb. E-Z Lube Brake Axles

Towing Equipment:Protective Break-away Kit & S-hook Safety Chains

Suspension:4 Leaf Double-eye Springs

Wheels:15aAAAAAAAAAAAAAA Silver Modular

Tires:205/75 R15 Radial LR(C)

Fenders:9aAAAAAAAAAAAAAA x 72aAAAAAAAAAAAAAA, Smooth, Straight

Coupler:2aAAAAAAAAAAAAAA A-frame Atwood

Jack:1 - 2K Top-wind, A-frame

Frame:5aAAAAAAAAAAAAAA Channel

Tongue:4aAAAAAAAAAAAAAA Channel, Full Wrap

Crossmembers:3aAAAAAAAAAAAAAA x 2aAAAAAAAAAAAAAA x 3/16aAAAAAAAAAAAAAA Angle, 24aAAAAAAAAAAAAAA Center-to-center

Tie Down:4 Stake Pockets

Ramps:5a Slide-in Ramps

Lights:DOT Stop, Turn & Clearance

Electrical:Enclosed, Insulated Wire w/ 7-Way Connector

Floor:2aAAAAAAAAAAAAAA Treated Yellow Pine

Paint Prep:Sandblasted

Paint:PPG Powdercoat

CE07 Car Hauler

-Structural Channel Crossmembers (Lamar uses structural channel floor crossmembers standard, whereas many brands have switched over to a lighter formed floor crossmember. Formed is basically flat steel formed to the shape of a "C" whereas channel is generally thicker in the corners, and is about 1.5 xs heavier depending on the gauge of the formed cross member).

-5" channel mainframe (A 5" channel main frame lays a solid foundation for loading a variety of different equipment. Many others in the industry use either a 4" channel or a 3x5" angle).

-More tie-downs (We have additional stake pockets added to the trailer for additional tie-down points. Some of the more economical trailers only have 4 tie-down points, giving limited options for straps).

-Set back jacks (A set back jacks provides peace of mind in knowing that your jack will clear your tail gate).

-Removable Fenders, both sides (Removable fenders can come in handy for either loading a car, for side loading a side of material, or in the event a fender were to get damaged. Once you have them, you find more uses for them!)

-PPG Powder coat paint (One major difference between our trailer and most other models at this price point will be the finish. With a standard PPG powder coat, a good sandblast with steel grit, and a phosphate wash, you're getting an excellent finish relative to price point. Most will have an acrylic enamel paint finish at the lower price points).

-Cold weather harness (A cold weather harness makes the trailer's wiring flexible down to extreme temperatures. No more fighting with your plug on cold days, which is part of the reason some cords end up dragging on the ground and getting replaced).

-Painted Underside (Hard to believe, but if you've crawled under many trailers, you'll quickly find that paint on the underside of some trailers is an option...makes you wonder where else shortcuts are being made).

-Bullet LED lights (Brighter, longer lasting, and they have less draw. Now with the new bullet style which are sleeker and less of a target. Some competitors are still using stud mount incandescent lights)

-Easy lube hubs (This standard feature makes servicing your bearings a breeze for any homeowner armed with a grease gun and a few hand tools)

-Radial Tires (Longer lasting and better riding, radial tires should be on all trailers, but sadly, some name brands you've probably heard of still use bias...beware of the "hybrid" tire, which looks like a radial, but is still a bias tire with reduced tread wear).

-Never Adjust brakes (We equip all of our tandem axles with brakes on both axles. The brakes are self or forward adjusting, much like a vehicle, and automatically adjust to the proper clearance via spring tension).

-Sealed wiring harness/Sealed brake connections (More time using the trailer and less time working on it! Our trailer features a sealed modular harness and is equipped with plug & play connections. The wiring is concealed and protected in frame).

-Pipe Bulkhead (A pipe front bulkhead not only looks sharp, but it's functional. Many of the cheaper units on the market will either not have a front bulkhead, or it will be made from inferior formed steel or angle iron).

-Rear board retainer (The rear board retainer keeps the transition between the floor and beavertail area from getting

unnecessarily damaged, and makes the deck easy to replace. Some of the more economical trailers do not have a board retainer on their trailer).

-Channel full wrap tongue (The tongue is a full wrap channel, meaning it wraps the whole way back to the front axle spring hangar. We've seen some other trailers come in on trade that stop the tongue at the first cross member about a foot back on the main frame.

-Other little details (Other little differences we've noticed include: an extra marker light each side by the stop/turn/tails, gusset on the beavertail, 5' ramps whereas some use 4', a support in the center of the fender, pinstripping, trailer is painted PRIOR to deck boards being installed, treated lumber. These are all things that might seem like no brainers or should be standard on all trailers, but you often won't find at this price point).