SPECIALIZED

SCISSOR NECK
TROMBONE
LOW-BOY
STEEL OILFIELD
JEEP & BOOSTER
SCISSOR NECK

01. FULL WIDTH TAPERED FRONT NECK

The tapered front neck complete with large, sturdy cleats allows equipment to be easily driven up the incline. The king pin is removable, preventing it from being pushed into the ground when the neck is lowered. The neck can be lifted at the pick-up throat location or from the extra “D” ring.

02. TWO-PIECE STEEL SCISSOR ARMS

Inner and outer hinge components are doubled or boxed to provide superior strength over one-piece arms. The doubled hinge also provides consistent alignment for easier pin installation.

03. FLIP-OVER BEAVERTAIL WITH LIVE ROLL

Allows the operator to flip over the beavertail using the tractor winch line without needing extra blocking. The double hinge is flush with the beavertail in the lowered position, to prevent damage when loading equipment.
**FEATURES**

**GUIDE PIN POCKETS**
Two pockets are located at the centre of the folded beavertail to house pins that guide a towing cable down the centre of the trailer and help to centre the load.

**HENDRICKSON SUSPENSION**
The HT250 suspension features ¼” wall thickness and axle track to match trailer width, bringing the wheels out to the full width of the trailer for a stable ride.

**REAR LIVE ROLL**
The wide live roll permits access to the full width of the deck.

**CENTRE LIVE ROLL**
Full-width kicker roll with ratchet lock. Two intermediate 7” x 19’ kicker rolls are also available.

**BODY STRUCTURE**

**BEAMS**
Main Suspension Frame I-Beams; High Strength Flanges and Webs on Outer Rails

**BOLSTER - FRONT**
Full Width Pick-Up Throat with Ramp; D-Ring for Changing Throat Position; Other Options Available

**BOLSTER - REAR**
Fixed Rear 10 ¾” Live Roll; Other Options Available

**COUPLER PLATE**
¾” Plate; Other Options Available

**FLANGES**
Grade 100 KSI; ¼” x 6” Top & Bottom on Outside Beams; ½” x 6” Top, ¾” x 6” Bottom on Suspension Sub Frame

**FLOOR**
2 ½” Fir Planking, Intermediate 7” Kicker Roll

**LIGHTS**
Truck-Lite LED Lighting Standard, Swing-Out Wide-load Lights with Flag Holders; Strobe Lights in Rear Bolster

**MUDFLAPS**
Heavy Duty, Black Rubber, Anti-Spray, Anti-Sail

**PAINT**
Three-Stage Paint Process Consisting of a Coating of Zinc, Urethane Primer and Top Coat

**WEBS**
¼” Grade 100 KSI

**RUNNING GEAR**

**ABS**
Meritor Wabco 2S2M

**AXLES**
IMT F22 ¾” Wall; 89 ½” Track; N Spindle

**BRAKE LININGS**
Abex 931-162

**BRAKE POTS**
Haldex 30/30 Gold Seal

**FENDERS**
¾” Grade 100 KSI

**HUBS AND DRUMS**
Cast; 10 Stud Hub-Piloted; Long Studs

**LANDING GEAR**
Folding Landing Gear

**SEALS**
National

**SLACKS**
Haldex S-ABA

**SUSPENSION**
Hendrickson HT250US.3-9 Tridem; Rebound Chains on each Axle

**TIRES**
Bridgestone M840 275/70R22.5

**WHEELS**
22.5” Aluminum

**DIMENSIONS**

**LENGTH**
52’6” Overall

**WIDTH**
Standard 108”; Optional 114” or 120”

**COUPLER HEIGHT**
Minimum 53”

**KING PIN**
16’ Standard; Up to 42” Available

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01. NARROW PICK-UP THROAT
The pick-up throat provides a location from which to pick the front of the trailer up with a lifting winch onto the towing vehicle.

02. KICKER ROLLS
Two 6" kicker rolls can be raised above deck level to make loading a single self-supporting structure easier.

03. REAR LIVE ROLL
The 8 ¾" live roll extends across the full width of the trailer providing easier loading and unloading of equipment.
**FEATURES**

**EXTENDABLE LOWER DECK**
Extending the lower deck by 17' provides a 57' lower deck space (68' overall) to transport a self-supporting cargo load.

**DECK HEIGHT**
The operational deck height is 43" while using a larger tire and taller ride-height suspension. A low deck height option is available.

**KNEE BRACES**
With knee braces set 2' apart, loads extending outside the main beams can have the weight efficiently transferred to the main beams.

**UPPER-DECK DEAD ROLL**
A dead roll is located at the top of the drop for ease of loading onto the upper deck.

**BODY STRUCTURE**

**BEAMS**
High Strength Flanges and Webs

**BOLSTERS**
Front - Steel with Narrow Pick-Up Throat; Rear - Steel with 8 ¾" Live Roll; Set Up to Accept Booster Attachment; Cross-Chain Eyelets

**COUPLER PLATE**
¾" Plate

**CROSSMEMBERS**
4' I-Beam @ 12" OC

**FLANGES**
Grade 100 KSI; ¾" x 6" Top & Bottom on Gooseneck; ½" x 6" Top & Bottom on Lower Front Frame; ¾" x 6" Top & Bottom on Lower Rear Frame

**FLOOR**
Standard 1 5/16" Fir; Other Options Available

**LANDING GEAR**
Holland Mark V

**LIGHTS**
Truck-Lite LED Lighting Standard, Swing-Out Wide-load Lights with Flag Holders; Strobe Lights in Rear Bolster

**MUD FLAPS**
Heavy Duty Rubber at Rear; Heavy Duty Belting at Drop

**PAINT**
Three-Stage Paint Process Consisting of a Coating of Zinc, Urethane Primer and Top Coat

**SLIDE**
17' Slide Range; Air Operated Locking Pins; Controls in Air Gauge Box; Two 6" Kicker Rolls

**STAKE POCKETS**
Stake Pockets @ 48" OC; Pipe Pockets @ 48" OC

**WEBS**
¾" Grade 100 KSI

**RUNNING GEAR**

**ABS**
Meritor Wabco 2S2M

**AXLES**
¾" Wall, 77 ½" Track

**BRAKE DRUMS**
Standard Cast, Outboard Mount; Other Options Available

**BRAKE LININGS**
HXS-H23 Extended Service

**BRAKE POTS**
Haldex 30/30 Gold Seal

**HUBS**
Cast, 10 Stud Hub-Piloted, Long Studs

**SEALS**
National

**SLACKS**
Haldex S-ABA

**SUSPENSION**
HT250US.3-9 Tridem, Air Gauge and Dump Valve Mounted in Box; Second Height Control Circuit with Over-Ride Valve to Raise and Lower Deck; Rebound Chains on each Axle

**TIRES**
Bridgestone M840 275/70R22.5

**WHEELS**
22.5" Aluminum

**DIMENSIONS**

**LENGTH**
51'3" Overall in Closed Position; 68'4" Overall in Extended Position

**WIDTH**
102" Overall

**COUPLER HEIGHT**
52" Standard

**KING PIN**
18" Standard
The trailer can be pulled by a truck alone or can be hooked up to a Jeep with neck extended.

Outside bolsters between wheels are supported between the main beams with a matching full-sized fabricated beam.

The fixed beavertail is designed for a Booster hook-up, complete with air and electrical connections.
**FEATURES**

**50 TON CAPACITY OVER 15’**
Four-rail, high strength flanges and webs with 10” I-beams set at 24” OC. Crossmembers under 2 ½” and fir planking will support a 50 ton load uniformly distributed over 15’.

**ENCLOSED NECK**
The area between the main rails at the neck is enclosed with a staircase leading from the main deck up to the neck area, providing safe access to the king pin area for both the fixed and flip-over sections.

**PREMIUM FIR WOOD FLOORING**
Premium British Columbia fir has been chosen for the standard 2 ½” thick flooring because it has fewer knots, providing the best combination of durability, overall weight and cost.

**SMOOTH TRANSITION**
The smooth transition designed into the beavertail main rail is designed to allow tracked equipment to break over onto the deck sooner without “crashing” forward, resulting in safer, more controlled loading.

**BODY STRUCTURE**

<table>
<thead>
<tr>
<th>FEATURES</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEAMS</td>
<td>Four-Rail; High Strength Flanges and Webs</td>
</tr>
<tr>
<td>COUPLER</td>
<td>54” Coupler Height; ¾” Plate</td>
</tr>
<tr>
<td>CROSSMEMBERS</td>
<td>10” I-Beams Set at 24” OC</td>
</tr>
<tr>
<td>FENDERS</td>
<td>Aluminum Checker Plate at Neck</td>
</tr>
<tr>
<td>FLANGES</td>
<td>Grade 100 KSI; ¾” x 6” Top, 1” x 6” Bottom on Inner Main Rails; ½” x 4” Top &amp; Bottom on Outer Side Rails</td>
</tr>
<tr>
<td>FLOOR</td>
<td>2 ½” Fir Planking; Galvanized Sheet Steel Sub-Floor at Rear of Deck</td>
</tr>
<tr>
<td>LANDING GEAR</td>
<td>Fabricated Fold-Up; Non Load-Bearing</td>
</tr>
<tr>
<td>LIGHTING</td>
<td>Truck-Lite LED Lighting Standard, Swing-Out Wide-Load Lights with Flag Holders; Strobe Lights in Rear Bolster</td>
</tr>
<tr>
<td>MUD FLAPS</td>
<td>Heavy Duty, Black Rubber, Anti-Spray, Anti-Sail</td>
</tr>
<tr>
<td>PAINT</td>
<td>Three-Stage Paint Process Consisting of a Coating of Zinc, Urethane Primer and Top Coat</td>
</tr>
<tr>
<td>REAR</td>
<td>Fixed Beavertail; Prepared for Booster Hook-Up; Wide-Load “D” Sign and Flags</td>
</tr>
<tr>
<td>WEBS</td>
<td>Grade 100 KSI; ¾” on Main Beams; ¼” on Outer Rails</td>
</tr>
</tbody>
</table>

**RUNNING GEAR**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>ABS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Meritor Wabco 2S2M</td>
</tr>
<tr>
<td>AXLES</td>
<td>¾” Wall, 89 ½” Track</td>
</tr>
<tr>
<td>BRAKE LININGS</td>
<td>Abex 931-126</td>
</tr>
<tr>
<td>BRAKE POTS</td>
<td>Haldex 30/30 Gold Seal</td>
</tr>
<tr>
<td>HUBS AND DRUMS</td>
<td>Cast, 10 Stud Hub-Piloted, Long Studs</td>
</tr>
<tr>
<td>SEALS</td>
<td>National</td>
</tr>
<tr>
<td>SLACKS</td>
<td>Haldex S-ABA</td>
</tr>
<tr>
<td>SUSPENSION</td>
<td>HT300UB-9 Tridem, 60” Spread; Air Gauge and Hostler Valve Mounted in a Box; Rebound Chains on each Axle.</td>
</tr>
<tr>
<td>TIRES</td>
<td>Bridgestone M840 275/70R22.5</td>
</tr>
<tr>
<td>WHEELS</td>
<td>22.5” Aluminum</td>
</tr>
</tbody>
</table>

**DIMENSIONS**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TANDEM DRIVE</th>
<th>TRI-DRIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tri-Axle Narrow Neck Beavertail Lowbed; 50-Ton Uniformly Distributed over 15’; 25’ Bed; 10’ Width</td>
<td>Tri-Axle Narrow Neck Beavertail Lowbed; 50-Ton Uniformly Distributed over 15’; 23’6” Bed; 10’ Width</td>
</tr>
<tr>
<td>FRONT</td>
<td>92” Flip-Over; Pin-On Neck Extension for Jeep</td>
<td>62” Flip-Over; Pin-On Neck Extension for Jeep</td>
</tr>
<tr>
<td>KING PIN</td>
<td>18” Setting in Fixed Neck; Removable King Pin; 15” Setting in Flip-Over Extension</td>
<td>Removable King Pin; 15” and 27” Settings</td>
</tr>
</tbody>
</table>
The air and electrical connections are located inside a recessed pocket, which protects them from potential damage when the front of the trailer is on the ground.

The landing gear has multiple pin locations to accommodate a variety of landing gear heights. When the front of the trailer needs to be lowered to the ground, the landing gear can be folded out of the way.

The rear bumper conforms to Transport Canada regulations and includes diagonal braces to support a rear-mounted live roll.
**FEATURES**

**FULL-WIDTH PICK-UP THROAT**
The full-width pickup throat provides a ramp for loading and also features a recessed cavity to protect the electrical and air connections.

**CROSSMEMBER SPACING**
Crossmember spacing is set at 9" OC at the front of the trailer. The rest of the trailer has 12" OC spacing.

**SLIDING SUSPENSION**
A sliding suspension allows the operator to move the trailer axles forward.

**HENDRICKSON SUSPENSION**
The HT230 suspension features a heavy-duty ¼" axle wall with a 17" ride height to accommodate the tall deck and heavy duty beam.

**BODY STRUCTURE**

**BOLSTER - FRONT**
Fabricated Steel with Full Width Pick-Up Throat; 3" Solid Pick-Up Bar; Other Options Available

**BOLSTER - REAR**
Heavy Duty; Prepared to Accept Live Roll

**BUMPER**
Certified Rear Impact Guard – Meets or Exceeds all Transport Canada and US DOT Regulatory Requirements

**COUPLER PLATE**
Standard ¼"; Other Options Available

**CROSS MEMBERS**
Standard 4" Steel I-Beam @ 9" OC to Landing Gear, 12" OC Behind Landing Gear

**FLANGES**
Grade 100 KSI High Tensile ½" x 6"

**FULL-WIDTH PICK-UP THROAT**
The full-width pickup throat provides a ramp for loading and also features a recessed cavity to protect the electrical and air connections.

**LOAD SECUREMENT**
Various Fixed Winches; Barrel or Three-Bar Style, J-Hooks, and Others, All Tested to Meet Current Load Securement Regulations

**MUDFLAPS**
Heavy Duty, Black Rubber, Anti-Spray, Anti-Sail

**KNEE BRACES**
Steel Tubing @ 48" OC; Other Options Available

**LIGHTING**
Truck-Lite LED Lighting Standard, Swing-Out Wide-load Lights with Flag Holders; Strobe Lights in Rear Bolster

**RUB RAIL**
Standard ⅛" x 3" Steel

**SIDE RAIL**
Standard 6" @ 8.2 lb. Structural Steel

**WEB**
Steel - External Mount, 48" Spacing with Two Pipe Spools between Pockets; Other Options Available

**DIMENSIONS**

| LENGTH | Customer Spec. (Min. 38’, Max. 53’) |
| WIDTH | 102" Overall; Other Options Available |
| GOOSENECK WEB DEPTH | Standard Depth 9 ¼”; 11’ on Optional Tri-Drive Compatible Gooseneck |
| COUPLER HEIGHT | Customer Spec. (Min. 48”, Max. 56”) |
| KING PIN | Customer Spec. (Min. 18”, Max. 36”) |
| SUSPENSIONS | Tri-Axle Fixed, Tri-Axle Full Sliding |

**AXLES**
½" Wall, 77 ½" Track

**BRAKE DRUMS**
Standard Cast, Outboard Mount; Other Options Available

**BRAKE LINING**
HXS-H23 Extended Service

**HUBS**
Cast, 10 Stud Hub-Piloted, Long Studs

**KING PIN**
Holland

**LANDING GEAR**
Lode King Collapsible with 17" Ground Clearance

**SUSPENSION**
Hendrickson HT230-17" Ride Height; Other Options Available

**TIRES**
Wide Range of Michelin, BF Goodrich and Bridgestone Products Available

**WHEEL SEAL**
National

**WHEELS**
Standard White Steel; Other Options Available

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Multiple positions over an 84" slide range allows for greater flexibility in accommodating load balance.

Non-load bearing landing gear. Folds away for ample clearance while negotiating rough terrain.

Live roll at rear facilitates moving the jeep under the trailer for hookup.

The pickup throat allows the front of the jeep to be picked up with a lifting winch onto the towing vehicle.

SLIDING FIFTH WHEEL

LIVE ROLL ON REAR BOLSTER

NARROW PICK-UP THROAT

FOLDING LANDING GEAR

BODY STRUCTURE

LENGTH
258 ½" Overall

WIDTH
102"

COUPLER
52" Coupler Height; 3/8" Plate

FENDERS
Aluminum Checker Plate at Neck

FIFTH WHEEL
Holland FW35 with Sliding Mechanism

FRONT
Narrow Steel Pick-Up Throat

KING PIN
15" Setting

LANDING GEAR
Fabricated, Fold-Up, Non Load-Bearing

LIGHTING
Truck-Lite LED Lighting Standard

MUDFLAPS
Heavy Duty Rubber with Anti-Sail Brackets behind Fenders; Heavy Duty Rubber at Rear

PAINT
Three-Stage Paint Process Consisting of a Coating of Zinc, Urethane Primer and Top Coat

FOLDING LANDING GEAR

LIVE ROLL ON REAR BOLSTER

NARROW PICK-UP THROAT

SLIDING FIFTH WHEEL

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Non-load bearing landing gear. Folds away for ample clearance while negotiating rough terrain.

Live roll at rear facilitates moving the jeep under the trailer for hookup.

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SLIDING FIFTH WHEEL

Multiple positions over an 84" slide range allows for greater flexibility in accommodating load balance.

BODY STRUCTURE

LENGTH
258 ½" Overall

WIDTH
102"

COUPLER
52" Coupler Height; 3/8" Plate

FENDERS
Aluminum Checker Plate at Neck

FIFTH WHEEL
Holland FW35 with Sliding Mechanism

FRONT
Narrow Steel Pick-Up Throat

KING PIN
15" Setting

LANDING GEAR
Fabricated, Fold-Up, Non Load-Bearing

LIGHTING
Truck-Lite LED Lighting Standard

MUDFLAPS
Heavy Duty Rubber with Anti-Sail Brackets behind Fenders; Heavy Duty Rubber at Rear

PAINT
Three-Stage Paint Process Consisting of a Coating of Zinc, Urethane Primer and Top Coat

RUNNING GEAR

ABS
Meritor Wabco 2S1M

AXLES
¾" Wall, 77 ½" Track

BRAKE DRUMS
Standard Cast, Outboard Mount; Other Options Available

BRAKE LININGS
HX5-H23 Extended Service

BRAKE POTS
Haldex 30/30 Gold Seal

HUBS
Cast, 10 Stud Hub-Piloted, Long Studs

SEALS
National

SLACKS
Haldex S-ABA

SUSPENSION
HT250US.3-9 Tandem, 54" Spread, Air Gauge and Dump Valve Mounted in Box

TIRES
Michelin XTY2, 275/70R22.5

WHEELS
22.5" Aluminum
**BODY STRUCTURE**

| MODELS | Single Axle BSA Booster designed for Low Boy Model (Shown Below); Single Axle BSB Claw Booster for Trailer with Fixed Rear Live Roll (Booster-Ready Scissor Neck and Trombone) |
| LENGTH | BSA - 12'1" Overall; BSB - 12'4" Overall |
| WIDTH | 102" |
| BEAMS | High Strength Flanges and Webs |
| LIGHTS | Truck-Lite LED Lighting Standard |
| MUDFLAPS | Heavy Duty Rubber at Rear |
| PAINT | Three-Stage Paint Process Consisting of a Coating of Zinc, Urethane Primer and Top Coat |

**RUNNING GEAR**

| ABS | None Required |
| AXLE | IMT SSA, Self-Steer |
| BRAKE DRUMS | Standard Cast, Outboard Mount; Other Options Available |
| BRAKE LININGS | IMT 23 |
| BRAKE POTS | Haldex 30/30 Gold Seal |
| HUBS AND DRUMS | Cast, 10 Stud Hub-Piloted, Long Studs |
| SEALS | National |
| SLACKS | Haldex S-ABA |
| SUSPENSION | Six Air Springs; Manual Dump Valve and Manual Valve for Reverse Lock on Self-Steer in a Box |
| TIRES | Michelin XTY2, 275/70R22.5 |
| WHEELS | 22.5" Aluminum |
We've been proud to call Winkler, Manitoba home since 1980. Lode King has grown from humble beginnings to become Western Canada’s leading commercial trailer manufacturer. We're building on that foundation, continually growing and innovating as our products take on new challenges year after year. Commitment to these founding principles and our dedication to future growth underpin our company’s culture and products.

SOLID FOUNDATION

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MADE IN CANADA

Lode King understands our country’s diverse and sometimes harsh landscape. From the majestic Rockies to the big-sky prairies, we’re honoured to be Western Canada’s largest commercial trailer manufacturer. Our trailers are built to withstand Canada’s ever-changing, severe climates, while our dealer network conveniently spans coast to coast, serving our customers with a wide variety of product options.

PROUD, DEDICATED AND LOYAL TEAM

Built tough, our no-compromise quality standards are unmatched in the transport trailer industry. Manufacturing within ISO 9001 international standards, we source and use the best materials available, from initial production steps to final finishing. Our goal is always to build a trailer that’s engineered to last, whatever our customers put it through. Every trailer is inspected and certified for quality assurance.

CRAFTSMANSHIP

Lode King trailers are built for drivers who demand more in terms of style, technology, durability and features. Our customers head out on the open road with a sense of pride and have become our ambassadors at large. We never forget that every trailer has our name on it, so we maintain and value the relationships we’ve formed with fleet operators over the past 35-plus years.

CUTTING EDGE TECHNOLOGY

The latest in automated laser cutting, bending and welding technologies provide the precision and consistency needed to produce top quality components. It’s innovative tools like these that help push our products to new heights and make our vision to create the best trailer possible a reality. In our world-class paint facility we also push the boundaries of the transport industry’s finishing standards.

LONG TERM RELIABILITY

Long term in our industry means more to Lode King than we can possibly convey. Our unwavering quest to produce the highest quality trailers has turned into decades of success for our customers. Knowing our durable trailers will withstand heavy use for years to come helps our customers purchase in total confidence. Our premium quality product means minimal downtime, which leads to more time out on the road, getting the job done.

PROUD CUSTOMERS

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CUSTOMER SERVICE: A LODE KING PRIORITY

We know exactly how important communication is when you’re miles away from home. Technology and customer relations play a large role in how we provide solid service before, during, and after your purchase. As an integrated customer service team working together with our dealer network, we work hand-in-hand with our customers, pro-actively meeting their needs and maintaining the pride they feel in pulling a Lode King trailer.

Lode King Industries is a division of Triple E Canada Ltd. Product improvement is an ongoing process at Lode King Industries. Thus we reserve the right to change any specifications or components on any specifications or components on any or all products without prior notice; errors or omissions excepted. Lode King Industries is under no obligation to undertake modifications to units manufactured prior to changes in specifications. Printed in Canada, 05/16.

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