

Best Choice Trailers - Carlisle
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2024 Lamar 7x20' Equipment Trailer 14000# GVW - FULL WIDTH RAMPS * CHARCOAL * RUBRAIL/STAKE POCKETS/CHAIN SPOOLS * ADJUSTABLE CAST COUPLER * 12K JACK * REMOVABLE FENDERS

Stock#: 32865	Year: 2024	Manufacturer: Lamar Trailers
Width: 84" or 7'0"	Length: 240" or 20'0"	Weight: 2950
GVWR: 14000	Payload: 11050	Color: CHARCOAL
#Axles: 2	Axle Capacity: 7000.00	
URL: https://bestchoicetrailers.com/2024-lamar-7x20-equipment-trailer-14000-gvw-full-width-ramps-charcoal-rubrail-stake-pockets-chain-spoils-adjustable-cast-coupler-12k-jack-removable-fenders-7LYo.html		

Price	\$7,295.00
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Description

THIS TRAILER IS EQUIPPED WITH THE OPTIONAL RHINO RAMPS (FULL WIDTH RAMPS), 16" OC. FLOOR CROSSMEMBERS, REMOVABLE FENDERS, CHARCOAL POWDERCOAT, AND MORE

Watch a walkaround an H6 model equipment with full width ramps here: <https://youtu.be/gClyttZXHQc>

H6 Equipment Trailer

The H6 equipment trailer one of the more common equipment trailers we sell, and is ideal for loading equipment such as a bobcat, mini excavator, full size truck, or similar. 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 either 5' stand up ramps or the Rhino full width ramps. This trailer comes equipped standard with a 2 5/16" ball or a pintle coupler, and has a 7-pin blade (standard on most all trucks) 12V connection. This trailer will come with brakes on all 4 wheels and 7000# Dexter axles (14000# GVW), but heavier axles are available should you need a higher payload. We most commonly sell this trailer in 18 & 20' deck lengths in a 14000#, and also offer the trailer in a 102" width (deck is built out flush with the fenders in front of and behind the fenders). The trailer comes in about 3000# empty, leaving a payload including tongue weight of approx. 12000# (Bumper 14000-3000 empty + 15% tongue = 12000+#). The model comes pretty well equipped, but does have a fairly extensive list of available options, such as dual 12K drop leg jack, steel floor, stand up ramps or Rhino ramps, 102" deck, spare tire, aluminum wheels, several powder coat colors, etc. The ideal tow vehicle for this trailer would be a AAAAAAA or 1 ton truck. The trailer is not our nicest stationary deck equipment (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. You may also consider the other equipments models we offer, including the gravity tilt's.

6aAAA Channel

TONGUE

6aAAA Channel

AXLES

2x 7k lb. Dexter EZ-Lube

BRAKES

2x Electric

SUSPENSION

Leaf Springs

CROSSMEMBERS

24" Centers

COUPLER

15K lb. Cast, 2-5/16" Adjustable

JACK

10k lb. Drop Leg Jack

TIRES

235/80 R16 10 Ply LR(E)

WHEELS

16" Silver

SLIDE IN RAMPS

5' Long

FLOOR

2" Treated Southern Yellow Pine

FENDERS

Diamond Plate Fenders

TIE DOWNS

Stake Pockets

LIGHTS

Lifetime Warranty LED

ELECTRICAL

-65F Arctic Wiring Harness

PAINT PREP

Sandblasted

PAINT

IFS Powdercoat

AVAILABLE LENGTHS

12' | 14' | 16' | 18' | 20' | 22'

AVAILABLE WIDTHS

83" | 102"

AVAILABLE GVWR

14,000 lb. to 21,000 lb.

H6 Equipment

-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).

-6" channel mainframe (A 6" channel main frame lays a solid foundation for loading a variety of different equipment)

-More tie-downs (Depending on the length, the trailer will come with about a dozen stake pockets and a full length rub rail. This setup allows an almost unlimited number of tie down locations).

-12K drop leg jacks (The 12K jack is a heavy duty jack designed to hold up to being unhitched with a load on the trailer. Some competitors go with a lighter 7K jack).

-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! We get some with and some without. If you have a preference let us know).

-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)
- Dexter Axles (Dexter is the industry leader in trailer axles. They come standard on all Lamar trailers. Also, Dexter has a complete parts distribution network nationwide, so you'll find parts readily available. On all tandem axles, we have our trailers built with brakes on both axles standard!)
- Slipper Spring Suspension (It provides more durability and stability to the trailer than dual eye springs. They are also equipped with a wet bolt kit for service. Many times a slipper spring will last the life of the trailer whereas a eye-to-eye will need replacement).
- 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).
- Cast Adjustable Coupler (The coupler is not only adjustable and interchangeable between a pintle or ball, but the ball coupler is made from cast steel, not stamped. A cast coupler often gets overlooked, but it's a heavier duty coupler designed to last the life of the trailer).
- 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).
- 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: gusset on the beavertail, knife edge on the end of the ramps, a support in the center of the fender, double broke fenders ILO single broke, 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).