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2024 Sure-Trac 6x10' Dump Trailer 9900# GVW * UNDERMOUNT RAMPS * COMBO GATE * 7K DROP LEG JACK * FRONT/REAR BULKHEAD * INTEGRATED KEYWAY * SPARE MOUNT * HD FENDERS * 4" TUBE BEDFRAME * TRIPLE TUBE TONGUE * POWDERCOATED

Stock#: 31545	Year: 2024	Manufacturer: Sure-Trac
Width: 72" or 6'0"	Length: 120" or 10'0"	Weight: 3010
GVWR: 9900	Payload: 8390	Color: BLACK
#Axles: 2	Axle Capacity: 5200.00	
URL: https://bestchoicetrailers.com/2024-sure-trac-6x10-dump-trailer-9900-gvw-undermount-ramps-combo-gate-7k-drop-leg-jack-front-rear-bulkhead-integrated-keyway-spare-mount-hd-fenders-4-tube-bedframe-triple-tube-tongue-powdercoated-o0kq.html		

Price	\$8,450.00
Sales Price	\$8,295.00

Description

Standard Duty Low Profile Dump - A low profile dump is more common than its counterpart, the deckover dump, due to its lower deck height. The approx. 6" difference deck height (27" vs. 33") makes the low profile dump the only way to go if you are loading anything with ramps, or if you want a lower and wider, more stable platform. 10K models now come standard with a 7K drop leg jacks, combo gate, and undermount ramps. The 6x10 10K is ideal for UTV, garden tractors, golf carts, etc, while the 6x12 would be well suited for smaller compact tractors (20-35 hp), and most smaller bobcats. One downfall to the lower profile model is your piles are extended a bit further than a deckover as you'll need to pull further forward to unload. The 6' low profile dumps packs a lot of value with all the standard features of its smaller counterparts - power up/down, smart integrated side panels, radial tires, triple tube tongue, HD tread plate double broke fenders, tubular mainframe and tongue, sealed LD bullet lights, tarp shroud, spare tire mount, D-rings, stake pockets, etc. On the 6' low profile, you also get: Standard 4" tube bedframe, front and rear bulkhead, barn door gate, integrated side step, taller side walls, etc. The standard duty low profile dumps are offered in a 6x10 7000# GVW (without ramps/combo gate/7K jack), a 6x10 9900#, and a 6x12, 9900#. Coming in just under 3000# empty weight, the 7000# can handle approx. 5000# with tongue weight while the more common 9900# models can handle about 8000# payload. The 7000# and 9900# models are identical except for running gear (bigger brakes, axle tube, tires, bearings), and the 9900# model gets upgraded to a 4" single ram ILO 3" hoist. The ideal tow vehicle for this dump would be either larger, full-size SUV or a 1/2 ton truck. Sure Trac powdercoats all of the models with one of the most durable finishes in the industry, thanks in part to state-of-the-art equipment in their new dump plant.

Watch a video of this model trailer here: https://youtu.be/_LVvC1nt3el

NOTE: A 7000# DROP LEG JACK, UNDERMOUNT RAMPS, AND A COMBO/SPREADER GATE IS NOW STANDARD EQUIPMENT

ON THIS MODEL IN 9900# GVW.

FEATURES

Powder Coat Finish

EZ Lube Hubs

Tongue Mounted HD Control Box with Key Lock

Welded Tubular Steel Main Frame

Deep Cycle Marine Grade Battery

All-Wheel Brakes

Spare Tire Mount

Straight Axles

Sealed Brake Connection

2k, Zinc Plated Coupler Mounted Jack

2-5/16ths A Frame Coupler

Iron Phosphate Wash Steel Prep

7-Way RV Style Electrical Plug

15" Radial Tires (205 75R15 LRC) 3.5K Axles

15" Radial Tires (205 75R15 LRD) 5K axles

Body Stiffeners on All Units

Stake Pockets

Power Up, Power Down

3" ram (7K) / 4" ram (10K)

Rubber Mounted LED Sealed Lights

Rear Barn Doors

(5) D-Ring Tie-Downs

Integrated Tarp Mount

EverLink - High Performance Wiring Harness

-(6 LP 10K/7 LP) Various hoists available (Many manufacturers offer one hoist type and try to get everyone to believe that hoist type is the best. Sure Trac has efficiently designed the trailer with all 3 hoist types in mind. On 6' dumps a

single ram is standard with optional scissor and telescopic hoists. On 7' low profile's, dual ram is standard with optional scissor and telescopic. Which ram is the best? See our attached spreadsheet for more details. The answer is, they will all do the job well, they just go about it differently, and the trailer frame and hydraulic pressures need to be adjusted accordingly. A dual ram tends to be the most common as it does the job just fine, and is generally more economical. A scissor works in a fairly similar manner to a dual ram, but is slightly more efficient. A single vertical 3-stage telescopic is the best and most efficient, but is least common due to being a bit more expensive, and is overkill for most applications. Telescopic, for instance, is used most often in large dump trucks due to the length of the stroke, but also due to the efficiency).

-(6 LP/7LP) 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).

-(6 LP 10K/7 LP) 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!).

-(6 LP/7 LP) 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.

-6 LP 10K/7 LP) 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).

-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 grommeted 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).