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2023 Air Tow UT14-12 Flatbed Trailer

Stock#: C16315	Year: 2023	Manufacturer: Air Tow
Width: 75" or 6'3"	Length: 168" or 14'0"	Weight: 3450
GVWR: 15450	Payload: 12000	Color: BLUE
#Axles: 2	Axle Capacity: 7000.00	
URL: https://hitchinpostrv.com/2023-air-tow-ut14-12-flatbed-trailer-14Bp.html		

MSRP	\$22,235.00
Price	\$21,430.00

Features

- Heavy Duty 5000 LB Drop Leg Jack	- Break away Switch	- ST235/85 R16 LRF; 16" 8 Bolt Wheels
- Hydraulic Lift	- Steel Plate Floor	- Spare Tire Mount
- DOT Approved Lighting	- 7-Way Plug	- LED Lighting
- Insulated Wire Harness	- Lockable Front Power Compartment - 6 AMP Battery Charger; Plugs into 110V Outlet; 12V Motor; Hydraulic Pump & Tank; Remote Hydraulic Control	- D-Rings Installed
- Steel Fenders Part of Frame	- 18" Beavertail w/Knife Edge	- 2 Adjustable Safety Chains w/Hooks
- Adjustable 5-Position 2 5/16" Coupler	- Rubber Torsion Suspension	- Electric Brakes on All Hubs
- Flush LED Ramp Lights	- Lockable Front Storage Compartment	- Spare Tire & Wheel

Description

The unique Air Tow Flatbed uses a totally different concept to make loading easier and safer. The trailer deck remains completely level as it raises and lowers hydraulically in less than 30 seconds. Air Tow adds the advantage of making loading a one man job even in adverse weather conditions and eliminates the need for ramps or a tilt deck. At ground level you simply drive your equipment onto the trailer. Ground level loading is especially useful for equipment with poor traction or low ground clearance. Common uses for the UT14-12 trailer include safes, vending machines, skid steers, forklifts, etc.

This Air-Tow model features its unique, exclusive Floating Torsional Rubber suspension system with floating axles mounted in a heavy duty roller bearings. The suspension has a progressive spring rate, the further it is compressed the stiffer it becomes. It is gradually stiffened according to the load being applied by progressively increasing in proportion to the load. The rubber suspension can withstand severe shock loads at maximum capacity without bottoming out which

greatly reduces forces transmitted to the trailer frame and cargo.