TILTING-BED IMPLEMENT TRAILER  
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The implement trailer design shown on the accompanying plan is one which has been found to be very practical, economical, and relatively easy to construct. Many of this type have been constructed and are in service.  

The axle, hubs, and wheels are best obtained from an old 1 ton truck. This gives parts which are sufficiently heavy and wheels which will take the large tires necessary if the trailer is to carry its maximum useful loads. Tires of 7.50 x 20 size are recommended, though smaller ones could of course be used if the larger size is not obtainable.  

The spindles of the old front axle should first be arc-welded to the axle with the wheels in the straight-ahead position. Care must be taken to be sure the wheels are properly aligned when this is done if the trailer is to track properly and the tires not be scuffed from misalignment wear.  

The axle is then cut in two in the center and lengthened by means of the double channels forming a box section. The axle ends should be welded into one channel before the other is put on and edge-welded to the first. Be sure the tread is such that the extreme measurement over the hub caps, or whatever sticks out farthest on each end, is less than eight feet. The plan does not give any tread dimension, due to the variation in wheels, hubs, etc. The main point is to keep the overall width under eight feet if the trailer is ever to be used on the highway.  

The bed length may be varied to suit individual needs, though the one shown is very satisfactory for most hauling. The hitch length can also be varied, depending on what is used to pull the trailer, and how much clearance is needed on the front corners for turning short.  

Stake-sockets can be located around the platform edge for holding removable sides if the trailer is to be used for loose hay or similar loads.  

Fenders are also used on many of these trailers, though not shown on the plan. These might be old automobile fenders remodeled; or better yet, just wide, fairly heavy band iron curved over the wheels. Old wide wagon tires which are worn too thin for use do nicely for this purpose. The inside vertical surfaces are then made of heavy sheet metal.
When loading tractors or other machinery, the complete trailer frame and bed is tilted down at the rear (see "Loading Position" on plan), the tongue remaining hitched to the towing unit. As the center of weight of the load passes over the axle, the bed automatically tilts to the running position and the hold-down bolt is secured. For loading machines not self-propelled, a hand-operated winch at the center of the front end is a very useful attachment. This can be mounted close to the deck and operated by a detachable extended crank at the outside edge. A block and tackle arrangement is often used in place of the winch.

Some sort of lock on the tilting bed hold-down nut at the front is advisable as this is liable to work loose. It is also customary to weld handles onto this nut, making a powerful wing-nut of it, and eliminating the need for a wrench.

The use of a good strong safety chain at the hitch is also recommended, in case the hitch pin should ever come out.

This trailer will weigh about 1000 to 1100 pounds, so will need a license ($5.00) if used on the highway. It will safely carry all the load the tires will stand.