



INTRODUCTION:

Weisgarber Trucking of Massillon, Ohio modified its drop frame/bed trailer with shop-built “sunken” wheel wells to better anchor the skidder and lower its height and center of gravity during transport. Additional modifications make it a true multi-purpose trailer.

GENERAL FEATURES:

Tom and Bill Weisgarber built four wheel wells into the edges of the trailer, aligned in positions that fit the wheel locations for its log skidder. The wheel wells are approximately 12 inches deep and 24 to 26 inches wide. The front wheel well pockets are approximately 32 inches long at the bottom/base, and the back wheel wells are approximately 40 inches long at the bottom/base. These two dimensions could be adjust-

ed or enlarged and the spacing changed to fit different skidders. The main I-beams of the trailer have not been touched in any way, so there is no loss of the trailer’s structural integrity.

The wheel wells are constructed from 2-inch square tubing on the sides and 4-inch square tubing on the bottom. The diagonal sides of the wells have 3/4-inch square stock welded on to serve as grousers to aid in safety when the skidder is driven in or out of the wheel wells.



Fig. 2: Skidder sits safely and securely in wheel wells during transport.

The Weisgarbers also added a 5-foot-high headache rack (made with 2-inch square tubing) to the trailer, and they installed 6-foot-high removable log standards. They built and welded two triangular-shaped metal compartments to hold binder chains. One is welded on each side of the trailer just behind the landing gear.

APPLICATION:

The wheel wells or pockets greatly improve the stability of the skidder during transport. Having the skidder sit low in the wheel wells reduces the height of the machine and lowers the center of gravity. This aids in stability during transport. The skidder blade rests on a wooden beam between two log trailer bolsters, so the blade is more secure. This multi-purpose trailer has larger tires and a better braking system than Weisgarber’s previous low-boy type trailer. (The tires on this trailer are 255 70R22.5.)



Fig. 1: Wheel wells are built into the multi-purpose trailer.

TRAILER MODIFICATION IMPROVES EQUIPMENT TRANSPORT SAFETY

CONTINUED

The headache rack and log trailer standards improve the versatility of the trailer. After the trucker hauls the skidder to the logging job, he can leave with a load of logs. The trailer is also long enough that another small piece of equipment, such as a small bulldozer, can be transported along with a skidder.

SPECIFICATIONS AND COST:

The 45-foot-long, 102-inch-wide, 40-inch-high deck trailer originally cost approximately \$18,000. The Weisgarbers estimate that the total cost for the materials and labor associated the wheel wells, removable log standards, and headache rack is approximately \$4,000-\$5,000 total. The trailer weighed in at 11,300 pounds before the modifications and 17,500 pounds after the modifications.

Weisgarber Trucking is willing to build these trailer modifications for other truckers. Please contact Tom or Bill Weisgarber at 330/833-4362 or 866/255-4587.

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Fig. 3: Metal compartment for chains and binders is built on each side just behind the landing gear.



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