



Trailer

Sixteen position bike trailer p/n 100608

Twelve position bike trailer p/n 100470

****This trailer was designed to address the need to transport large quantities of bicycles in one trip. Originally sold to UC Santa Cruz, this has proven to be just the solution for National Parks and large campuses alike. Incorporating our independent quick loading trays ensures your route schedule will stay right on track. Manufactured to accommodate either 12 or 16 (pictured) bikes, this trailer avoids leaving anyone at the curb with their bike!***

Features & Benefits

- Carry up to 16 bicycles at once – Don't leave anyone behind
- The rack contacts bike tires only – No contact to frame means no damage to bicycles
- Durable, high quality trailer and running gear – Low cost of maintenance
- Minimal length and width allow the trailer to be quite maneuverable – Easy to turn around in small spaces
- Rear wheel spring hoop and unique support arm afford an intuitive, quick and secure loading system – Insures the user can operate with one hand quickly and easily
- Bikes can be independently removed from the carrier, regardless of their orientation – Allows the user to remove only their bicycle promoting quick loading and unloading

Specifications

Dimensions and Capacities:

Benefit:

The basic Trailer capacity is 12 bikes. A 16 bike version is also available.	Allows transit vehicles to transport up to 16 bicycle passengers at once.
The 12 bike trailer measures 180" long and 76" wide unloaded. Loaded with bikes, the length can be up to 186" and up to 82" wide, depending on handlebar width and tire size of the bikes.	Every effort is made to reduce the footprint of this trailer making it as maneuverable as possible.
The load height is approximately 28". This is how high a bike must be lifted to load into the rack. Load height will vary depending on load, trailer tire pressure, and hitch ball height.	Kept as low as possible, this height allows passengers of all sizes to load and unload their bike unassisted.
Gross Vehicle Weight Rating is 2,000 lbs. Your vehicle and hitch must be rated to tow this GVW. Trailers will attach to any vehicle offering a 2" ball. We recommend using a hitch rated Class III or higher. Optimum ball elevation is 18". No trailer brake connection is required.	Easily capable of handling the weight of a fully loaded trailer.
Trailers are equipped with a wheeled tongue jack rated to 800 lbs.	In the event the trailer needs to be removed while loaded, this jack provides more than enough support for the load.
The Trailer employs an independent suspension axle with EZ-lube spindles. Low profile tires and fenders are standard and do not inhibit bike loading.	Allows the trailer to ride smoothly and evenly over varied terrain in turn keeping the bikes stable and damage free.
The Trailer lighting system is connected to the towing vehicle via a common "Flat 4" connector. Brake, tail, and license plate lights are standard. Reflectors are attached on sides and rear for increased visibility.	Most common of all vehicle lighting connections, this system allows a quick disconnect and affords the most variety of tow vehicles.

Operation:

Benefit:

The trailer is outfitted with specially designed Sportworks' Bike Racks using our unique front wheel hook and rear wheel hoop that does not require any attention from the user.	Intended to insure that the user can operate the rack with one hand. Also aids in reducing loading and unloading times.
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Safety and Construction:

Benefit:

The trailer is WA State and Federal D.O.T. compliant. (Consult your state D.O.T. for local requirements).	Street legal in all 50 United States.
Bike Racks are spaced at 12" centerline increments, with adjacent bicycles offset and pointed towards opposite sides of the trailer.	This arrangement minimizes the size of the trailer while maximizing the ease of user access. NOTE: bicycles will be loaded from both sides of the trailer, so loading areas safe from traffic must be provided.
The Bike Racks have a quality powder coated finish. All fasteners and exposed or moving parts on the Racks are either stainless steel or plated with high grade yellow zinc-dichromate.	Provides corrosion resistant coating to ensure long lasting durability.
The Trailer frame is constructed of heavy-duty structural steel channels and tubing. After being sandblasted, the frame is finished with three layers of paint: a Zinc Clad II primer, followed by Re-coatable Epoxy, then Acrolon polyurethane, providing a very durable surface.	Provides corrosion resistant coating to ensure long lasting durability.