

Best Choice Trailers - Pittsburgh

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2021 Sure-Trac 8x16' HD Gooseneck Deckover Dump Trailer 16000# GVW * DELUXE TARP KIT * 8000# AXLE UPGRADE * FOLD DOWN SIDES

Stock#: 13077	Year: 2021	Manufacturer: Sure-Trac
Width: 96" or 8'0"	Length: 192" or 16'0"	Weight: 4760
GVWR: 16000	Payload: 11240	Color: BLACK
#Axles: 2	Axle Capacity: 8000.00	
URL: https://bestchoicetrailers.com/2021-sure-trac-8x16-hd-gooseneck-deckover-dump-trailer-16000-gvw-deluxe-tarp-kit-8000-axle-upgrade-fold-down-sides-uPgj.html		

Price	\$12,995.00
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Description

THIS UNIT IS EQUIPPED WITH OPTIONAL DELUXE TARP KIT.

THIS TRAILER IS EQUIPPED WITH THE 8000# AXLE UPGRADE. UNIT HAS THE NEW FULL WIDTH FRONT TOOLBOX AND I-BEAM NECK CONSTRUCTION.

o HD Deckover Dump with Fold-Down Sides - A deckover dump is less common than our low profile dumps, but ideal for certain users. They are ideal for farm/ag use and landscapers in particular, where a fold down side could be particularly useful when loading skid material or round bales. The higher deck height, while a bit more tippy due to the slightly narrower frame, works well for those seeking to dump on a tighter pile as it requires less pulling forward. The 8' deckover series dumps packs a lot of value with all its standard features -smart integrated side panels, radial tires, tubular mainframe and tongue, sealed LD bullet lights, tarp shroud, spare tire mount, D-rings, scissor hoist, under frame bridge, etc. They are only offered in a 8x14' bumper pull or gooseneck, and a 14000# GVW. Due to the fold down side function, the trailer receives more framing and additional features than the 7' low profiles, such as a standard scissor hoist, heavier bed frame, heavier bed crossmembers, etc. The payload with tongue weight is approx. 11500# GVW. We notice on this model Sure-Trac's 20" standard sides - higher than most (most are 18"). The ramps on the deckover model , 90" length, are also a bit longer than those on the Sure-Trac 7' low profiles, and most other manufactures 8' deckovers (most are 80"). This increased length helps ease the angle due to the higher bed height. The standard scissor hoist on this model is also from a higher grade, 100K pound tensile strength steel, making the hoist lighter and stronger than the competition. A 3/4 ton-1 ton truck would be an ideal tow vehicle for this model trailer.

Watch a video walk around of this model trailer here: https://youtu.be/86_e8ld9ag0

FEATURES

Integrated Side Body Stiffening System

Integrated Tarp Mount

Underbody Spare Tire Tub

Combo Barn Door Spreader Gate with Cambar

All LED Lights

Slipper Springs

Sealed Brake Connections

EverLinkaAA - High Performance Wiring Harness

Power Up, Gravity Down Hydraulics (Scissor)

Deep Cycle Marine Grade Battery

110 Volt Battery Charger

Easy Lube Hubs

16" Radial Tires

7K Setback Jack

Tongue Mounted HD Control Box with Key Lock

10 Gauge Floor

20" Fold-Down Sides

(5) D-Ring Tie-Downs

Ramps (Stored Underneath Bed)

SPECIFICATIONS96'x14'

GVWR (lbs)14000

GAWR (lbs/axle)7000

Curb Weight (lbs)4140

Payload (lbs)10060

CouplerAdjustable 2-5/16" Ball

Electric Plug7-Way Round

Overall Length222"

Bed Length Inside168"

Bed Width Inside96"

Bed Height Inside20"

Deck Height34"

Coupler HeightAdjustable 19"-27"

- Slipper spring suspension (All 12000# GVW and up dump trailers will receive the heavy duty suspension standard. It provides more durability and stability to the trailer than dual eye springs. They are also equipped with a wet bolt kit for service).
- Underbody tool storage (All 7' wide HD and larger low profile dumps receive an underbody tool tray for storing tools or similar items in a protected area).
- Integrated side step (A side step is a standard feature on all 6' and larger low profile dumps. It is covered with expanded mesh for traction).
- Undermount Ramps (All Sure-Trac ramps are undermount for ease of access. The ramps are approx. 80" long, providing a sufficient load angle to load most machinery. Some manufacturers advertise 5' ramps while others hang their ramps on the not...not exactly user friendly!).
- Front and rear bulkhead (Standard on all low profile dumps, the bulkhead provides a number of benefits. First and foremost, it puts the lights in a more visible location for increased safety, and less chance of damage. It also provides an easy to use sidewall extension for a 2x12 board. Finally, the bulkhead acts as an air deflector of sorts to keep lighter debris in the bed, and also provides the housing for a tarp kit.
- Lower deck height...than most (We find the deck height of Sure-Trac dumps to be just about right, 6' wide low pro's are 27", 7' HD low pro's are 29". Many in the industry sit at about 32" on a 7' low pro, and some of the new lesser common super low pro's are as low as 25" load height. The 29" height is a good balance between a low load angle, and having sufficient ground clearance when dumping).
- Smart Integrated Side Panels - The smart integrated side panels provide a smooth and sleek appeal that provides additional structural support while adding little empty weight. As they are formed into, not welded on the sidewall, they are maintenance free and have a seamless look. This keyway provides critical support to an often overlooked area of the trailer.
- Tubular Tongue, Mainframes, and Bed Frames - This is the best combination for light weight but high strength available on the market. Many use a cheaper channel tongue and mainframe. Beams and angles are great for static loads like in a building where loads are truly vertical. For a trailer which has to endure side loads as well as vertical loads tubing is good for resisting side loads as well as vertical loads comparing an equivalent weight per foot of steel. Torsion and twisting is handled better by the box tubing better than channels.
- Double Broke Steel Tread Plate Fenders - A double broke fender is stronger and looks better than a cheaper single broke. It completes the look so to speak, and provides additional strength. Many cheaper dumps use a smooth radius or jeep style fender - not tread plate or broke.
- Better Jacks - Light duty trailer gets a standard A-frame jack, but they aren't zinc plated, and the deckovers get an extended foot so you don't have to carry around a wood block! The larger trailers, 6' low profile and up, get a standard bolt-on drop leg jack. To deploy, simply pull the pin and it extends to the ground. You simply have to crank the jack the height of the ball rather than 15". If it gets damaged, it's an easy replacement rather than a trip to a fab shop.
- Better Paint...Period - Sure-Trac has reinvested in a new state of the art dump plant that opened in early 2015. There are a few distinct steps in the process not found in dumps as many manufacturers are still using outdated technology and processes. First, the steel is stored inside, not outside. Next, the trailer is assembled, and then

blasted with steel grit, not sand, for a better surface profile for the paint to "grab" onto. Next, the trailer is phosphate washed, which is the typical process. Finally, the trailer gets zinc chromate, before being powder coated. The majority of trailers on the market do not receive zinc, which is critical to a successful powder coat as it is otherwise raw steel underneath. Prep, prep, prep...the finish is less important than the prep.

- 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)
- EZ 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.
- Self Adjusting 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.
- Spare Tire Mount - While many don't include a mount or have an uninspiring design, Sure-Trac's does an excellent job integrating the mount into the structure without obstruction, is well placed and well designed.
- Silicone Joints - Sure-Trac protects the various seams of the trailer from the elements, such as between the tongue and mainframe, fender backer, between bed and bed frame, etc.
- Sealed Wiring Harness/Sealed Brake Connections - More time using the trailer and less time working on it! Our trailer features a sealed modular harness, equipped with plug & play sealed brake connections. The wiring is concealed and protected, in frame, and is grommited at every penetration.
- Integrated Tarp Holder - All trailers receive an integrated tarp holder. The tarp holder blends into the trailer design rather than looking like an afterthought. If purchased, the tarp kit is a professional grade kit that includes an aluminum rod assembly, with ball bearings and grease zirts on both ends, a flip over spring loaded handle, and we include a sail bar, which helps keep the fabric straight, protected, and easy to deploy.
- Triple Tube Tongue - Standard equipment on all dumps. A triple tube tongue is one of the most common due to the strength the full angle frame gives to the trailer. It supports the outer edges of the trailer and prevents the chassis from twisting when poorly loaded. Out of the three tongue designs, the "A" frame is structurally superior as it offers excellent horizontal stiffness and good vertical support. Any stress's on the tongue are transferred to the chassis outer edges through the tongue and effectively share the load. Many competitors only use an A-frame tongue design.
- Tie Downs - 5 HD D-rings, exactly where you need them! I've never understood why some manufacturers place D-rings on the bed floor as they seem to be in the way.