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2024 Sure-Trac 5x10' Tandem Axle Dump Trailer 7000# GVW * BARN DOORS * INTEGRATED KEYWAY * SPARE MOUNT * TARP PREP * D-RINGS * DIAMOND PLATE FENDERS * POWER UP/ DOWN * TRIPLE TUBE TONGUE * BULLET LED'S * RADIALS * POWDERCOATED * SEALED HARNESS

Stock#: 32482	Year: 2024	Manufacturer: Sure-Trac
Width: 60" or 5'0"	Length: 120" or 10'0"	Weight: 1860
GVWR: 7000	Payload: 5840	Color: BLACK
#Axles: 2	Axle Capacity: 3500.00	
URL: https://bestchoicetrailers.com/2024-sure-trac-5x10-tandem-axle-dump-trailer-7000-gvw-barn-doors-integrated-keyway-spare-mount-tarp-prep-d-rings-diamond-plate-fenders-power-up-down-triple-tube-tongue-bullet-leds-radials-powdercoated-sealed-harness-xpfq.html		

Price	\$6,595.00
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Description

These are the smallest dumps that are offered that have electric brakes on them. They are called a homeowner dump as we sell them to a lot of homeowner's, but they are certainly capable of handing light commercial use. The 5' homeowner series of dumps packs a lot of value with all its standard features - power up/down, smart integrated side panels, radial tires, triple tube tongue, tubular mainframe and tongue, HD double broke tread plate fenders, sealed LD bullet lights, spare tire mount, D-rings, stake pockets, etc. We've also noticed that some use an undersized 1.25" rod vs. the 1.75" rod on our 5x10 tandem dump, making it hard to lift the legal payload limit of the trailer. Speaking of payload's, our single 5000# can handle approx. 4000#, or 2 tons of payload, while the tandem 7000# can handle approx. 6000# of legal payload. The minimum tow vehicle would be an average/large size SUV to a small Ford Ranger type pickup. Ramps are not available on the 5' wide models, but they are available with an optional 5' landscape gate.

Available in single or tandem axle configurations, the Sure-Trac Low Profile Homeowner Dump Trailer is perfect for residential applications. Hook on with an SUV or lighter-duty pick-up and let the smart features on this trailer do the rest of the work.

STANDARD FEATURES:

- Tube Main Frame
- 16" Sides
- Integrated Side Body Stiffening System
- A-Frame Coupler
- Safety Chains

- 7-Way RV-Style Molded Plug
- Breakaway Switch with Battery
- EverLink(tm) Wiring Harness
- Sealed Brake Connections
- Zinc Plated Jack
- Rear Barn Doors with Cambar
- Tread Plate Fenders
- One Brake Axle
- Easy Lube Hubs
- 15" Radial Tires
- Silver Wheels
- Bead Blasted, Iron Phosphate Washed
- Powder Coat Finish
- (5) 1/2" D-Rings
- Stake Pockets
- Spare Tire Carrier
- Integrated Tarp Mount
- Tongue Mounted HD Control Box with Key Lock
- All LED Lights
- Deep Cycle Battery
- Power-Up, Power-Down Hydraulics (Single Ram)
- Limited 3-Year Warranty

THE SURE-TRAC DIFFERENCE: - 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 grommated 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.www.sure-trac.com