

If you would like to be a professional RV Transporter -

This guide will help explain the different types and styles of RV transporting trucks and trailers. This guide will also examine the advantages and disadvantages of each type of transport. The various styles of transporters are broken down into two weight categories - the 26,000 lb and under total GVW and the 26,000 lb and over total GVW.

If you are a professional transporter -

You may have an ideal of what type of transport you need for your next purchase. This guide can show you the many features MO Trailer has to offer while choosing the best transporter to meet your needs. This guide will also show you ways to spend less time loading or unloading and tying down.

The types of transports covered in this guide are:

- **Single Pull Truck** - A 3/4 or 1 ton truck used to pull a 5th wheel or bumper pull a travel trailer, cargo trailer or horse trailer, one at a time
- **Haul and Tow truck** - A medium duty truck set up to load and haul one trailer on the truck and pull one trailer or one 5th wheel on its own wheels behind the truck
- **Pickup style 2-place trailer** - A bumper pull or gooseneck style low deck trailer designed to transport 2 typical (22 to 26 ft) or 3 small (12 to 17 ft) travel or cargo trailers
- **Pickup style and medium duty RV semi** - 48 to 53 ft semi style RV transport to transport full loads of cargo trailers and light travel trailers, normally under 26,000 lbs total GVW
- **Semi style RV Transport** - 53 ft semi trailer designed to transport full loads of heavier travel trailers, horse trailers, etc. for an air brake equipped semi truck
- **Stinger rig (truck with trailer)** - A 75 ft long rig, auto carrier style hookup on which RVs can be transported on the truck and trailer. This rig has greater length and maneuverability than a typical semi tractor/trailer combination
- **Specialty trailers** - Trailers to transport multiple stacks of popup campers, pickup caps, motorcycles, cargo trailers or boats

The business of delivering and transporting trailers of the recreational vehicle (RV) industries is an old and ever growing one. RV transporting offers challenges and rewards unique in the transportation industry. The popularity of eBay and other car, truck and RV internet sales has made it possible to have good paying freight on your rig more often than ever before, making RV transporting a more lucrative business than ever.

While travel trailers, 5th wheels, cargo trailers, motor homes, pickup caps, and delivery trucks are manufactured all over the United States and Canada, the capitol and center of this industry remains in Elkhart County, Indiana. Since 1971 MO Trailer Corp. has been located in Goshen, IN, the heart of Elkhart County, designing, building and servicing equipment for the RV industry. We are in constant contact with manufacturers, transport companies and drivers as to their needs and communicate the frequent changes in RV transporting regulations and the legal enforcement interpretations.

RV Transport Equipment - some things to consider

There is a wide variety of RV transport trailers and truck equipment on the market today. Most are made states away from the RV manufacturing centers and are designed to transport cars. Many of the car trailer designs have been adapted to transport trailers while retaining the taller profile and use three axles with electric brakes.

Most adapted car trailers have a much lower initial cost than trailers designed as long haul RV transporters. However, if the time and convenience of loading, tying down and unloading are not important to you; if the down time required to service the higher maintenance suspension and brakes of lower cost running gear is not important to you, and if your only looking for a few years of service life with limited resale, one of the adapted trailers may work well for you. - If not, you will want to read further.

Your RV transport truck and trailer will be subjected to a D.O.T. inspection. Most D.O.T. infractions are for lights and wiring, followed by brake operation. The D.O.T. will also examine your tires. While shopping for new or used trucks and trailers, please look closely at the quality of the wiring and lights. The RV transport industry is a year around industry. Your equipment will be used in rain, ice and snow and that means road salts, sand and calcium chloride as well as the standard road hazards. Poor wire junctions and crimped connections increase the chance of corrosion and light failures. Aluminum wire harness holders corrode and ice will pull at the harness. Are the lights sealed and rubber mounted? For safety, are there mid-turn lights? Is there a plug towards the back of the transporter which will

allow you to connect to the last trailer of your load - for added lights and safety? Most tube frame trailers have no coating or rust treatment inside the tube and will rust from the inside out.

- **Brakes** - Are they self adjusting? Most axles with a 7,000 lb capacity and less are NOT self-adjusting. If you are a full time RV transporter traveling 150,000 miles per year with 7,000 lb electric brake axles you should adjust your brakes 3-4 times each month. Most axles with 8,000 lb capacity and over are self adjusting. A properly adjusted brake will stop faster and the trailer is less apt to pull to one side. Self adjusting hydraulic brakes stop smoother because all brakes work together at the same pressure.

The top of the line braking system used on trailers pulled with trucks without air brakes is an electric over hydraulic disc system. A hydraulic disc is self adjusting and smooth while braking. Being hydraulic all brakes get the same pressure and stop together. Whereas with an electric brake, if one brake is out of adjustment, one wheel will stop faster than the other and cause a flat spot on the tire. If you have a pickup or medium duty truck and it has 4-wheel hydraulic disc brakes, shouldn't your trailer? Some hydraulic disc brakes use automobile brake parts that have limited service life. The Dexter Axle systems of disc brakes are state of the art, 4-piston calipers, designed for long life and easy servicing.

If you are looking at a semi style trailer, the brakes should be self adjusting. (NOTE - Most air brake axles of 10,000 to 15,000 lb capacity each do not use industry standard parts. Therefore, in the event of a breakdown, parts are harder to find that can be interchanged between axle brands.)

Suspension Types –

Spring Suspension - If you are considering a trailer with spring suspension, look at all the spring bolts and bushings. You'll become very familiar with them because they'll need to be replaced about every 50,000 to 75,000 miles. Remember 3 axle trailers put a lot of twist on the suspension and tires.

Rubber Torsion Suspension - Rubber torsion axles like Dexter Torflex axles use an independent, rubber torsion suspension with no nuts, bolts or axle links that need replacing. They work well on light and medium duty RV transports (non air equipped transports)

Air Suspension - This is a self adjusting and leveling suspension that can be lowered for easier loading and unloading of long and low trailers. Since air brake axles have capacities far greater than most RV loads, the self adjusting feature of air suspension is desirable on RV Semi Trailers and air brake Stinger Rigs (air equipped transport)

Loading - When transporting RV trailers, you will need the ability to self load and unload. Most RV companies do not pay you for the loading, tie down and unloading time so doing it as quickly and safely as possible is paramount.

Nearly all self loading trailers use a 12 volt power **winch**. Your winch can be your best friend or your worst enemy - this is the last place to cut corners. Even though you will rarely load a trailer of more than 5,000 lbs, your winch needs to be at least 8,000 lb capacity. It needs a large power supply. The battery feed wire from the truck, needs to be of adequate size. A deep cycle battery next to the winch to supply extra amps is a good idea. Most winches are either drive shaft style (motor opposite end than gear box) or worm gear style. Drive shaft style winches are less expensive and tend to run faster, making loading and unloading a little faster. Drive shaft winches use an internal brake that requires maintenance and is a wear item. The worm gear style winches are heavier at the same capacity and require less maintenance and because of the worm gear does not require a brake.

The **winch cable** needs to extend at least 10 ft past your ramps and needs to be able to pull from the front most part of the trailer or truck bed. You need to be able to control your winch from at least 10 feet past your ramps.

Every time you load or unload you will be pulling out your **ramps**, so having easy access to aluminum ramps at the back of your truck or trailer and pulling them out so you are only lifting one end of the ramp at a time is important. (Back hauls are an ever increasing part of RV transporting and having heavy duty flat top ramps is a great help. [You never know how wide the tires of your back haul may be.] The longer the ramps, the easier it is to load long trailers or low cars).

RV transports require a **center rail**. This rail is needed to accommodate a trailer dolly wheel and pin-in-place **ball towers**. Some trailer and truck beds use captive track ball towers that clamp in place. This type can slide in a sudden stop and should be avoided. To accommodate longer loads in some states, you will need the center rail to extend past the front of the trailer. This must be removable without tools or will be considered part of the trailer length. Most RV transporters use ball towers that pin to this center rail to secure the trailers you are transporting. Once the trailers you load are latched to the ball tower, they cannot move fore and aft so they can be loaded very, very close together. Loading and unloading using the center rail helps guide the trailers on or off in a straight line.

Tie downs - After the transported RVs are latched to the ball towers all

that is left to be done is to secure the axle/tire to prevent bouncing and side shifting.

One method is to use 2 **cables** running the length of the transport trailer or truck bed. The cables loop through hooks or rollers on the transporter to a set of hand winches on the front or rear. The RVs are loaded, the **axle tie down hooks** are hung off the axles and hooked onto the cables, and then all the trailers (RV) are tightened at once with the hand winches. This method is very fast, simple and inexpensive but does not work well hauling cars and trucks.

Another tie down method is **wheel straps or bonnets**. These tie downs fit over the tires of the RV, car or truck that you are transporting and latch to a tie down rail in the trailer deck. This type of tie down requires less reaching under and works well on most wheeled vehicles.

D.O.T. Safety Note - Tie down devices that wrap over the side of your transport trailer or bed are no longer approved by the D.O.T. Since some cargo trailers, race car trailers and horse trailers are at the maximum allowed 102" wide, your hauling deck needs to be 102" wide. This means your wheel bonnets and other devices **MUST** latch into your deck.

R V Loading Information

One of the things you need to know is how many and how large of RVs can you transport? Most travel trailers (not all) are measured from the end of the hitch to the back of the bumper so a 24 ft travel trailer's overall length, less any rear mounted accessories like spare tire or ladder, would be about 24 feet. Most cargo trailers measure the box length, so a 20 ft cargo trailer's overall length plus the length of the hitch would be about 24 feet overall length. Truck campers are measured by the floor length, so a 12 ft truck camper with an extended cab over bunk and a rear ladder may require as much as 20 ft of deck space.

To maximize RV and cargo trailer loads, most loads are tucked. **Tucking** is sliding the tongue of the trailer under the trailer loaded in front of it, after removing any tongue mounted L.P. tanks or front jacks. Three feet of tuck is typical. A load of 2-20 ft and 1-22 ft travel trailers would be about 56 foot tucked. Using a 36 inch rail extension, this load would fit on a 53 ft RV transport without having to overhang the rear trailer. A load of 3-20 ft cargo trailers would be about 64 ft long and could not be carried on a 53 ft RV transport trailer.

- ★ **Single Pull Rigs** - A single pull is typically a 3/4 or 1 ton diesel pickup set up to pull a travel trailer, 5th wheel trailer, cargo trailer or horse trailer one at a time.

Some of the disadvantages of single pull work:

- ★ Since you are only pulling one unit at a time, the revenue per trip is less. Your return trip load opportunities are quite limited.

The advantages of doing single pull work are:

The initial cost of getting into the business is less than other transport methods. A CDL license is not required. After your delivery you don't have a trailer to drag back leaving you free to explore before returning for your next load. You may already have a truck.

Single pull is a way to learn the ropes until you decide what type of transporter you want. Single pulls are great for a semi-retired couple wanting to travel and help pay for the cost of traveling.

MO Trailer Corp. is a transport trailer manufacturer. Since single pull rigs don't require a transport trailer, we have very little to offer the single pull driver. But once you learn the industry and are ready to deliver multiple units, please use this guide to help you decide your next move.

- ★ **2-Trailer Transport** - A transport trailer pulled behind a truck that may be typically used for single pull work using either a gooseneck style 5th wheel hitch or an A-frame pull behind trailer. This is a method of doing typical haul and tow work with a truck you already have and keep under a total truck, trailer and cargo weight of 26,000 lbs*. A 2-haul trailer will require a power winch, center rail, tie downs and loading ramps to load and unload RV or cargo trailers.

Advantages of the 2-trailer transports are:

- You can use a truck you may already have
- You can stay under the 26,000 lb law
- You can transport multiple units (2-3 travel trailers, 3-4 cargo trailers)
- You can increase your outbound revenue
- A transport trailer increases the opportunities for return loads - cars, boat trailers, etc

* Over 26,000 lbs total weight require the power unit [truck] to have appropriated

plates and the driver to have a class A CDL

MO Trailer manufactures transport trailers for 2-trailer loads. These transport trailers are not flatbed hay trailers adapted to transport RVs but commercial duty RV transport trailers designed from the ground up for professional, long haul RV transporting with speed and safety of loading, tying down and unloading a primary consideration. All 2-trailer transports have as standard equipment:

- 18"x18"x36" Tool box - to store all your loading hardware
- 2-Dexter 8,000 lb Torflex axles **
- Electric/Hydraulic disc brakes with Dexter 16000 psi actuator pump
- 4-265x16" E radial tires
- Precision drilled center rail for pinning the ball tower
- 2-Ball towers with 2" and 2 5/16" balls
- Pierce 8,000 lb worm gear heavy duty winch, with deep cycle battery to boost amps, a safety switch and long control cord so you can walk with the trailer you are loading,

- Rollers and shivs necessary for the cable to pull your load smoothly, safely and as easily as possible,

- Self-storing (lockable) rear pullout heavy duty 10 ft Tuff-A-Nuff aluminum flat top loading ramps

- E-track tie down rails

- 8-Wheel bonnet tie downs for cars and trailers

- Pair of 2-speed – jacks/landing legs

- Weight - STD gooseneck empty weight to 7,000 lbs

- Weights - STD A-frame empty weight - 5,100 lbs

- GVW - up to 16,000 lbs

- **NOTE - The 2-trailer transport can also be built with 2-5,000 lb axles for a GVW of 10,000 lbs

MO Trailer 2-trailer transports have a 6 ft long gentle slope beaver-tail so when used with the long Tuff-A-Nuff ramps, long trailers and low cars load easily, The standard E-track tie down rail is integrated into the outer edge of the transport deck to make latching the wheels to trailer deck clean, safe and easy using the MO Trailer design of wheel bonnet tie downs. The Dexter disc brake system is a 4-piston heavy duty, high performance brake. The standard wiring is rubber jacketed wires all connected in serviceable junction boxes with wiring diagram attached. All lights are sealed rubber mounted. For added safety include mid-turn lights as well as a rear trailer receptacle to plug in the lights on the rear trailer of your load. Wiring is attached with stainless steel nuts and bolts and other plated hardware. The main frame, cross members and side rails are steel I-beam and structural steel (not tubes that can rust from the inside out). All steel is hot dipped

galvanized.

The **Gooseneck** style is available as a kingpin 5th wheel hitch or a 2 5/16" ball gooseneck and are interchangeable.

The **A-Frame** pull behind style has an adjustable height channel hitch that can be used with a ball hitch, tow ring hitch or a kingpin. An A-frame pull behind can be set up as a dealer trailer or short load trailer that can be pulled by a van, Suburban type vehicle, small motor home, etc. OR switched to a stinger rig behind a haul & tow truck. (Read the section on haul & tow and stinger rigs)

By being able to use a **Ball Hitch** or a **Kingpin** hitch, this MO Trailer 2-trailer transport can be like owning 2 trailers in one. By matching the length of the haul & tow truck to that of a MO 2-trailer transport, a kingpin can be bolted (2 bolts) to the hitch channel, making it a stinger trailer. Add a low mount 5th wheel to your haul & tow truck making it a stinger truck and suddenly you have a highly maneuverable 75 ft mega money maker. Or remove 2 bolts, bolt on the 2 5/16" ball hitch and you have a 2- trailer transport to pull with just about any truck, van, etc. A versatile, convenient, safe, reliable MO Trailer, a leader in RV and boat transportation since 1971.

- ★ **Haul & Tow truck** - This is typically a truck of 14 - 26,000 GVW with a special haul and tow bed equipped like an RV transport trailer, requiring a center rail, loading winch, ramps, etc. Most haul & tow beds are 20 to 26 ft long. Some haul & tow trucks equipped with sleepers can be built or modified so the tongue can be tucked under your bunk, gaining more usable space. With an extendable trailer hitch, you may be able to extend and overhand up to 4 ft past the rear of your deck. For example - a 24 ft Haul & Tow deck with tucking capability and a 4 ft overhang could transport RV trailers up to 30 ft long.

Advantages of the Haul & Tow are:

- You can transport multiple trailers and not have a trailer to bring back

- You have load space for a back haul - cars, vans, boats, etc

- But rarely more than one on the truck

- Depending on the chassis setup, you may be able to stay under 26,000 lb total - truck, trailer and the trailer on your truck

- The transmission, axles, brakes and tires are normally heavier duty than that of a single pull truck, thus providing a longer service life with less maintenance.

Disadvantages of the Haul & Tow are:

- You are limited to what or how much you can carry for back hauls

- You may go over 26,000 lbs truck and load weight, to get a truck large enough to do all you want - placing you in the same licensing appropriated plate and insurance requirements of semi RVs with less

freight and back haul capabilities.

NOTE - It is **dangerous and illegal** to have a Haul & Tow truck with a GVW of less than the weight of the truck, trailer load and hitch weight of the towed trailer. Axle loading and wheel base need to match your load requirement. Example - a short wheel base short cab Haul & Tow truck using an extended trailer hitch could balance on the truck drive axle so each 3 lbs of hitch weight would add 4 lbs on the drive axle and lift one lb from the steer axle.

Matching the wheel base and GVW is very important.

MO Trailer Corporation is a manufacturer of Haul & Tow beds. MO Trailer can help you spec your chassis for proper balance - GVW, wheel base, tire size, etc. - and has done so for the major truck leasing companies and manufacturers. MO Trailer can help you spec your chassis for options like: folding RV 5th wheel hitch, pull out extension or stinger 5th wheels.

Standard equipment on the MO Trailer Haul & Tow bed includes:

- 1-18x18x36" Mounted tool box for all your loading hardware
- Precision drilled center rail for pinning of ball towers
- 2-Ball towers with 2" and 2 5/16" balls
- Ramsey RE8000 worm gear loading winch with safety switch and long control cord so you can walk with the trailer you are loading
- Cable rollers and chives necessary for the cable to pull your load smoothly, safely and as easily as possible
- 8 ft Tuff a Nuff flat top heavy duty aluminum ramps
- "E" track tie town rail integrated into the outer edge of the transport deck to make latching the wheel to the deck clean, safe and as easy as possible
- 4-MO Trailer designed wheel bonnets for transporting 2 trailers or 1 car
- 2" Receiver style rear hitch
- All steel hot dipped galvanized
- All lights rubber mounted, sealed lights and for safety include mid-turn lights
- A gentle slope beaver tail that when used with the long Tuff a Nuff aluminum ramps make loading of a long trailer or low car safe and easy

With the right wheel base and chassis set up, a Haul & Tow truck can double as a stinger truck by using a MO Trailer 2-trailer transport, used as a Haul & Tow for 2-large RVs or use as a 75 ft Stinger rig to transport 3-4 small RVs or 3-4 cars. (See Stinger rig in this guide)

- ★ **Medium Duty or Non Air Brake RV Semi Trailer** - The pickup truck or Medium Duty RV Transport Semi Trailer is another common step up from doing single pulls. Many Medium Duty RV Semi Trailers can be pulled

with a 5th wheel equipped pickup and transport full loads of cargo trailers, small travel trailers or 3-car back hauls, and stay under 26,000 lbs total Gross weight. This same trailer may still be used for larger loads (larger travel trailers, live stock trailers, vans, handicap busses, etc) when used with a Medium Duty Semi Tractor that does not have air brake packages. (Air brake semi tractors may be set up to pull medium duty semi trailers.) The Medium Duty RV Semi represents a large portion of the RV Transport industries.

Some of the advantages are:

Using a truck you may already have

The possibility of transporting full RV loads while staying under 26,000 lb GVW (no Class A CDL)

Flexibility of cargos - cargo trailers, travel trailers, cars, boat on trailer, horse and livestock trailers, handicap busses, etc.

Extra care needs to be taken when buying a Medium Duty RV Semi trailer.

Many of the transport trailers available are trailers adapted from trailers designed to transport cars part time.

They may have:

Narrow decks - race car trailers, cargo trailers and horse trailers may be the full 102" wide where cars are only 80" wide or less.

Tall profile - travel trailers with roof air are about 122" tall. Most cars are only 62" tall.

Low cost axles with small brakes - 3-7,000 lb axles are cheaper than 2-8,000 lb disc brake axles. 3 axles are an economical way to haul a load of cars or other vehicles on a trailer that is only used occasionally. 3 axles are limited on suspension choices, and while the initial cost is low, maintenance can be costly, requiring more down time to maintain. Some manufacturers price their RV Transport Trailers with the necessary equipment to haul RVs as optional equipment or not at all.

MO Trailer manufactures Medium Duty RV Transport Semi Trailers for 2-5 trailer loads. These transport trailers are not car trailers adapted to transport RVs but commercial duty RV transport trailers designed from the ground up for professional, long haul RV transporting with speed and safety of loading, tying down and unloading the primary consideration. All Medium Duty RV Transport Semi Trailers manufactured by MO Trailer have as standard equipment:

18"x18"x36" Tool box - to store all your loading hardware

2-Dexter 8,000 lb Torflex axles with

Electric/Hydraulic disc brakes with

Dexter 16000 psi actuator pump

4-265x16" E radial tires

Precision drilled center rail for pinning the ball tower
36" Max extension front extension rail
4-Ball towers with 2" and 2 5/16" balls
Pierce 8,000 lb worm gear heavy duty winch, with deep cycle battery to boost amps, a safety switch and long control cord so you can walk with the trailer you are loading,
Rollers and shivs necessary for the cable to pull your load smoothly, safely and as easily as possible,
Self-storing (lockable) rear pullout heavy duty 10 ft Tuff-A-Nuff aluminum flat top loading ramps
E-track tie down rails
12-Wheel bonnet tie downs for cars and trailers
Dual 2-speed front jacks/landing legs
Weights - STD empty weight for the 50 ft - 7,200 lbs
 STD empty weight for the 53 ft - 7,800 lbs
 GVW - up to 18,000 lbs

MO Trailer Medium Duty Semi RV Transports have a 6 ft long gentle slope beaver-tail so when used with the long Tuff-A-Nuff ramps, long trailers and low cars load easily, The standard E-track tie down rail is integrated into the outer edge of the transport deck to make latching the wheels to trailer deck clean, safe and easy using the MO Trailer design of wheel bonnet tie downs. The Dexter disc brake system is a 4-piston heavy duty, high performance brake. The standard wiring is rubber jacketed wires all connected in serviceable junction boxes with wiring diagram attached. All lights are rubber mounted sealed lights and for added safety include mid-turn lights. Wiring is attached with stainless steel nuts and bolts and other plated hardware. The main frame, cross members and side rails are steel I-beam and structural steel (not tubes that can rust from the inside out). All steel is hot dipped galvanized.

- ★ **RV Transport Semi Trailer** - This is typically a semi trailer of 50 to 53 feet, designed for a semi tractor with air brake trailer control package and standard 47" tall 5th wheel hitch. Nearly all RV Transport Semi Trailers of this type will have a total GVW for truck, trailer and load of over 26,000 lbs requiring the tractor to have appropriated plates and the driver to have a class A CDL. Most RV Transport Semi trailers are single axle, 4 wheel, air ride and air brake. Rarely can a load of RV's, cargo trailers, cars or small motor homes weigh enough to require 2 axles and 8 wheels.

Advantages of the Semi RV Transport are:

Using a semi tractor (truck) you may already have or are readily available. In event of a breakdown, standard rental semis can be used to keep you in service.

Standard semi tractors usually have a DOT approved sleeper

On the light RV loads, semi tractors tend to last a long time with minimal

maintenance (1,500,000 miles not uncommon)

Nearly any wheel vehicle can be back hauled

Axle parts and service available at truck stops

Disadvantages are:

You will need appropriated plates on your truck

You will need a class A CDL with airbrake endorsement

MO Trailer Corp. Is a manufacturer of RV Transport Semi trailers for 2-6 trailer loads, as well as most wheeled vehicles (small motor homes, horse trailers, vans, etc). These trailers are built and designed from the ground up for professional long haul RV transportation with speed and safety of loading, tying down and unloading the primary consideration.

All MO Trailer Semi RV Transport Trailers include as standard equipment:

1-18x18x36" Tool box to store all of your loading hardware

1-Dexter S cam air brake axle with 12 1/4x7 1/2 lo boy brakes using industry standard hubs, bearings, seals, cam, etc - available at most truck stops.

ABS brakes - mean less tire lockup and "flat-spotting" for longer tire life

10 bolt, 17.5 dually rims with 4-215x17.5 (H) radial tires

Low profile air ride suspension with dump valve so the rear of the trailer can be lowered for easier loading of extra long or low trailers and cars

Precision drilled center rail for pining the ball tower

4-Ball towers with 2" and 2 5/16" balls

48" Max extension front extension rail

Pierce 8,000 lb worm gear heavy duty winch, with deep cycle battery to boost amps, a safety switch and long control cord so you can walk with the trailer you are loading,

Rollers and shivs necessary for the cable to pull your load smoothly, safely and as easily as possible,

Self-storing (lockable) rear pullout heavy duty 8ft Tuff-A-Nuff aluminum flat top loading ramps

E-track tie down rails

8-Wheel bonnet tie downs for cars and trailers

Dual 2-speed front jacks/landing legs

Weights - STD empty weight for the 53 ft – 9,000 lbs
GVW - 25,000 lbs

MO Trailer RV Transport Semi Trailers have a 6 ft gentle slope beaver tail so when used with long Tuff-N-Nuff loading ramps, long trailers and low cars load easily, The standard E-track tie down rail is integrated into the outer edge of the transport deck to make latching the wheels to trailer deck clean, safe and easy using the MO Trailer design of wheel bonnet tie downs. The standard wiring is rubber jacketed wires all connected in serviceable junction boxes with wiring diagram attached. All lights are rubber mounted sealed lights and for added safety include mid-turn

lights. Wiring is attached with stainless steel nuts and bolts and other plated hardware. The main frame, cross members and side rails are steel I-beam and structural steel (not tubes that can rust from the inside out). All steel is hot dipped galvanized.

This MO Trailer RV Transport Semi Trailer can also be made with a 12" RV Step, making it possible to transport all but the very tallest of travel trailers, even with roof mounted air conditioners. Nearly all trailers have at least 13" of frame to road clearance by having a 12" front deck step trailer, up to 122" tall trailers (including air) can be loaded all the way forward. A MO Trailer RV Step trailer also includes 5 ft Tuff-N-Nuff drop deck ramps so a low car can be loaded all the way forward. The trailer can also be built with tandem axles and air ride suspension to increase GVW to transport motor homes and other extra heavy vehicle loads. A versatile, convenient, safe, reliable MO Trailer - a leader in RV and boat transportation since 1971.

★ **RV Stinger Rig** - The ultimate RV transporting rig is the 75 ft long stringer rig. Since 1998, wheeled vehicles, boats and RVs including non-motorized, like truck campers, can be transported on auto carrier style rigs (stinger rigs). Cargo can be transported on the power unit as well as the transport trailer. Because the power unit (truck) can be longer than a semi tractor, and the trailer is 48 ft or less, a 4 ft rear overhang is allowed in all states. Also a 3 ft overhang out the front of the truck is allowed in all states. With the right load mix, 82 ft of cargo can be transported in all states. Despite its length, a stinger hitch makes it a highly maneuverable rig. Example - for tall RVs, using a cab-over sleeper power unit, tucking the front tongue under the cab and using the 4 ft overhang, a load up to 72 ft of RVs can be transported in states that limit semis to 53 ft of cargo.

Advantages of the Stinger are:

- Over 1/3 more load space means larger revenue AND greater return loads
- Very maneuverable

- Less legal hassle - length laws for stingers are the same in all states and Canada

- The Haul & Tow truck you now have may double as a stinger truck

Disadvantages of the Stinger are:

- The power unit needs to be present at loading

- In event of a power unit breakdown, chances of renting a replacement are very limited

MO Trailer Corp has been manufacturing Stinger marine transports since 1985. In 1998 when the laws were passed to allow RVs to be carried using auto transport laws (stinger laws), MO Trailer was already working on RV stinger designs. MO Trailer has worked with some of the nation's largest truck leasing companies, RV

manufacturers and boat builders to design and build their stinger fleets. We at MO Trailer Corp understand the unique requirements as well as turning radii of stinger trucks and trailers. We at MO Trailer optimize the stinger advantages.

- ★ **Specialty Rigs and Trailers** - The exciting field of RV transporting is not limited to travel trailers, 5th wheels and cargo trailers. MO Trailer also manufacturer's double deck trailers for **Pop-up Campers**. Up to 10 campers can be transported on a double deck semi transport with up to 8 car back haul capability.

MO Trailer manufacturers special trailers to transport pickup caps and lids, snowmobile trailers and covers motorcycles and snowmobiles.

Most of the above specialty trailers have been built with self unloading capability. All of the above trailers can be built for small trucks, mid size trucks, semis and stingers since the same laws that govern RV transporting apply to boats, many of the transports build by MO Trailer can also transport marine products.