

lowboy

# Heavy Hauler



Self-locking trailer axle automatically unlocks and swings out for loading

Deck is significantly narrower than the rear axle support array, allowing for more stable transportation

During loading, the rear-load lowboy never has to be disconnected from the gooseneck, adding safety, stability and decreased loading downtime.

In transport mode, Axle Up/Down Mechanism locks trailer deck up utilizing an over-center mechanism with zero load on hydraulic cylinders

Twin rear-loading ramps and trailer deck are on a single plane with no ramp apex to cross

Modular side deck components are fastened to standard deck center for shipping flexibility

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## Most Hauling Capacity On The Market!

With the ability to **haul up to a 1,500+ Ton Payload**, the **PHIL® HiVol® Lowboy Trailer** not only offers an unheard-of capacity, but incorporates safety-and efficiency-centric design to make loading, transporting and unloading of large loads safe. This prevents damage to the trailer or the equipment being hauled. Whether you need to use a **500-ton configuration**, or haul **1,500+ tons**, the **PHIL® HiVol® Lowboy Trailer's** modular design can accommodate anything you need a lowboy trailer to do. **And then some!**

## BENEFITS

### Most Capacity on the Market!

With the ability to load 1,500+ tons, the PHIL® HiVol® Lowboy Trailer is configured in modules with a standard-width Center Deck and fastened-on Side Deck Components.

### Safety

Designed to safely load and unload large equipment, the trailer is firmly anchored to the towing tractor throughout the loading process.

### Ease and Efficiency

- 1) Back up to the load
  - 2) Lower the deck
  - 3) Raise and swing the wheels out of the way
  - 4) Lower the ramps
  - 5) Load the equipment
  - 6) Raise the ramps
  - 7) Swing the wheels into transport position
  - 8) Raise the deck into place and you're on your way.
- Simple as that in approximately 15 to 25 minutes.



## Philippi-Hagenbuch, Inc. HiVol® Lowboy Trailer Features

- Available for most tractor makes and models.
- Complete 6-way king pin style hitch arrangement including deck and fenders standard.
- Modular construction for transportation between mine sites.
- Gooseneck unified into trailer frame rail support structure for superior trailer stability and life.
- Quick & Easy Loading / Unloading in approximately 15 to 25 minutes.
- Hydraulic ramps and trailer deck are in a single plain to minimize equipment disturbance during loading / unloading process.
- Swing-away axle design allows for hassle-free rear trailer loading.
- Largest capacity, safest and simplest heavy hauler lowboy on the market.
- Easy maneuverability and excellent stability.
- Tie-down points.
- Utilizes oil cooled Caterpillar® mechanical disc braking system which provides superior braking capacity.
- Rear trailer brake oil cooler, standard.
- No disconnecting of the gooseneck from the tractor or trailer for loading.
- One individual can operate, load, and transport the Lowboy and equipment.

### PHIL® HiVol® Lowboy Loading Example



Trailer being loaded



Trailer loaded with ramps down



Ramps up, trailer axles ready to swing into transport mode



Trailer axles in transport mode with deck raised and ready to go

## Philippi-Hagenbuch, Inc. HiVol® Lowboy Trailer Options

- Lighting packages.
- Access ladders.
- Walk platforms on side of trailer.
- Rear-Deck "Stinger."
- High capacity winch.
- Rear trailer towing system.

### Sizing Chart

	300 Ton Capacity	450 Ton Capacity	600 Ton Capacity	750 Ton Capacity	1500+ Ton Capacity
Tractor Tonnage Class +/-	100	150	195	240	380
Approx. Square Inches of Trailer Braking Area	31,600	27,800	36,400	41,700	61,500
Maximum Grade (Full Converter) Allowing 2% Rolling Resistance*	12.8%	12.0%	9.0%	11.7%	8.6%

Information above is based upon average machine weights, uses approximate information, and is for example only. Individual machine weights may vary dependant upon options and models. (Weights weighed in "Ton" are in short tons.)

\* Based on Caterpillar trucks converted to tractors. Figures are representative of what can be accomplished with other brands of trucks.

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