



Transfer Trailer – Tipper Trailer

Specifications

Fully Welded Sheet & Post (S&P)
MAC Vertical Panel Smooth Side (MVP)

BODY

Length: Up to 53'

Width: 96" or 102"

Side Height: Up to 106" – most common is a 48" L x 102" W x 100" H (*tapered sides are available*)

CONSTRUCTION

Sides:

S&P – .165 5454 H34 aluminum side sheet (.190 and .250 optional) uprights are extruded 6061 T6 aluminum – 4" face 9" base fully welded to side sheet of trailer (*Additional uprights are optional for added strength subject to application*)

MVP – 10" wide x 2 1/4" deep extruded hollow core panel with .150 inner wall thickness. Panels are interlocked and with full interior welds. Panels are polished as standard.

Top Rails:

S&P – 9" H x 6" W x 5/8" thick top surface standard (*Optional - 3/4" thick top surface for harsh applications*)

MVP – "Low Bow" 11" H x 8" W x 3/8" thick top surface – angled to shed debris

Rear Pockets:

S&P – Extrusion - 14" wide – 1/4" thick side – 1/2" thick rear

MVP – Extruded hollow core design – 11 1/4" wide – 1/4" outside wall – 3/8" inner wall for added strength

Longitudinals: Two (2) 5 3/8" high x 3/8" thick "Z" rails - from the rear to the front of the landing gear. A stiffener plate behind the 5th wheel plate and X-bracing between the crossmembers full length is standard for added strength

Bulkhead: .190 5454 H32 aluminum alloy with 14" rolled corners is standard. (*optional - .250 bulkhead – walk through man door is available*)

Steps & Ladder – One outside ladder on drivers side and cast aluminum steps on inside - standard

Catwalk – One platform with non-slip surface and handrail mounted in center of bulkhead - standard

Upper Cross Tubes: Standard with one 3/8" thick round tube at the rear and one spring style in the center (*subject to application, cross tubes can be eliminated from the MVP constructed trailer*)

FLOOR

Moving Floor Transfer

Drive Unit – KEITH Mfg 3" cylinder drive – standard – rated to 35 tons (*optional 3 1/2" cylinder drive with 50 ton rating*)

Floor Slats – KEITH Mfg 2299, 1/2" triple ridge impact series standard (*optional - various slat designs – must be matched to application*)

Hydraulics – Operates via a truck mounted wet kit

Tipper Transfer

Full 1/4" aluminum floor standard (*optional – 3/8" last 10' or full 3/8" floor*)

CROSSMEMBERS

Moving Floor Transfer

Extruded I-Beam – Standard – 5 1/4" H x 1/4" x 2 1/4" flanges – web is 3/16" on 14" centers

Over Landing Gear – 5 1/4" H x 3/8" x 2 1/4" flanges and 1/4" web – spacing is 9" centers

Tipper Transfer

Extruded V-shape – Standard – 5 1/4" H – 4" face and 9" at the floor sheet connection

TAILGATE

S&P – Side swing .165 aluminum sheet – standard (*optional 1/4"*)

MVP – Constructed of .150 inner wall thickness hollow core extruded aluminum panels

Side Swing –

Hinges – robust 8" hinges – set of 4 at top, set of 3 at bottom

Paddles – 3 standard

Manual Control – standard

Winders – 1 standard

Safety Chain – 1 standard

Top Hinged – Tipper trailers – air assist release standard

Steps – Outside center - standard

Air Flow Gate – optional

800-795-8454
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Alliance, Ohio





Transfer Trailer Tipper Trailer



LIGHTS

- Type** – LED standard
- Side Lights** – 3 marker – 1 midturn per side – standard
- Rear Lights** – 3 large – 3 small – 3 large – mounted in the gate – standard on moving floors

CHASSIS

- Moving Floor Transfer**
Fabricated steel rails – 10" C-channel – standard
- Tipper Transfer**
Extruded aluminum 12" I-beam – standard

BUMPER – Heavy duty push/pull style with 2 tow hooks – standard

SUSPENSION

- Suspension** – Cast spring ride, single leaf, 49" axle spacing – standard (*optional – air ride*)
- Axles** – Hendrickson 5/8" wall, 25,000 lb – standard

FIFTH WHEEL

- Material** – 3/8" thick steel – standard
- Height** – 49" with a 36" king pin setting as standard
- Coupler Assembly** – full width

LANDING GEAR

- Just** – 5 year no lube – 2 speed – standard (*optional – Holland*)

TIRES AND WHEELS

- Customer Preference** (*36" flaps located behind rear tires – standard*)
- Spare Tire Carrier** – standard

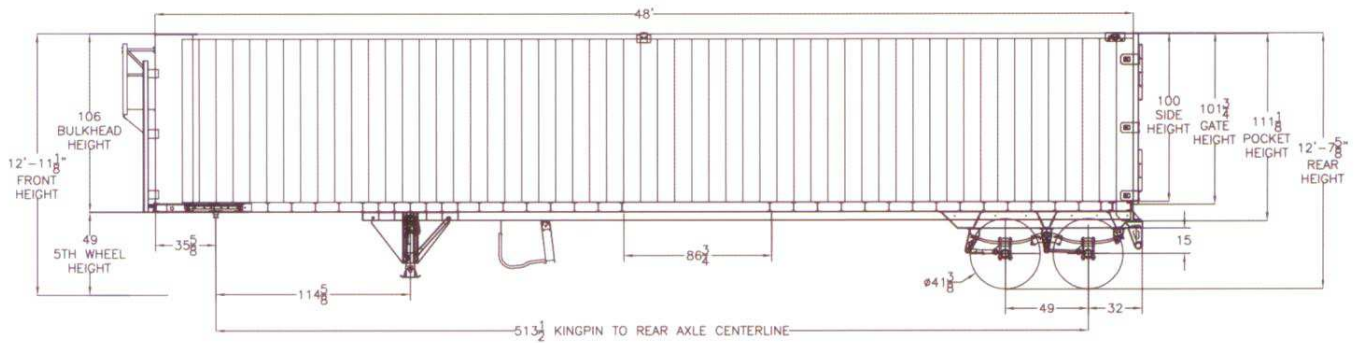
CUBIC YARDS

Sheet & Post

MVP

(typically adds 6-7 cubic yards)

48' x 102" x 100"	115 cubic yards	122 cubic yards
53' x 102" x 100"	127 cubic yards	134 cubic yards



KEY "BUZZ" POINTS TRANSFER TRAILERS

BEST BUTT

- Most structural rear assembly.
- 2 Heavy "J" bars that tie into the bottom rails.
- Extruded subdeck plate at threshold.
- Pockets are a heavy 6061 T6 extrusion that extends below the bottom rail, ties into entire rear assembly and keeps the rear from racking.
- MAC has the toughest steel bumper which ties into the trailer subframe where the impact forces are absorbed when being pushed. The bumper incorporates a step, tow hooks, and tubular cross bar.

MVP SIDE WALLS

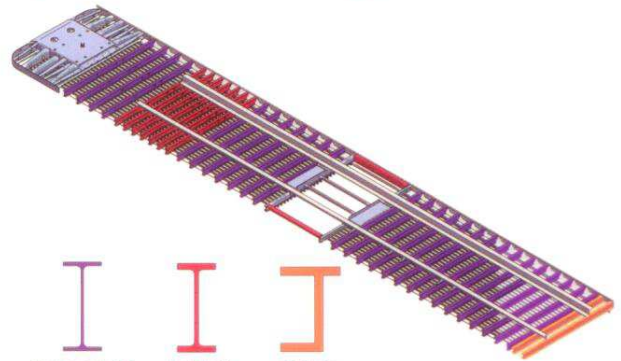
- 2 1/4" Extruded side wall panels - *Deepest In The Industry*

TOP RAILS

- 3/4" Top rail available on the sheet & post for the most demanding applications.
- Structural Low Bow top rail for the "MVP" that allows elimination of cross bars in most applications.

BUILT TOUGH

- Z-rails run from the rear to the front of the landing gear.
- Cross bracing between the rails and stiffener plate between coupler and landing gear on moving floors provides racking strength.
- Heavy crossmembers at landing gear.



STANDARD

HEAVY

J-BAR