



KEY FEATURES OF BIG LUG DUMP TRAILERS

Lower Frame

- The lower frame on a dump trailer is the foundation of a trailer. All Big Lug Trailers are constructed by forming the entire lower frame into "C" channel members, not tubular framing.
- High strength steel is used, not commercial quality. Higher strength steel is stronger without the added weight, allowing a greater payload capacity and provides longer frame life as well.
- When flexed, tube steel will kink or crack, causing a weak spot in the frame. Also, tube frames will rust from the inside out.

Brake-Away System

- Many dump trailers don't have a dedicated brake-away system. It is illegal to tow any trailer rated over 5,000 lbs. without a brake-away system.
- Some manufacturers rely on the hydraulic pump battery to also run the brakes; this will drain the pump battery, ultimately rendering the break-away system use less.
- Big Lug Trailers have a dedicated self-maintaining brake-away system; it charges itself when its own battery gets low. You will always have emergency brake protection with a Big Lug trailer.

Electrical Wiring

- Typically the first things to stop working on trailers are the lights.
- All Big Lug Trailers wiring harnesses are completely sealed. All connections are molded connections, preventing corrosion and providing trouble free lights. L.E.D. Sealed Lights
- All Big Lug Trailers come equipped with L.E.D. lights – the best, brightest and safest lights available.

Bolt-on Jack

- Big Lug jacks are bolted on, not welded. Should the jack be damaged, the jack will not need to be cut off the frame with a torch - which could jeopardize the structural integrity of the frame.
- If there is a need to replace the jack for any reason, simply unbolt it and install in a new jack in minutes.

Greaseable Cross Tube Hydraulic Cylinders

- Big Lug hydraulic cylinders have a greaseable cross tube on both ends of the cylinder, allowing the cylinder to be lubricated where connected to the lower frame and to the dump box.
- This will prevent excessive friction build up, allowing the cylinder connecting point to travel freely, providing more dumping force.

Greaseable Rear Hinge Points

- Rear hinge point is the connecting point between the dump box and lower frame.
- Big Lug Trailers have a greaseable rear hinge point. This prevents the rear hinge point from seizing. The rear hinge pin is a 1.625" diameter pin – the same size found on a large dump truck.

Dump Box HD Series

- Typically dump trailer boxes are fabricated with some sort of sub frame and the box skins are welded on top of the sub frame.
- The sides of other trailers are welded to thin steel they use for their floor, typically using a stitch weld method. Quite often, the box will start to come apart where the floor meets the sides.
- The Big Lug dump box design is unique and extremely durable compared to many other trailers on the market.
- Big Lug Trailers utilizes a rigid sub frame and builds a structural side perimeter using 4" x 2" rectangular tube.
- The 4" x 2" structural frame is then fabricated with high strength steel sheets. These sheets make up the floor and sides, which fit inside of the structural frame.
- All Big Lug Trailers are built with the dump boxes sides and floor as a one-piece component. No seams to split out or fail.

Dump Box SD Series

- Very similar to the HD Series, the Big Lug SD Series dump box is extremely durable due to a formed top rail, which provides added strength.
- The SD Series box is formed from high strength steel and is also a one-piece box construction - the sides and floor are all one piece.

Tailgate HD Series

- Typically, the competition has only a barn door style tailgate.
- Many trailers require that a person stand directly behind the barn doors and pull a lever. When the lever is released, the doors swing directly at the person pulling the lever. Not a safe idea.
- The tailgates on the Big Lug HD Series open two ways – barn door design and spreader design.
- The barn door opening mechanism is designed using a linkage-style system. This mechanism allows the end user to stand off to the side of the doors when



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opening. A very safe idea.

- This mechanism also allows the doors to be opened easily when material in the box is pressing against the tailgate.
- The spreader feature is simple to use. You simply pull back on the lever, releasing the bottom of the tailgate. Adjustable spreader chains meter the distance the tailgate will open.

Tailgate SD Series

- The SD Series tailgate is a barn door style gate and is operated exactly like the HD tailgate. Spreader option is not currently offered.

Load Stabilizers

- A quality dual-purpose dump trailer must be an equipment hauler as well as a dump truck. A reliable equipment hauler must have a stable back end when loading equipment into the trailer.
- If the back end of the trailer isn't stabilized when loading, the weight of a skidsteer driving up the ramps could pick up the back end of the tow vehicle. Not a good situation to be in.
- The Big Lug HD Series dump trailer comes standard with load stabilizers. The stabilizers slide out of vertical tubes and can be adjusted for uneven terrain providing maximum rear stabilization.

D-Rings

- Securing equipment in the dump trailer is important. Big Lug welds (4) 5/8" D-Rings in all corners of the box. D-rings are welded to the side of the box, allowing a smooth dumping operation.

Deck Height

- Many trailer manufacturers build a dump trailer with the floor of the dump box 36" to 40" off the ground, making loading of equipment into the back of a trailer virtually impossible. Not us. Big Lug deck heights vary from 25" to 29", paying close attention to insure the deck height is as low as possible, thus allowing for an easy and safe ramp angle.