

Best Choice Trailers - Pittsburgh

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2024 Sure-Trac 4.5x8 Utility Dump Trailer 2990# GVW * ON OR OFF ROAD * SELF STORING RAMPS W/ SHARK GRIP * INTEGRATED KEYWAY * POWER UP/POWER DOWN * D-RINGS * LED'S * REMOVABLE TONGUE FOR STORAGE * IDEAL SIZE FOR ATV/GOLF CART/GARDEN TRACTOR

Stock#: 30847	Year: 2024	Manufacturer: Sure-Trac
Width: 54" or 4'6"	Length: 96" or 8'0"	Weight: 940
GVWR: 2990	Payload: 2050	Color: BLACK
#Axles: 1	Axle Capacity: 3500.00	
URL: https://bestchoicetrailers.com/2024-sure-trac-4-jDdq.html		

Price	\$3,695.00
Sales Price	\$3,595.00

Description

4.5x8 Utility Dump - The little dump trailer is tougher than it looks. While it appears to be an off-road type trailer, this unit is completely DOT road legal. In fact, due to the 2990# GVW, it does not require annual inspection (in Pennsylvania anyway). It comes with a deep cycle marine battery and power up/power down hydraulics like the bigger dumps. With an empty weight coming in around 940#, this trailer is small enough to be pulled around by a larger ATV, a UTV, or most larger garden/sub compact tractors. When on-road, this dump can be pulled by virtually any SUV (including most unibody designs). With the integrated pullout ramps, this little dump is ideal for pulling a garden tractor, ATV, or golf cart around. The swivel jack and caster wheels make it light enough to easily roll around a paved surface. With 4 standard D-ring tie downs, a welded tubular steel main frame, 12" tall solid sides, and sealed LED lights, there is a lot of value packed into this trailer. The removable tongue is a nice tongue if storing inside, and the anti-skid on the ramps makes loading in most conditions a breeze.

FEATURES:

- Powder Coat Finish
- Power Up, Power Down Single Ram
- EZ Lube Hubs
- Welded Tubular Steel Main Frame
- 2" A-Frame Ball Coupler
- 3500 lb Spring Axle
- Detachable Tongue
- 12" Sides
- 10" Radial Tires, 20.5 x 8 x 10 LRE, 5 Lug
- Deep Cycle Battery

2k Swivel Jack, With Caster Wheel
4 Pole Electrical Plug
Iron Phosphate Wash Steel Prep
Removable Front and Rear Panels that Serve as Ramps
DOT Approved All LED Lighting
Load or Tarp Tie-Downs
Remote Holster
D-Rings
Caster Jack

-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).

-Power up and power up (Standard on all single and dual ram hoists. Besides the smaller reservoir required taking up considerably less toolbox space, on a single acting cylinder, the rod is never lubricated & since there has to be a breather on some sort on the rod end, you have the possibility to introduce moisture into the cylinder. Not only is the rod more susceptible to corrosion, but so is the inside of the tubing, which is not chrome plated. This might not be an issue if it's used regularly, but what if it's being stored outside during the winter? Not only is corrosion bad for the integrity of the steel, it will destroy a piston & wiper seal pretty quickly, which means you'll have leaks & less power for lifting).

-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 are zinc plated, and the deckovers get an extended sandfoot 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 powdercoat 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)

-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).

-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 bedframe, 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 flipover 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).