

Triad Trailers LLC

Celebrating 50 years of high-quality custom-built trailers



Harbor 20 Float Off/On Package

Information and pricing for the Harbor 20

Base Triad Trailer models

THE LIFT-OFF

If you have access to a travel hoist and have no desire to ramp launch your boat, then our Lift-Off models are for you. Initially designed for the racer, the Lift-Off trailer has become increasingly popular among sailors with different needs. The lift-off trailer is priced right, making it economical for dry sailing, vacationing, winter storage, and hull work.



THE FLOAT-OFF

There has been an increasing demand for trailers to launch and retrieve all types of sailboats. We took our Lift-Off concept a little further and developed our Float-Off trailer. Utilizing an axial extension bar, keel guides, and a bow stop with a launching and retrieval winch, we have created the user-friendliest float-off trailer available on the market. Like the rest of our trailers, all our Float-Off models are custom-crafted. The height and placement of keel guides, the height of the winch, and the length of the extension bar are all designed around the boats' hull and keel configuration.



THE SPECIAL FLOAT-OFF PACKAGE

Initially introduced for heavy sailboats or sailboats with deep drafts, the Special Float-Off Package is popular with trailer sailors utilizing many different launching ramps. Our Special Float-Off Package can accommodate almost any launch needs. The design consists of keel guides, a bow stop and ladder with a winch, an extension bar up to 24 feet long, and a front airplane-launching wheel that swivels 360 degrees. With this configuration, you should be able to submerge almost any reasonably sized boat deep enough in the water to float the boat off the trailer easily.



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Triad Trailers LLC

Harbor 20 Triad Trailer Price Schedule

Single Axle packages

No brakes available only in AL, DE, MA, NC, RI, TX
Up to 3,850-pound gross vehicle weight rating

Lift-Off*

Single 3,750-pound capacity leaf spring sprung axle.
 This model is not equipped with brakes.
 Hot-dip galvanized trailer finish

\$ 4,140.00

Float-Off*

Single 3,750-pound capacity leaf spring sprung axle.
 This model is not equipped with brakes.
 Hot-dip galvanized trailer finish

\$ 4,955.00

Special Float-Off*

Single 3,750-pound capacity leaf spring sprung axle.
 This model is not equipped with brakes.
 Hot-dip galvanized trailer finish

\$ 5,790.00

Single Axle packages

Equipped with brakes
3,850-pound gross vehicle weight rating

Lift-Off*

Single 3,750-pound capacity galvanized leaf spring sprung axle.
 This model is equipped with 2-wheel Galvx rotor hydraulic surge
 disc brakes or electric drum brakes.
 Hot-dip galvanized trailer finish

\$ 4,875.00

Float-Off*

Single 3,750-pound capacity galvanized leaf spring sprung axle.
 This model is equipped with 2-wheel Galvx rotor hydraulic surge
 disc brakes.
 Hot-dip galvanized trailer finish

\$ 5,635.00

Special Float-Off*

Single 3,750-pound capacity galvanized leaf spring sprung axle.
 This model is equipped with 2-wheel Galvx rotor hydraulic surge
 disc brakes.
 Hot-dip galvanized trailer finish

\$ 6,485.00

*** All trailer costs above are FOB Raleigh, NC, and do not include delivery fees.**

Harbor 20 Triad Trailer Triad Trailer Options

Options for all trailer models

Bow stop and ladder- Included equipment with Float On/Off and Special Float On/Off Packages.	\$ 265.00
Forward mast carrier- requires the bow stop and ladder option.	\$ 110.00
Spare tire and trailer mount	\$ 185.00
LED light package	\$ 45.00
Rear stabilizing jacks- minimum 2,000-pound capacity each	\$ 110.00 each
Ratchet tie-down straps- 5,000# rating- 25 feet each (1 pair needed)	50.00- per one pair
Black polymer triangular trailer tongue toolbox 36" back width x 18" front width x 18" tall x 19" front to back. Lift On/Off Models only.	\$ 260.00

Running gear and brake options

Upgrade spring-sprung suspension to Dexter Marine Products Eliminator independent rubber ride torsion bar suspension. For more information, [Click for a torsion bar informational video.](#) \$ 250.00

Upgrade to Kodiak stainless steel disc brakes from Galvx coated disc brakes. Kodiak disc brakes have stainless steel rotors, calipers, and mounting brackets. [Click for the Kodiak disc brake brochure.](#) \$ 780.00



Harbor 20 Float Off/On Package

Popular trailer configurations

Yacht club, winter storage, and light-use trailer.

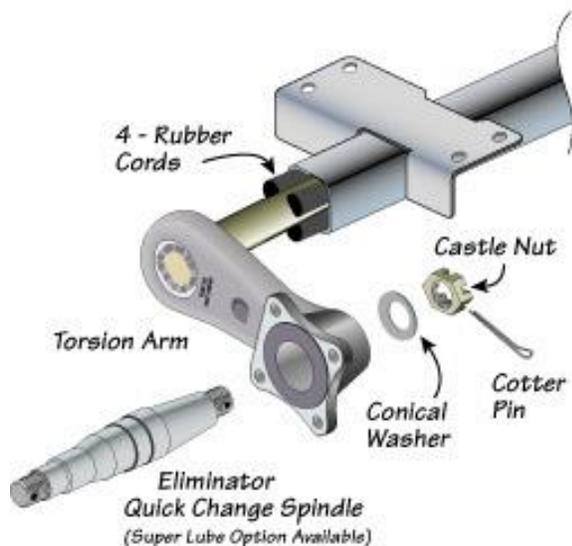
Recommended brake system and trailer options are listed below. Please see page 4 for the current pricing.

-  Hydraulic surge brakes
-  Bow stop and ladder- included equipment with Special Float-Off model.
-  2- Rear stabilizing jacks. Located behind axles. They are Used to stabilize the trailer during storage and relieve weight on trailer tires and suspension.
-  Spare tire and trailer mount

Additional suggested options for trailers that will travel extensive mileage or frequent highway travel.

Recommended options are listed below. Please see page 4 for the current pricing.

-  Upgrade Galvx-coated disc brakes to Kodiak stainless steel disc brakes. This option is recommended for trailers submerged or stored in a saltwater environment. [Click for the Kodiak disc brake brochure.](#)
-  Upgrade the trailer suspension from leaf-sprung to Eliminator torsion bar suspension. [Click for a torsion bar informational video.](#)



Eliminator torsion bar suspension



Kodiak stainless steel disc brakes

Important Note: The above-recommended trailer packages are recommendations made based on sales of our most popular options as well as customer feedback. Triad Trailers Ltd. cannot be held responsible if a customer is dissatisfied with their selected options. Our options are to assist the trailer owner while operating and storing the trailer.

Trailer Materials and components

Trailer frame	4-inch structural C channel side rails, 3-inch structural C channel cross members, 1.5-inch x 1.5-inch angle iron, schedule 40 pipe, assorted structural tubing sizes
Axles	Single 3,750-pound capacity galvanized leaf spring sprung axle. All axles are equipped with Dexter Marine Products SUPER-LUBE bearing lubrication system. Click for a Super-Lube bearing informational video.
Brakes- may be required in your state by law. Please contact Triad Trailers for your state's brake laws.	10-inch x 2-1/2-inch electric brakes of 10 in Galvx rotor hydraulic surge disc brakes. Click for a disc brake informational video.
Hydraulic surge brake actuator on trailers equipped with hydraulic surge brakes.	Tie Down model 66- 6,600-pound capacity hydraulic surge brake actuator requiring a 2-inch ball.
Coupler: trailers not equipped with brakes or equipped with electric brakes	Minimum 5,000-pound capacity coupler requires a 2-inch trailer ball.
Electrical connector- trailer side	<u>Electric brakes:</u> 7-Way RV Style plug - 6 flat blades surrounding 1 round pin. <u>No Brakes:</u> 4-Way flat - 3 males & 1 Female <u>Hydraulic surge disc brakes:</u> 5-Way flat - 4 males & 1 Female
Tires	ST205/75R15 LR C radial ply tires mounted on 5-hole wheels.
Wheels	Tires will be mounted on hot dip galvanized wheels.
Front Jack	2,000-pound capacity front jack with removable swivel caster wheel
Safety Chains	Class 4. 7,500-pound capacity per cable. 36" with latch hook- black vinyl coated- cable size: 5/16 - 3/8 X 7 X 19
Lights	All trailer lights are fully submersible and meet or exceed DOT requirements. LED lights are optional
Hull support pads	6 screw poppet pads that are adjustable in height will support the hull. The adjustment allows you to perform hull work on the boat while loaded on the trailer.
Keel support	10-inch structural channel covered with marine-grade carpet
Trailer finish	After the trailer frame is welded as one complete unit it will be hot tip galvanized.

Float-Off Package Additional Equipment

Bow stop and ladder	The bow stop will be constructed of structural tubing. Atop the bow stop will be an 1,800-pound capacity launching and retrieval winch. When design permits the bow stop will be fabricated with a ladder allowing you access to the launching and retrieval winch and the bow of the boat.
Extension tongue	The Float-Off trailer is equipped with an axial extension tongue that averages 10 feet in length.
Keel guides	Carpeted keel guides are standard on 99% of our Float-Off models. Their purpose is to keep the boat centered while you are launching and retrieving.
Braking system <u>on Float-off trailer only</u> . Special Float-off package will not have this feature	The hydraulic braking system will have a hydraulic brake quick disconnect so the extension bar can be extended. Electric brakes are not recommended on float-off trailers used in salt water.
Front roller	The hull will also be supported by a roller located forward of the keel under the centerline of the boat. The roller keeps the bow elevated during launching and retrieval which eliminates conflict with the trailer winch.

Special Float-Off Package Equipment changes & additions from Float-Off Package

Extension tongue	On Special Float-Off models, the extension bar is located off the centerline (as opposed to a centerline extendable tongue on a Float-Off package) and can be up to 20 feet long. The extension tongue is not designed to resist tongue weight. Instead, it is designed to push and pull the weight of the boat and trailer. The extension bar has a pivot feature that prevents the bar from bending due to downward tongue weight forces. The front launching wheels support tongue weight forces.
Front launching wheel	A set of launching wheels at the front of the trailer supports the tongue weight while launching and retrieving. The launching wheels can also be used to manually move the trailer.

A few things that make Triad Trailers The Only Choice

Family-owned and operated.

50 year's experience in the sailboat trailer design and construction field

Trailer plans for hundreds of sailboats from all years

Custom-crafted from structural steel to exceed your and your boat's needs.

Designed to the hull of your boat, providing a specialized tailored fit, not a forced fit.

Mig welded connections for superior strength.

100% hull accessibility to perform hull work on 98% of our trailers.

Custom-tailored to the load for exceptional balance and tracking

Lift-on/off or ramp launching packages are available.

A diversified selection of options to choose from- we will build it the way that suits you.

The highest resale value of any trailer in its class

A Custom Fit

Unlike powerboat trailers, sailboat trailers must be designed according to the boat's specific hull shape, keel configuration (placement, size, and type), center of gravity, and the draft. Considering these factors, we designed our trailers to provide a custom fit, not a forced fit. We have designed hundreds of different trailers for various sailboats, either in production today or out of production for quite some time. If we do not have a trailer plan for your sailboat in our files, we will either locate line drawings of the boat's hull or measure an identical sister ship.

Axles

The suspension system (axles) is a trailer's most important structural feature. The axles dampen the effects of road shock, determine the trailer's carrying capacity, and determine the distance the keel will ride from the road surface. Years of experience and thousands of Triad Trailers have led us to believe that Dexter Marine Products produces the most technologically advanced axles. Both conventional spring-sprung axles and independent suspension rubber ride torsion axles are incorporated into our trailers. Refer to this proposal's Material and Components section for the suspension system used on this trailer.

An added advantage of our axles is that we have them equipped with a unique bearing lubrication system, which allows the axle to be lubricated without removing the hubs or Galvx-coated disc brakes from the axle. This feature consists of axle spindles specially drilled and fitted with a grease zerk in their ends. When grease is pumped into the zerk, it is channeled to the inner bearing and then flows back to the outer bearing, eventually exiting the grease cap hole. Please [Click for a Super-Lube bearing informational video](#).

Galvanizing

Galvanizing is the process of dipping bare steel into a tank filled with molten zinc. During the process, the molten Zinc adheres to the raw steel and creates a rugged rust-resistant finish. We offer a hot dip galvanized finish on most Triad Trailer models.

Trailer Lighting

Safety is our top priority at Triad Trailers, LLC. We have chosen lights that are rust-resistant, submersible, and aesthetically pleasing. All lights installed on Triad Trailers either meet or exceed the D.O.T. requirements for trailers over 80 inches in width on the date that the trailer is manufactured. Jammy International is the major supplier of our trailer lighting.

Trailer Components

At Triad Trailers, we proudly display our name on every trailer we fabricate, so there is no wonder why we protect our reputation by using the most durable trailer components available. As you read through this information, you may notice that we give the manufacturers names of the trailer accessories we incorporate into the trailer designs. We have nothing to hide because we have confidence in our suppliers. Therefore, if you would like additional information on our trailer component manufacturers at any time, please contact us. We will do our best to supply you with the needed information.



Alerion 20 Float Off/On Package

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