



Dump/Tilt trailer tilts on a "gentle incline" for easy drive-on loading, and unloading, of machinery and equipment.

**FEATURES EXCLUSIVE MOVABLE UNDERCARRIAGE:
"TILTS" FOR MACHINERY; "DUMPS" 45° FOR GRAIN**

New Gooseneck Hauls Both Machinery, Grain

There are gooseneck trailers for hauling machinery, and goosenecks for grain. Now comes the first gooseneck that does both.

Called the "Roll On" Dump/Tilt Trailer, it does exactly that — dumps a full 45° for unloading grain and other bulk materials, and tilts at a gently-sloping angle for easy, drive-on loading or unloading of machinery and equipment. It's lengthy (20 ft.) and lets a 3/4 or 1 ton pickup pull a 10-ton payload "with remarkable ease", Jerry Giesbrecht, president of Denair Mfg., Turlock, Calif., told FARM SHOW.

Key to the firm's versatile new gooseneck is an exclusive movable undercarriage. It allows the driver to put the trailer bed in any one of 4 different tilt positions, and the tandem axle wheels in any one of 3 transport hauling positions.

4 tilt positions: For unloading grain, the trailer almost "stands on its tail" to tilt a full 45° to dump grain into a pit or low-profile hopper. When raised to a full 45°, there is about 6 in. of clearance between the ground and the tail of the trailer. Three other tilt positions, depending on position of the movable tandem axles underneath, allow the trailer bed to be tilted at a gentle slope for easy loading or unloading of machinery and equipment right from the ground.

3 transport hauling positions: Thanks to the exclusive moveable undercarriage, the driver can put the tandem axles wheels in any one of 3 positions under the bed — full forward, middle or rear position. If, for example, he wants to distribute the load so maximum weight is on the hitch, he puts the transport wheels as far back as possible in the "rear" position. If he wants less weight on the tongue, he moves the transport wheels forward to the "middle" or "full forward" position. He positions the wheels in a matter of seconds simply by pulling two pins and back-

ing up or going forward until the spring-loaded pins slip into the next notch. Position of the transport wheels (forward, middle or rear) alters slope of the bed for loading machinery and equipment.

The Dump/Tilt trailer sells for \$8,750 FOB the factory, including the necessary hydraulics and controls, and the flatbed (box for grain and bulk materials is optional). It's equipped with a universal action hitch designed for stress-free action and safe towing, and adjustable to accommodate various bed heights of towing vehicles.

Denair Mfg. also offers a gooseneck "Roll On" Tilt/Flatbed Trailer in 24 to 34 ft. lengths. It has the same movable undercarriage and is similar to the Dump/Tilt Trailer ex-

cept that it doesn't dump at a 45° angle for hauling grain and other bulk materials.

For more information on both types of new gooseneck trailers, contact: Denair Mfg., 789 South Center St., Turlock, Ca. 95380 (ph. 209 632-9921).

Key to the trailer's versatility for handling both grain and machinery is its exclusive movable undercarriage. Photo on right shows how operator can set tandem axle wheels in one of three positions (rear, middle or full forward). Moveable undercarriage provides a gentle slope for loading machinery and allows the operator to adjust weight of the load to conditions. Note that at the full dump angle (below) the tail of the box is about 6 in. off the ground.

