UTILITY FLEET SOLUTIONS | 178 Muddy Creek Church Rd. Denver, PA 17517

Phone: 800.952.4228 Web: MGSUtilityFleet.com

# CES9

## 8K Capacity Self Loading

GENERAL

- GVWR: 11,000 Lbs.
- GAWR: 10,000 Lbs.
- Estimated Empty Weight: 2,720 Lbs.
- Total Capacity: 8,280 Lbs.
- Hitch: 3" Towing Eye, Adjustable 12K Lbs. Gross Trailer Weight
- Safety Chains: 3/8" Grade 43 Steel Chain with Clevis Hooks & Safety Latch



OVERALL DIMENSIONS

- 154-7/8" L x 102" W x 85" H

RUNNING GEAR

- Tires: 235/75R x 17.5 LRH Capacity = 6005 @125psi
- Wheels: 16" x 6" with 8 Bolts on 6.5" Bolt Circle, 0.19 Offset (*in*)
- Brakes: Electric
- Axles: 10,000 Lbs. Galvanized Dexter Torflex Axle

FRAME

- Frame Rails: C8 x 11.5 Channel (*continuous*)
- Cross Members: 7 GA Formed HR Steel ASTM A1011 & ¼ & 5/16 HR Plate ASTM A36

REEL CARRIER

- Reel Size: 120" Maximum Diameter x 59" W x 8200 Lbs. Maximum Weight
- Maximum Usable Width: 63" 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

ELECTRICAL

- Wire Harness: No Internal Splices, Enclosed in Protective Loom & Routed Inside Frame
- Breakaway System: To Federal DOT Standards with 12V Gel Cell Battery & Breakaway Switch
- Electrical Connection: 7 Pin Plug
- Lighting / Conspicuity: To Federal DOT Standards

FINISH

- Galvanized

OTHER

- Tongue Jack: Hammerblow 7,000 Lbs. Capacity, Top Crank, Drop Leg, 6" Sand Foot
- Manual: Water Resistant Holder

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## OPTIONAL EQUIPMENT CHOICES

| | |
|---|---|
| Hydraulic power: | Truck tool circuit. Directional valve supplied |
| 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. |
| 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 |
| Over Spin Brake: | One Silicon Bronze 9” over spin brake, swing away caliper and power arm |
| 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. |
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| 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.. |