Wilson Quality Aluminum Double Wall Hopper Bottom Trailers

Not all equipment shown is considered standard.

Besides our ever popular white side skins, Wilson Pacesetter commodity trailers are available in two other popular colors and a range of trailer lengths to suit any hauling operation.

Multiple axle configurations and the convenience of a third hopper allow increased load capacities.

It's not an imitation when the brand is Wilson Trailer.

Best Hopper Value!

Wilson’s Pacesetter Super-B trailer allows you to move more payload per haul by coupling two lightweight aluminum trailers together. The lead unit's fixed fifth wheel assembly is located on its extended tri-axle sub frame, 57” from the rear of the trailer.

Lightweight, long-lasting aluminum and Wilson’s tested-tough construction results in a trailer able to endure varying extremes and road stresses, while achieving some of the industry’s best load capacities.

Corrosion resistant aluminum means less valuable time is used dealing with the rusting issues of steel. You will appreciate the lower costs of ownership a Wilson trailer can deliver.

The aerodynamic pluses of Wilson’s smooth, closed end trailer design maximize fuel efficiency and payload while minimizing your cost per load. The fuel savings realized over the longer lifespan of the trailer adds to your bottom line and your value in the trailer.

Generation 2 Roller Rack & Pinion Trap – Designed Especially for the Canadian Hauler

With thicker hopper sheets, corner stiffeners are eliminated on Wilson’s Generation 2 Roller Rack & Pinion (G2RRP), resulting in a clean transition from the lower hopper to the trap frame. This new transition also eliminates load cross-contamination. The self-cleaning door is swept clean as it glides past the trap frame.

Speaking of clearance, the opener shafts are mounted within the trap frame, adding 3 additional inches of clearance for swing and attached augers. ([Ground clearance is 26-1/4” with a 49-3/4” fifth wheel height.)*]

* Based on standard B-train configuration.
We recognize the needs of today’s hauler and make the most sought after features standard on our trailers. Check out the many advantages below to see how a Wilson is your best value.

Wilson’s two-piece lower hopper is standard with 2 stiffeners per side plus corner bracing for a stronger hopper less prone to the bulge and sag which causes rivets to loosen and pop. The stiffeners also serve as handy knock rails for sticky products.

Wilson’s larger tandem tubes, identical in size, provide more strength in the suspension area. The tubes are undercoated inside and vented to inhibit corrosion. All metal parts are coated with Corsol™ anti-corrosive metal treatment. For additional protection between dissimilar metals, Wilson adds a polymer material barrier to the connection areas of the assembly.

Bracing the landing gear to the “C” channel and not the slope sheet adds obvious strength. Also, bracing from the rear reduces obstacles for truck mud flaps, to catch on and allows for greater swing clearance. Wilson is standard with aluminum landing gear braces.

Designed with low maintenance in mind, Wilson uses a dependable sealed wiring system backed by the industry’s best warranty. No excess or exposed wiring – It’s sealed and protected!

Lightweight and secured aluminum roof bow binder bars enhance the trailer’s already present brute strength versus loose binder bars that are prone to move and vibrate, causing premature tarp wear.

Bracing the landing gear to the “C” channel and not the slope sheet adds obvious strength. Also, bracing from the rear reduces obstacles for truck mud flaps, to catch on and allows for greater swing clearance. Wilson is standard with aluminum landing gear braces.

Designed with low maintenance in mind, Wilson uses a dependable sealed wiring system backed by the industry’s best warranty. No excess or exposed wiring – It’s sealed and protected!

Lightweight and secured aluminum roof bow binder bars enhance the trailer’s already present brute strength versus loose binder bars that are prone to move and vibrate, causing premature tarp wear.

The smooth one-piece side skins, with corrugations running the full length of the trailer, make the trailer more streamlined. Reducing the drag yields more miles per gallon. The one-piece skin also provides greater strength and flexibility in and out of the field. It is available on 66” and 72” side heights. Splice sides are available as a popular option.

The open king pin area is designed to transfer the weight of the trailer’s load to the outside rails. The built-in strength of Wilson’s design eliminates the cross bracing and an “X” brace which would otherwise collect debris, add weight, and lead to corrosion. Cleaning and maintenance are easily performed with Wilson’s unobstructed access to the nose area, plus there is more clearance for truck frames when maneuvering over raised areas or in and out of a field. All metal king pin components are coated with Corsol™ anti-corrosive metal treatment plus a polymer material barrier between dissimilar metals.

Side vent ports, positioned between each set of side posts, allow the sides to breathe, extend the life of the side wall, and also serve as a useful inspection source.

The smooth one-piece side skins, with corrugations running the full length of the trailer, make the trailer more streamlined. Reducing the drag yields more miles per gallon. The one-piece skin also provides greater strength and flexibility in and out of the field. It is available on 66” and 72” side heights. Splice sides are available as a popular option.

The open king pin area is designed to transfer the weight of the trailer’s load to the outside rails. The built-in strength of Wilson’s design eliminates the cross bracing and an “X” brace which would otherwise collect debris, add weight, and lead to corrosion. Cleaning and maintenance are easily performed with Wilson’s unobstructed access to the nose area, plus there is more clearance for truck frames when maneuvering over raised areas or in and out of a field. All metal king pin components are coated with Corsol™ anti-corrosive metal treatment plus a polymer material barrier between dissimilar metals.

The smooth one-piece side skins, with corrugations running the full length of the trailer, make the trailer more streamlined. Reducing the drag yields more miles per gallon. The one-piece skin also provides greater strength and flexibility in and out of the field. It is available on 66” and 72” side heights. Splice sides are available as a popular option.

The open king pin area is designed to transfer the weight of the trailer’s load to the outside rails. The built-in strength of Wilson’s design eliminates the cross bracing and an “X” brace which would otherwise collect debris, add weight, and lead to corrosion. Cleaning and maintenance are easily performed with Wilson’s unobstructed access to the nose area, plus there is more clearance for truck frames when maneuvering over raised areas or in and out of a field. All metal king pin components are coated with Corsol™ anti-corrosive metal treatment plus a polymer material barrier between dissimilar metals.

The smooth one-piece side skins, with corrugations running the full length of the trailer, make the trailer more streamlined. Reducing the drag yields more miles per gallon. The one-piece skin also provides greater strength and flexibility in and out of the field. It is available on 66” and 72” side heights. Splice sides are available as a popular option.

The open king pin area is designed to transfer the weight of the trailer’s load to the outside rails. The built-in strength of Wilson’s design eliminates the cross bracing and an “X” brace which would otherwise collect debris, add weight, and lead to corrosion. Cleaning and maintenance are easily performed with Wilson’s unobstructed access to the nose area, plus there is more clearance for truck frames when maneuvering over raised areas or in and out of a field. All metal king pin components are coated with Corsol™ anti-corrosive metal treatment plus a polymer material barrier between dissimilar metals.
**OPTIONAL EQUIPMENT**

**Hopper Options**
- Wilson's Patented RollerTrap™
- Remote controlled electric trap openers with remote.
- Inside Hopper Round Bar Ladder
- Hopper Vibrators

**Light Options**
- Recessed Stop/Turn Lights in rear header
- Mounted Stop/Turn Lights in rear header
- Chrome Trim Rings and Clear LED
- Micro Nova Lights
- Unloading Spot Lights
- Reverse Lights
- Micro Nova Lights with Chrome Trim
- M-5 Lights and Clear LED

**Trailer Options**
- Stainless Steel Ends
- Rear Access Door
- I.C.C. Bumper
- Full Height Center Divider
- Front Mud Flap Bracket
- D Rings
- Debris Shields/Suspension
- Full Width Debris Shields/Int.
- Debris Shields/King Pin
- Rear Tarp Vent Cap
- Vent Cap with Roll Return
- Fold Down Rear Ladder

**Vertical Splice Walls**
- In addition to the one-piece side wall, Wilson offers vertical splice side walls on 49” centers for the Pathfinder and Commander models. Talk to your Wilson Sales Representative to specify on your order.

Wilson’s Aluminum King Pin saves weight, maintains a clean, open design and evenly transfers the load weight to the outside rails. The open design eliminates the need for cross braces and an "X" brace.

Talk to your Authorized Wilson Sales Representative about outfitting your next Wilson trailer with the right options for you!

See the next page for more Wilson quality options.
### Capabilities

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tandem Two Hoppers</strong></td>
<td></td>
<td></td>
<td><strong>Tri-Axle Two Hoppers</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27”x24’ / HGC</td>
<td>34”x102”x78”</td>
<td>1,478</td>
<td>1,188</td>
<td>1,619</td>
<td>1,301</td>
</tr>
<tr>
<td>27”x31’ / HGC</td>
<td>37”x102”x78”</td>
<td>1,589</td>
<td>1,227</td>
<td>1,672</td>
<td>1,400</td>
</tr>
<tr>
<td><strong>Tri-Axle Two Hoppers</strong></td>
<td></td>
<td></td>
<td><strong>Tri-Axle Tri-Hopper Out the Back</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37”x24’ / HGC</td>
<td>45”x102”x84”</td>
<td>1,859</td>
<td>1,494</td>
<td>2,041</td>
<td>1,640</td>
</tr>
<tr>
<td>27”x24’ / HGC</td>
<td>46”x102”x84”</td>
<td>1,900</td>
<td>1,527</td>
<td>2,086</td>
<td>1,676</td>
</tr>
<tr>
<td><strong>Tri-Axle Tri-Hopper Ahead of Suspension</strong></td>
<td></td>
<td></td>
<td><strong>Quad-Axle Tri-Hopper Out the Back</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37”x21’ / HGC</td>
<td>46”x102”x84”</td>
<td>2,044</td>
<td>1,642</td>
<td>2,229</td>
<td>1,791</td>
</tr>
<tr>
<td><strong>Quad-Axle Tri-Hopper Ahead of Suspension</strong></td>
<td></td>
<td></td>
<td><strong>B-Train</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33”x31’ / HGC</td>
<td>48”x102”x84”</td>
<td>2,103</td>
<td>1,480</td>
<td>2,303</td>
<td>1,851</td>
</tr>
<tr>
<td><strong>B-Train</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23”x25’ / HGC</td>
<td>Lead-28’-6”x102”x84”</td>
<td>1,412</td>
<td>1,135</td>
<td>1,536</td>
<td>1,234</td>
</tr>
<tr>
<td>23”x25’ / HGC</td>
<td>Pull-30”x102”x84”</td>
<td>1,387</td>
<td>1,115</td>
<td>1,507</td>
<td>1,211</td>
</tr>
</tbody>
</table>

* HGC = High Ground Clearance (Ag Hopper). STD = Standard Ground Clearance. The B-Train Pull Unit is also available with a 28’-6” length. 
Ask your authorized Wilson Sales Representative for capacity information on any additional sizes.

### Additional Trailer Options

- Michels’ Power Tarp Opener
- Crank Handle Storage
- Dual Trap Openers
- Interior LED Lights
- Shurco Power Tarp Opener
- Dump Valve Box
- Indented Tarp Bows
- Michels’ Auger