



WILSON

FLATBED

CF - 1080
AF - 1080

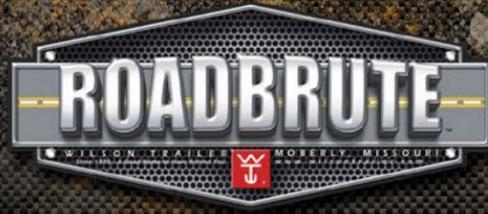


CF-1080
Roadbrute Combination
Steel and Aluminum Flatbed Trailer



AF-1080
Premier
All Aluminum Flatbed Trailer

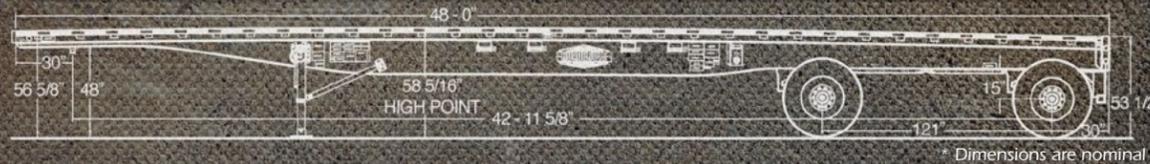




Since 1983 Wilson has produced the combo trailer, longer than any current manufacturer in North America. When Wilson introduced the combination steel and aluminum trailer, they ushered in a new era with significantly reduced trailer weights without diminished capacities.



The Roadbrute straight deck flatbed has played a prominent role in making the combination steel and aluminum flatbeds as popular as they are today. Our Roadbrute features outstanding weights, unbeatable capacities, and unprecedented durability at competitive prices.



* Dimensions are nominal

Roadbrute CF-1080

80,000 lb. Maximum Distributed Load

MAXIMUM CONCENTRATED LOAD IN POUNDS

LENGTH OF TRAILER IN WHICH LOAD IS CONCENTRATED

Length	4 Feet		10 Feet		20 Feet	
	A	B	A	B	A	B
48 FT.	45,000 20 430 kg	51,000 23 154 kg	47,000 21 338 kg	53,000 24 062 kg	52,000 23 608 kg	59,000 26 786 kg
53 FT.	39,000 17 706 kg	45,000 20 430 kg	41,000 18 614 kg	47,000 21 338 kg	46,000 20 884 kg	50,000 22 700 kg

A) 49" Axle spacing set at 54-1/2" fixed tandem setting or 49" axle spacing slider set at 62-1/2" tandem setting.
B) 10'-1" widespread set at 90-1/2" tandem setting

All concentrated loads are based on:

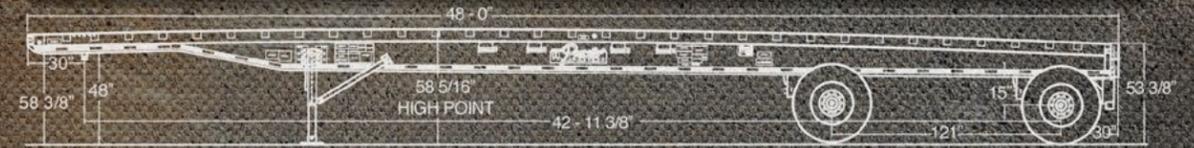
1) Load centered on trailer. 2) 30" king pin. 3) Load capacity of beams only. Floor material, crossmember spacing, axle capacity, tire capacity, etc. must be rated for the specific application of the trailer.

To determine capacity of the trailers with set-ahead suspensions, subtract the set-ahead distance from the trailer length and read the value corresponding to that length.

Wilson's Premier All Aluminum flatbed features a full-length (non-spliced) main beam on trailers up to 48 feet long. This includes both the top and bottom flanges plus the web section. No splices occur at any point along the beams, which improves the curb appeal and the trailer's structural integrity. The web sections are robotically cut to make certain they are identical to each other, which in turn enhances the trailer's overall stability.



The Premier AF-1080 All Aluminum flatbed has a base weight of approximately 8,000 lbs. on a typical 48 ft. unit and a 23" main beam depth. The trailer features one-piece aluminum flanges and sections without any splices and its load capacity rating is among the highest in the industry.



* Dimensions are nominal

Premier AF-1080

80,000 lb. Maximum Distributed Load

MAXIMUM CONCENTRATED LOAD IN POUNDS

LENGTH OF TRAILER IN WHICH LOAD IS CONCENTRATED

Length	4 Feet		10 Feet		20 Feet	
	A	B	A	B	A	B
48 FT.	43,000 19 522 kg	48,000 21 792 kg	47,000 21 338 kg	51,000 23 154 kg	53,000 24 062 kg	57,000 28 240 kg
53 FT.	---	43,000 19 522 kg	---	45,000 20 430 kg	---	52,000 23 608 kg

A) 49" Axle spacing set at 54-1/2" fixed tandem setting or 49" axle spacing slider set at 62-1/2" tandem setting.
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FLATBED Features

Wilson Trailer has long been recognized to be one of the most innovative manufacturers in the flatbed industry. This rings true even more today with unique features designed to enhance the strength and longevity of the trailer, and to ultimately provide Wilson's customers with their best value. Exciting advancements have been made to the trailer's side rails, floors, coatings and king pin areas, plus Wilson has made dramatic progress towards weight reduction and corrosion resistance. Check out all the features and advantages setting Wilson Trailer apart from the rest, then call your Authorized Wilson Sales Representative to discuss how Wilson can help you with your hauling needs.

New Side Rail



TJ Side Rail

Wilson's **patented** aluminum side rail and securement design is fully supported, top and bottom, with a new TJ style aluminum crossbar design that increases the strength of the rail and crossbar connections.

The rail has an integrated double "L" winch track that reduces weight, adds strength, and allows winches and strap securement to slide easier.

A "Quick Tie" plate receiving rail, located in the outside rail and below floor level, allows wider loads to be secured at multiple locations along the rail and not be susceptible to mud, ice and gunk build-up. The large cutouts in the outside rail easily fit 4" wide winch straps.

This aluminum side rail design receives a substantial amount of its strength from full height TJ aluminum crossbars fastened to each rail in three areas. The design provides unitized strength to the side rails, floor and crossbars, plus increases the side rail's securement capacities.

Wilson's corrosion resistant aluminum crossbars are much lighter than steel plus they will not rust or deteriorate. Compare that to the fast rust-out tendency of hi-tensile steel – Aluminum crossbars are your best value!



C Style Side Rail



C+ Style Side Rail



Wilson also offers a more traditional (C-style) side rail which allows the use of conventional stake pockets and pipe spools. The rail incorporates the integrated double "L" sliding winch track and utilizes the same TJ style crossbar. The C+ style adds the convenience of the "Quick Tie" plate receiving rail into the top of the side rail.

5 Year Warranty on Main Beam



The main beams of the Roadbrute and Premier are manufactured with a crowned "mirror image" of each other. This precision cut camber or "arch" removes the possibility of high or low beams on a Wilson trailer.

Automatic welding of the top and bottom flange on both sides of the beam to the web section produces an optimum weld penetration. The result is a unified one-piece flange and web design – No Splices and no potential for "section joint" cracking.

The main beams are made using one-piece, no-splice beams, which eliminates the weak spots that can invite beam and weld cracking.

"It would be difficult to find a manufacturer doing more to combat the destructive effects of corrosion on flatbed trailers than Wilson Trailer."

Rock chips and the corrosive chemicals used on today's roadways can have an unsightly and devastating effect on steel components that can shorten a trailer's life and reduce its value. That is why Wilson Trailer has taken industry leading steps to fight corrosion. Wilson shot blasts all steel components, followed by a chemical rinse, then paints on an anti-corrosive metal treatment called Corsol®. The result is an attractive flat black color that can be left as the standard final finish or it can be top coated with the color of your choice. Corsol is a copolymer that molecularly bonds to the metal surface to prevent corrosion from blistering, peeling and undercutting the surface. To prevent any galvanic corrosion between dissimilar metals, Wilson also places a copolymer material between the aluminum and steel trailer components.



The **King Pin** area is coated inside and out with Corsol to seriously reduce corrosion in this critical area. The design is also void of any corrosion harboring tubes plus it makes use of the full-width aluminum crossbars which add strength while reducing the trailer's overall weight.

Aluminum Components Fight Corrosion

Wilson Trailer continues the battle against corrosion by making use of as many long lasting, lightweight aluminum components as possible. Aluminum's natural ability to resist corrosion means rusting issues will not compromise the component's strength; it will remain strong and durable. Aluminum is also much lighter than steel without sacrificing load capacity which means you will be able to haul more payload with confidence.



Full height aluminum supports provide greater beam stabilization.



Aluminum landing gear braces are lighter than steel and withstand the beating from rocks and road debris.



Wilson's aluminum crossbar clips are attached to the main beams and the crossbars using corrosion resistant stainless steel fasteners. A copolymer material is also placed between the aluminum clip and steel beam to insulate the two dissimilar metals. Couple this concept with the insulating properties of the Corsol metal coating and the result is your best defense against electrolysis.



FLATBED Features

WILSON FLATBED Options



One Tough Floor!



The floors of the Roadbrute and Premier are made of 1-3/8" thick extruded aluminum flooring material with apitong nailer strips, both running the full length of the trailer without any splices. This makes the trailer very stable and successfully reduces side sway.



Support legs are positioned directly under the extrusion ridges to provide a greater foundation for Wilson's aluminum floor plank.

Wilson's floors are fastened to every aluminum crossbar using two 5/16" grade 8 screws. The use of double screws and full-length flooring material gives the Roadbrute and the Premier outstanding floor capacity and floor life.

QUICK TIE PLATE FLOOR PLANK EXTRUSIONS

Available on Roadbrute and Premier models with TJ and C Style rails.



Utilize more floor space for multi-directional securement with Wilson's optional aluminum floor plank extrusions. As shown in the cross section above, the full length extrusions accept the same quick tie plate securement system as our patented side rails. The extrusions can take the place of the wood nailers in combinations of two, four or six. For reinforced strength, the openings for the quick tie plates are located directly above the trailer crossbars, giving you reliable securement locations every 18 inches* along the entire length of the trailer!

*Quick Tie plate openings are determined by crossbar spacing. Optional 12" and 15" crossbar spacings are also available.

Optional Floors

Wilson's floors are a rugged 1-3/8" thick and are standard with two apitong nailer strips. Several other configurations are available. Talk to your Wilson Authorized Sales Representative to specify the correct floor for your needs.



2 Nailers (Standard)



4 Nailers



6 Nailers



Full Apitong



All Aluminum



Quick Tie Plate Floor Plank

Suspension Options

Wilson offers a variety of optional suspensions designed to make the most of gross weight limitations depending on your locale. One of our more popular suspensions is the 10'-1" Spread Axle as shown to the right.



10'-1" Spread Axle Set Ahead



Closed Tandem Axle



Tri-Axle



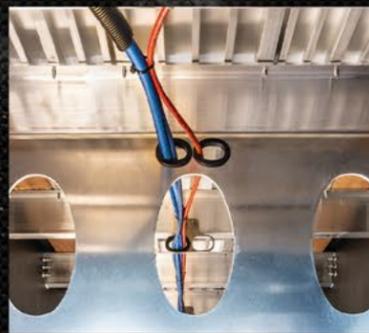
Quad Axle Rear Lift



Sliding Axle



Roadbrute and Premier flatbeds with set-ahead suspensions come standard with a reinforced Rear Impact Guard meeting FMVSS 223 and CMVSS 223 standards.



Internally grounded Grotte Ultra Blue sealed wiring harness carries a 10 year warranty. All lights are LED.



Wilson's redesigned front end has a cleaner, lower profile with gladhand and electrical hookups mounted on a removable access plate



Options



Side Rail Options

Besides offering two distinct and PATENTED side rails, Wilson provides some additional ways for you to equip your trailer. For instance, double pipe spools can be added for extra securement options and rub rail strength, and instead of the standard offset stake pocket placement, a center position can be selected, or the rail can be specifically made without stake pockets to help eliminate moisture that would otherwise come through the stake pocket openings.



Center Stake Pocket



TJ Side Rail - No Slots

Double Pipe Spools

Light Options



Oval MicroNova@ (Std)



Dot Micro Nova



2" Clearance LED



MicroNova@ with Stainless Bezel



Recessed Center Turn LED



Caution Wide Turns Center Turn



Clear MicroNova@



Center Turn LED



Crossbar Mount Center Turn Hanger

Securement Options



Quick Tie Plate



Standard Fixed Winch



Recessed Permanent 3 Bar Winch



Sliding Flat Hook & Chain Hook



Sliding Winch



Sliding Winch Hook



C-Style Rope Hook



Winch Hook & J Style Rope Hook



In-Rail Chain Tie Down

Miscellaneous Options



Bulkheads



Tool Boxes



Spare Tire Carrier



Tire Inflation System



Landing Gear Gladhand Hookups



Moffett Kit

Wilson Trailer offers a coil package that includes 6 stub crossbars and two additional full-height cross structures.



Hubodometer

90,000 LB Capacity Models

*90,000 Maximum Distributed Load

These two models are built for the extreme loads with their 29" main beam depth – Great for hauling coil.



CF-1090

Combination Steel & Aluminum Trailer



AF-1090

All Aluminum Trailer



Roadbrute CF-1090 | Premier AF-1090

90,000 lb. Maximum Distributed Load

MAXIMUM CONCENTRATED LOAD IN POUNDS

Length	LENGTH OF TRAILER IN WHICH LOAD IS CONCENTRATED					
	4 Feet		10 Feet		20 Feet	
	A	B	A	B	A	B
45 FT.	61,000	67,000	66,000	70,000	71,000	78,000
	27 694 kg	30 418 kg	29 964 kg	31 780 kg	32 234 kg	35 412 kg
48 FT.	57,000	65,000	61,000	67,000	67,000	73,000
	25 878 kg	29 510 kg	27 694 kg	30 418 kg	30 418 kg	33 142 kg

- A) 49" Axle spacing set at 54-1/2" fixed tandem setting or 49" axle spacing slider set at 62-1/2" tandem setting.
- B) 10'-1" widespacer set at 90-1/2" tandem setting

All concentrated loads are based on:

- 1) Load centered on trailer.
- 2) 30" King pin.
- 3) Load capacity of beams only. Floor material, crossmember spacing, axle capacity, tire capacity, etc. must be rated for the specific application of the trailer.

To determine capacity of the trailers with set-ahead suspensions, subtract the set-ahead distance from the trailer length and read the value corresponding to that length.

50 FT. and 53 FT. length models also available. Ask your nearest sales representative for weight capacities.



B-Train (CL-1080, CP-1080 or CL-1060, CP-1060)



Wilson Trailer's B-Train configuration allows for nearly 63 feet of load space. The lead and the pull trailers are available in both 60,000 and 80,000 lb load capacities.

Lightweight and long-lasting aluminum components are used with high-tensile steel to create a rugged set of trailers designed for the big haul. Because of aluminum's built-in corrosion resistance, you will enjoy lower maintenance costs and more income producing time on the road.



Not all equipment shown is considered standard.

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