These are all of the possible configurations for the reel trailer:

## CES6 This part of the specification should always be shown

| | | |
|---|---|---|
| General: | GVWR: | 8710 lbs. |
| | GAWR: | 8000 lbs. |
| | Estimated Empty Weight: | 2430 lbs. |
| | Total Capacity: | 6140 lbs. |
| | Overall Dimensions: | 158-13/16" x 102" x 83-7/8" (L x W x H) |
| | Hitch: | 3" Towing eye, adjustable, 12,000 lbs. gross trailer weight |
| | Safety Chains: | 3/8" Grade 43 steel chain with clevis hooks and safety latches |
| Running Gear: | Tires: | 235/85R16 LRG capacity = 4400 lbs @ 110 psi |
| | Wheels: | 16 x 6K with 8 bolts on a 6.5" bolt circle |
| | Brakes: | Electric |
| | Axles: | 8000 lb Galvanized Dexter Torflex axle |
| Frame: | Frame Rails: | C7 X 9.8 channel (continuous) |
| | Cross Members: | 7 GA Formed HR steel ASTM A1011 and 1/4" HR Plate ASTM A36 |
| Reel Carrier: | Reel Size: | 120" maximum diameter x 62-1/2" wide x 6000 lbs. maximum weight |
| | Maximum Usable Width: | 66-1/2" without Reel Locks |
| | Reel Shaft: | 2 ½" diameter with locking mechanism. |
| Self-load: | Hydraulic System: | Single Cylinder with directional control. Truck tool circuit hydraulic supply. |
| Finish: | | Galvanized |
| Electrical: | Wire Harness: | No internal splices, enclosed in protective loom and routed inside frame |
| | Breakaway system: | To Federal D.O.T. standards with 12V gel cell battery and breakaway switch |
| | Electrical Connection: | 7 pin plug |
| | Lighting/Conspicuity: | To Federal D.O.T. standards. |
| Other: | Tongue jack: | Hammerblow 7,000 lb. lift, 8,000 lb. capacity, top crank, drop leg. 6" sand foot |
| | Manual supplied in water resistant holder | |

## OPTIONAL EQUIPMENT CHOICES

### CES6-E

Electric / Hydraulic: 12V – 2-way pump, Check valve, Plastic reservoir, Control box with cord, 12V battery with solar maintainer Housed in tongue mount box.

### CES6-G

Gas / Hydraulic: 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return Angle Brackets on tank for mounting, AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed.

### CES6-W

Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

### CES6-EW

Electric / Hydraulic: 12V – 2-way pump, Check valve, Plastic reservoir, Control box with cord, 12V battery with solar maintainer Housed in tongue mount box.

Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

### CES6-GW

Gas / Hydraulic: 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return Angle Brackets on tank for mounting, AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed.

Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

## CES6-O

Over Spin Brake: One Silicon Bronze 9” over spin brake, swing away caliper and power arm

## CES6-OW

Over Spin Brake: One Silicon Bronze 9” over spin brake, swing away caliper and power arm
Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

## CES6-EO

Electric / Hydraulic: 12V – 2-way pump, Check valve, Plastic reservoir, Control box with cord, 12V battery with solar maintainer Housed in tongue mount box.
Over Spin Brake: One Silicon Bronze 9” over spin brake, swing away caliper and power arm

## CES6-GO

Gas / Hydraulic: 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return Angle Brackets on tank for mounting, AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed.
Over Spin Brake: One Silicon Bronze 9” over spin brake, swing away caliper and power arm.

## CES6-EOW

Electric / Hydraulic: 12V – 2-way pump, Check valve, Plastic reservoir, Control box with cord, 12V battery with solar maintainer Housed in tongue mount box.
Over Spin Brake: One Silicon Bronze 9” over spin brake, swing away caliper and power arm
Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

## CES6-GOW

Gas / Hydraulic: 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return Angle Brackets on tank for mounting, AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed.
Over Spin Brake: One Silicon Bronze 9” over spin brake, swing away caliper and power arm
Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

## CES6-T

Brake Mechanism: One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets. Molded, non-asbestos linings.
Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.
Hub is machined from billet steel and zinc nickel plated.
Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate. Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.
Aluminum rotor guard supplied.
Torque max (Static): 6500 ft. lb.
Torque max (Dynamic): 5200 ft. lb.
Lining area (combined): 61sq. in.
Knurled pad backers.
Spindle to brake interface is Keyway as shown below.
Interface tested to 12,000 lb/ft torque.
"Free Axis" Caliper.
Rotor and pads can withstand temperatures up to 525°F.

## CES6-TW

| | |
|---|---|
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets.<br>Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate.<br>Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers. "Free Axis" Caliper.<br>Spindle to brake interface is Keyway<br>Interface tested to 12,000 lb/ft torque.<br>Rotor and pads can withstand temperatures up to 525°F. |
| Wheel Chocks: | Two Worden LWG wheel chocks and holders. One mounted on each fender |

## CES6-ET

| | |
|---|---|
| Electric / Hydraulic: | 12V – 2-way pump, Check valve, Plastic reservoir, Control box with cord, 12V battery with solar maintainer<br>Housed in tongue mount box. |
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets.<br>Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate.<br>Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers. "Free Axis" Caliper.<br>Spindle to brake interface is Keyway<br>Interface tested to 12,000 lb/ft torque.<br>Rotor and pads can withstand temperatures up to 525°F. |

## CES6-ETW

| | |
|---|---|
| Electric / Hydraulic: | 12V – 2-way pump, Check valve, Plastic reservoir, Control box with cord, 12V battery with solar maintainer<br>Housed in tongue mount box. |
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets.<br>Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate.<br>Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers. "Free Axis" Caliper.<br>Spindle to brake interface is Keyway<br>Interface tested to 12,000 lb/ft torque.<br>Rotor and pads can withstand temperatures up to 525°F. |
| Wheel Chocks: | Two Worden LWG wheel chocks and holders. One mounted on each fender |

## CES6-GT

| | |
|---|---|
| Gas / Hydraulic: | 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return Angle Brackets on tank for mounting, AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed. |
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets.<br>Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate.<br>Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers. "Free Axis" Caliper.<br>Spindle to brake interface is Keyway<br>Interface tested to 12,000 lb/ft torque.<br>Rotor and pads can withstand temperatures up to 525°F. |

## CES6-GTW

| | |
|---|---|
| Gas / Hydraulic: | 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return Angle Brackets on tank for mounting, AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed. |
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets.<br>Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate.<br>Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers. "Free Axis" Caliper.<br>Spindle to brake interface is Keyway<br>Interface tested to 12,000 lb/ft torque.<br>Rotor and pads can withstand temperatures up to 525°F. |

## CES6-R

Brake Mechanism: One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets. Molded, non-asbestos linings.
Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.
Hub is machined from billet steel and zinc nickel plated.
Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate. Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.
Aluminum rotor guard supplied.
Torque max (Static): 6500 ft. lb.
Torque max (Dynamic): 5200 ft. lb.
Lining area (combined): 61sq. in.
Knurled pad backers.
Spindle to brake interface is Keyway as shown below.
Interface tested to 12,000 lb/ft torque.
"Free Axis" Caliper.
Rotor and pads can withstand temperatures up to 525°F.

Drive Mechanism: Motor - 24.2 cubic in/rev with manifold mounted cross-port relief valve. Fitted with 12 tooth sprocket for #60 roller chain.

Driven Sprocket: 48 tooth for #60 roller chain fitted with oil lite bushing at brake hub interface. Entire assembly is yellow zinc plated. Chain and sprockets covered by aluminum chain guard.

Performance: 4/1 standard ratio = 7RPM free speed, 2,000 lb./ft. torque at end of power arm in standard configuration.

Drive Clutch: Billet steel clutch body with yellow zinc plating houses two grade 304 stainless steel pins .623” diameter. Pins are individually acted upon by two stainless steel compression springs and linked via aluminum actuator handle. The clutch state is etched on the actuation handle (FREE/LOCK). When drive sprocket is engaged, pins automatically lock into position. Interior of handle maintains a 2.75” radius for easy grip with gloved hands. This system can be added as a bolt on option to the brake system.

Hydraulic power: Truck tool circuit. Directional valve supplied.

## CES6-RW

Brake Mechanism: One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets. Molded, non-asbestos linings.
Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.
Hub is machined from billet steel and zinc nickel plated.
Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate. Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.
Aluminum rotor guard supplied.
Torque max (Static): 6500 ft. lb.
Torque max (Dynamic): 5200 ft. lb.
Lining area (combined): 61sq. in.
Knurled pad backers.
Spindle to brake interface is Keyway as shown below.
Interface tested to 12,000 lb/ft torque.
"Free Axis" Caliper.
Rotor and pads can withstand temperatures up to 525°F.

Drive Mechanism: Motor - 24.2 cubic in/rev with manifold mounted cross-port relief valve. Fitted with 12 tooth sprocket for #60 roller chain.

Driven Sprocket: 48 tooth for #60 roller chain fitted with oil lite bushing at brake hub interface. Entire assembly is yellow zinc plated. Chain and sprockets covered by aluminum chain guard.

Performance: 4/1 standard ratio = 7RPM free speed, 2,000 lb./ft. torque at end of power arm in standard configuration.

Drive Clutch: Billet steel clutch body with yellow zinc plating houses two grade 304 stainless steel pins .623” diameter. Pins are individually acted upon by two stainless steel compression springs and linked via aluminum actuator handle. The clutch state is etched on the actuation handle (FREE/LOCK). When drive sprocket is engaged, pins automatically lock into position. Interior of handle maintains a 2.75” radius for easy grip with gloved hands. This system can be added as a bolt on option to the brake system.

Hydraulic power: Truck tool circuit. Directional valve supplied.

Wheel Chocks: Two Worden LWG wheel chocks and holders. One mounted on each fender

## CES6-GR

| | |
|---|---|
| Gas / Hydraulic: | 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed. |
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets. Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate. Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers.<br>Spindle to brake interface is Keyway as shown below.<br>Interface tested to 12,000 lb/ft torque.<br>"Free Axis" Caliper.<br>Rotor and pads can withstand temperatures up to 525°F. |
| Drive Mechanism: | Motor - 24.2 cubic in/rev with manifold mounted cross-port relief valve. Fitted with 12 tooth sprocket for #60 roller chain. |
| Driven Sprocket: | 48 tooth for #60 roller chain fitted with oil lite bushing at brake hub interface. Entire assembly is yellow zinc plated. Chain and sprockets covered by aluminum chain guard. |
| Performance: | 4/1 standard ratio = 7RPM free speed, 2,000 lb./ft. torque at end of power arm in standard configuration. |
| Drive Clutch: | Billet steel clutch body with yellow zinc plating houses two grade 304 stainless steel pins .623” diameter. Pins are individually acted upon by two stainless steel compression springs and linked via aluminum actuator handle. The clutch state is etched on the actuation handle (FREE/LOCK). When drive sprocket is engaged, pins automatically lock into position. Interior of handle maintains a 2.75” radius for easy grip with gloved hands. This system can be added as a bolt on option to the brake system. |

## CES6-GRW

| | |
|---|---|
| Gas / Hydraulic: | 5.5 HP Honda GX160 Recoil Start Engine, 2 GPM Gear Pump, 7 Gallon Steel Tank, 10 Micron Return Filter, Suction Strainer, Filler / Breather, Sight Gauge, Pressure Relief & Pressure Gauge, SAE #6 Male JIC Fittings on Pressure & Return AW46 Hydraulic Oil. Cylinder and/ motor control valve as needed. |
| Brake Mechanism: | One 16" ventilated aluminum/bronze rotor, ductile iron shoes and brackets. Molded, non-asbestos linings.<br>Rotor is coined and bolted to machined hub for perfect alignment and easy maintenance.<br>Hub is machined from billet steel and zinc nickel plated.<br>Bearing stands are equipped with split, sintered bronze, oil impregnated bushings. No need to lubricate. Grease zerks on tension wheel. Cast aluminum fine thread, spring assist adjustment.<br>Aluminum rotor guard supplied.<br>Torque max (Static): 6500 ft. lb.<br>Torque max (Dynamic): 5200 ft. lb.<br>Lining area (combined): 61sq. in.<br>Knurled pad backers.<br>Spindle to brake interface is Keyway as shown below.<br>Interface tested to 12,000 lb/ft torque.<br>"Free Axis" Caliper.<br>Rotor and pads can withstand temperatures up to 525°F. |
| Drive Mechanism: | Motor - 24.2 cubic in/rev with manifold mounted cross-port relief valve. Fitted with 12 tooth sprocket for #60 roller chain. |
| Driven Sprocket: | 48 tooth for #60 roller chain fitted with oil lite bushing at brake hub interface. Entire assembly is yellow zinc plated. Chain and sprockets covered by aluminum chain guard. |
| Performance: | 4/1 standard ratio = 7RPM free speed, 2,000 lb./ft. torque at end of power arm in standard configuration. |
| Drive Clutch: | Billet steel clutch body with yellow zinc plating houses two grade 304 stainless steel pins .623” diameter. Pins are individually acted upon by two stainless steel compression springs and linked via aluminum actuator handle. The clutch state is etched on the actuation handle (FREE/LOCK). When drive sprocket is engaged, pins automatically lock into position. Interior of handle maintains a 2.75” radius for easy grip with gloved hands. This system can be added as a bolt on option to the brake system. |
| Wheel Chocks: | Two Worden LWG wheel chocks and holders. One mounted on each fender |