

Triad Trailers LLC

Celebrating 49 years of high-quality custom-built trailers



Trailer shown: Pacific Seacraft Flicka Float On/Off Package
Options include: Bow stop with winch, 2 rear stabilizing jacks, spare tire and trailer mount

Information and pricing for the Pacific Seacraft Flicka

Triad Trailers LLC – 5831 Triangle Drive- Raleigh NC 27617
Phone: 919.782.6007 Fax: 919.782.6009 email: Mike@TriadTrailers.com
Sailboat Trailers: www.triadtrailers.com

Base Triad Trailer models

THE LIFT-OFF

If you have access to a travel hoist and have no desire to ramp launch your boat, then our Lift-Off models are for you. Initially designed for the racer, the Lift-Off trailer has become increasingly popular among all types of sailors with different needs. The lift-off trailer is priced just right, making it economical for dry sailing, vacationing, winter storage, and hull work.



THE FLOAT OFF

There has been an increasing demand for trailers that will launch and retrieve all types of sailboats. We took our Lift-Off concept a little further and came up with our Float-Off trailer. Utilizing an axial extension bar, keel guides, and a bow stop with a launching and retrieval winch we have developed the user-friendliest float-off trailer available on the market. Like the rest of our trailers, all our Float-Off models are custom-crafted. The height and placement of keel guides, the height of the winch, and the length of the extension bar all are designed around the boats' hull and keel configuration.



THE SPECIAL FLOAT-OFF PACKAGE

Initially introduced for heavy sailboats or sailboats with deep drafts, the Special Float-Off Package is popular with trailer sailors utilizing many different launching ramps. Our Special Float-Off Package can accommodate almost any launch needs. The design consists of keel guides, a bow stop and ladder with a winch, an extension bar that can be up to 24 feet in length, and a front airplane-launching wheel that swivels 360 degrees. With this configuration, you should be able to submerge almost any reasonably sized boat deep enough in the water to easily float the boat off the trailer.



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Flicka Triad Trailer® Price Schedule

Electric brakes

Up to 9,000-pound gross vehicle weight rating

Lift-Off Models

Tandem 5,200-pound capacity spring sprung axles
equipped with 4-wheel Electric Brakes, Lift-off
Hot dip galvanized frame

\$ 7,450.00

Hydraulic surge brakes

Up to 9,000-pound gross vehicle weight rating

Lift-Off Models

Tandem 5,200-pound capacity spring sprung axles equipped
with 4-wheel GALVX rotor hydraulic surge disc brakes, Lift-off
Hot dip galvanized

\$ 7,690.00

Float-Off Models

Tandem 5,200-pound capacity spring sprung axles equipped
with 4-wheel GALVX rotor hydraulic surge disc brakes
Float On/Off package
Hot dip galvanized

\$ 8,615.00

Special Float-Off Models

Tandem 5,200-pound capacity spring sprung axles equipped
with 4-wheel GALVX rotor hydraulic surge disc
brakes
Special Float-off package
Hot dip galvanized

\$ 9,660.00



Options for all trailer models

Options for all trailer models

Bow stop equipped with non-marring amber roller	Included
Spare tire and trailer mount- ST225/75D15 LRD	\$ 290.00
LED lighting package upgrade	\$ 45.00
Rear stabilizing jacks: Located behind axles- used to stabilize trailer and relieve weight on suspension during long-term storage. 2,500 pounds capacity per jack	\$ 125.00 each
Ratchet tie-down straps- 10,000# rating- 27 feet long (1 pair needed)	\$ 60.00- 1 pair
Black polymer triangular trailer tongue toolbox: 36" back width x 18" front width x 18" tall x 19" front to back	\$ 270.00

Running gear and brake options

Upgrade spring sprung suspension to Dexter Marine Products Eliminator independent rubber ride torsion bar suspension. 5-year warranty. This axle upgrade includes the radial tire upgrade listed below. For more information visit: https://www.dexteraxle.com/resources/videos/torflex-suspension-axles-2018	\$ 330.00
Upgrade Galvx rotor disc brakes to 12-inch G-5 Stainless Steel rotor Disc brakes For more information visit http://www.triadtrailers.com/wp-content/uploads/2012/01/G5.oem_.flyer_.pdf	\$ 330.00
Upgrade hydraulic surge brakes to Electrically activated Hydraulic brakes- upgrade cost is from a hydraulic surge brake model	\$ 970.00

15-inch Radial tire upgrade

Upgrade 15-inch bias ply tires to Load Star ST225/75R15 load range D Radial Tires. The cost is for 4 tires- Included with a torsion bar suspension upgrade	\$ 100.00
Spare tire & trailer mount with radial ST225/75R15 tire	\$ 315.00

16-inch tire size upgrade

Upgrade 15-inch tires to ST235/80R16 load range E radial tires	\$ 305.00
Spare tire and trailer mount with ST235/80R16 LRE radial tire	\$ 360.00

Popular trailer configurations

Yacht club, winter storage, and light-use trailer

Recommended brake system and trailer options are listed below. Please see page 4 for current pricing

 Hydraulic surge brakes

 Bow stop and ladder- included equipment with Special Float-Off model.

 2- Rear stabilizing jacks. Located behind axles. Used to stabilize the trailer during storage and relieve weight on trailer tires and suspension.

 Spare tire and trailer mount

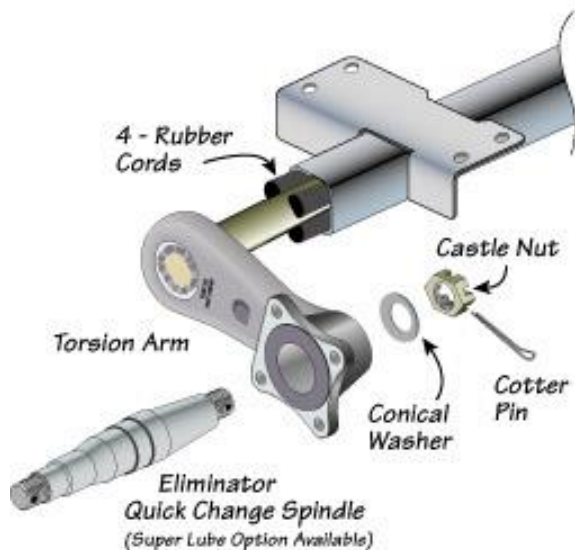
Additional suggested options for trailers that will travel extensive mileage or frequent highway travel.

Recommended options are listed below. Please see page 4 for current pricing

 LED light package- 5-year warranty against lamp failure

 Upgrade drum brakes to Eliminator Galvx coated vented disc brakes. G-5 stainless steel brakes are recommended for trailers that will be submerged or for trailers that will be stored in a saltwater environment.

 Upgrade trailer suspension from spring sprung to Eliminator torsion bar suspension.



Eliminator torsion bar suspension



G-5 stainless steel disc brakes

Important Note: The above-recommended trailer packages are recommendations made based on sales of our most popular options as well as customer feedback. Triad Trailers Ltd. cannot be held responsible if a customer is dissatisfied with the options they have selected. The options we offer are simply to assist the trailer owner while operating and storing the trailer.

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Trailer Materials and components

Trailer frame	5-inch structural C channel side rails, 4-inch structural C channel cross members, 1.5-inch x 1.5-inch angle iron, schedule 40 pipe, assorted structural tubing
Axles	Tandem 5,200-pound capacity spring sprung axles built with a 4-inch drop spindle. All axles are equipped with either Dexter Marine Products Super Lube bearing lubrication system. Dexter Marine Products Eliminator torsion bar suspension is available as an option.
Brakes- equipped on all 4 wheels	12-inch x 2-inch E-coat electric or GALVX-coated hydraulic surge drum brakes.
Hydraulic surge brake actuator on trailers equipped with hydraulic surge brakes.	Dexter Marine Products Model 165: 16,500-pound capacity surge brake actuator requiring a 2-5/16-inch trailer ball with a minimum rating of 9,000 pounds
Coupler for trailers with electric brakes	12,000-pound capacity coupler requiring a 2-5/16-inch trailer ball with a minimum rating of 9,000 pounds
Electrical connector- trailer side	<u>Electric brakes:</u> 7-Way RV Style plug - 6 flat blades surrounding 1 round pin. <u>Hydraulic surge drum brakes:</u> 4-Way flat - 3 males & 1 Female <u>Hydraulic surge disc brakes:</u> 5-Way flat - 4 males & 1 Female
Tires	ST225/75D15 Load Range D tires mounted on 6-hole wheels. The total combined capacity between the 4 tires is 10,160 pounds
Wheels	Tires will be mounted on hot dip galvanized wheels
Front Jack	Minimum 2,500-pound capacity zinc plated jack with a flat foot resting pad
Safety Chains	There are two safety cables installed on the trailer. The capacity for each safety chain is 12,000 pounds.
Lights	All trailer lights are fully submersible and meet or exceed DOT requirements for trailers over 80 inches in width. LED lights are available as an option.
Hull support pads	6 screw poppet pads that are adjustable in height will support the hull. The adjustment allows you to perform hull work on the boat while loaded on the trailer. The hull will also be supported by two rollers located forward of the keel under the centerline of the boat
Keel support	10-inch or 9-inch-wide structural C channel covered with marine grade carpet.

Float-Off Package: Additional Equipment

Bow stop and ladder	The bow stop will be constructed of structural tubing. Atop the bow stop will be a 3,200-pound capacity launching and retrieval winch. When design permits the bow stop will be fabricated with a ladder allowing you access to the launching and retrieval winch and the bow of the boat.
Extension tongue	The Float-Off trailer is equipped with an axial extension tongue that will average between 10 and 12 feet in length.
Keel guides	Carpeted keel guides are standard on 99% of our Float-Off models. Their purpose is to keep the boat centered while you are launching and retrieving.
Braking system <u>on Float-off trailer only</u> . Special Float-off package will not have this feature	The hydraulic braking system will have a hydraulic brake quick disconnect so the extension bar can be extended. Electric brakes are not recommended on float-off trailers used in salt water.

Special Float-Off Package: Equipment changes & additions from Float-Off Package

Extension tongue	On Special Float-Off models the extension bar is located off centerline (as opposed to a centerline extendable tongue on a Float-Off package) and can be up to 20 feet in length. The extension tongue is not designed to resist tongue weight rather it is designed to push and pull the weight of the boat and trailer. The extension bar is equipped with a pivot feature that prevents the bar from bending as a result of downward tongue weight forces. Tongue weight forces are supported by the pneumatic front launching wheels.
Pneumatic front launching wheel	A set of pneumatic launching wheels located at the front of the trailer support the tongue weight of the trailer while launching and retrieving. The launching wheels can also be used to manually move the trailer.



Special Float-Off Package launching wheels in stowed and deployed position.



A few things that make Triad Trailers The Only Choice

Family-owned and operated.

49 years' experience in the sailboat trailer design and construction field

Trailer plans for hundreds of sailboats from all years

Custom crafted from structural steel to exceed the needs of you and your boat.

Designed to the hull of your boat providing a specialized tailored fit, not a forced fit.

Mig welded connections for superior strength.

100% hull accessibility to perform hull work on 98% of our trailers.

Custom-tailored to the load for exceptional balance and tracking

Lift-on/off or ramp launching packages are available.

A diversified selection of options to choose from- we will build it the way that suits you.

The highest resale value of any trailer in its class

A Custom Fit

Unlike powerboat trailers, sailboat trailers must be designed according to the boat's specific hull shape, keel configuration (placement, size, and type), center of gravity, and the draft. Taking these factors into account, we designed our trailers to provide a custom fit, not a forced fit. We have designed hundreds of different trailers for various sailboats, either in production today or out of production for quite some time. If we do not have a trailer plan for your sailboat in our files, we will either locate line drawings of the boat's hull or measure an identical sister ship.

Galvanizing

Galvanizing is the process of dipping bare steel into a tank filled with molten zinc. During the process, the molten Zinc adheres to the raw steel and creates a rugged rust-resistant finish. We offer a hot dip galvanized finish on most Triad Trailer models.

Trailer Lighting

Safety is our top priority at Triad Trailers, LLC. We have chosen lights that are rust-resistant, submersible, and aesthetically pleasing. All lights installed on Triad Trailers either meet or exceed the D.O.T. requirements for trailers over 80 inches in width on the date that the trailer is manufactured. Jammy International is the major supplier of our trailer lighting.

Axles

The suspension system (axles) is one of the most important structural features of any trailer. The axles dampen the effects of road shock, determine the carrying capacity of the trailer, and determine the distance the keel will ride from the road surface. Years of experience and thousands of Triad Trailers have led us to believe that both Dexter Marine Products and Dexter Axle produce the most technologically advanced axles. Both conventional spring-sprung axles and independent suspension rubber ride torsion axles are incorporated into our trailers. Refer to the Material and Components section of this proposal for the suspension system used on this trailer.

An added advantage of our axles is that we have them equipped with a unique bearing lubrication system which allows the axle to be lubricated without removing the hubs or drums from the axle. This feature consists of axle spindles that have been specially drilled and fitted with a grease zerk in their ends. When grease is pumped into the zerk it is channeled to the inner bearing and then flows back to the outer bearing eventually exiting the grease cap hole. Please visit <http://tiedown.com/pdf/c718.pdf> for additional information on Dexter Marine Products Super Lube bearing lubrication system.

Trailer Components

At Triad Trailers we proudly display our name on every trailer we fabricate so there is no wonder why we protect our reputation by using the most durable trailer components available. As you read through this information you may notice that we give the manufacturers names of the trailer accessories we incorporate into the trailer designs. We have nothing to hide because we have confidence in our suppliers. Therefore, if at any time you would like additional information on our trailer component manufacturers please contact us. We will do our best to supply you with the needed information.

