

In January 2004 Elite moved into its new manufacturing facility. The facility - a large capital investment with almost 250,000 square feet of manufacturing & service space under roof, located on more than 20 acres - was designed & built with a single goal: the efficient manufacturing of the world's finest custom aluminum trailers. And the investment hasn't stopped there. In the last three years alone, Elite has invested a substantial amount in tooling - our computer controlled machine tools are second to none in the industry - fixturing, and other capital improvements designed to not only improve the fit, finish & structural integrity of our finished trailers but to also provide manufacturing process improvements - improvements that allow us to spend more time on the details without increasing the price of our trailer.

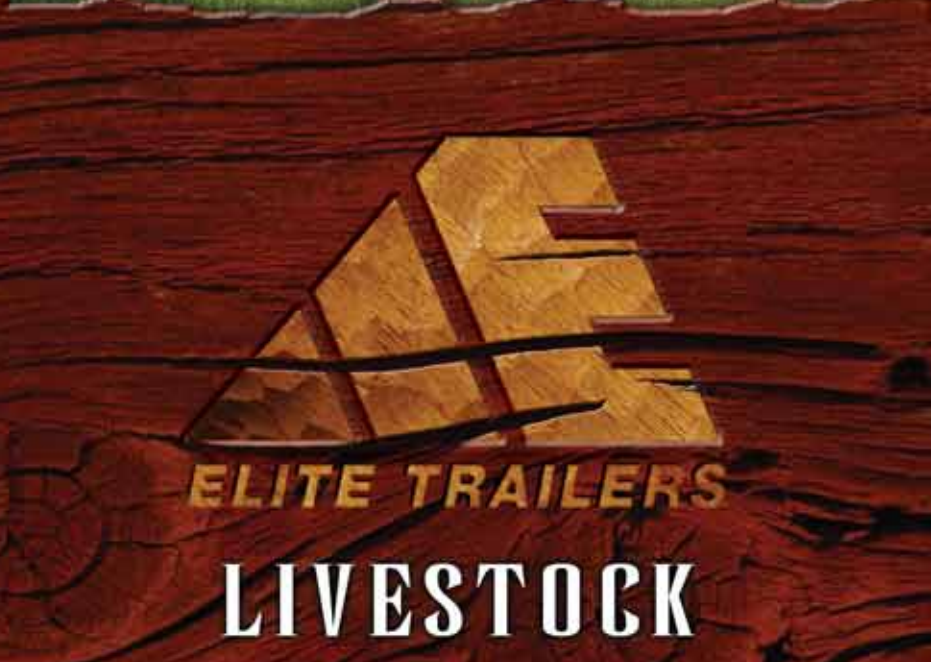
From a distance, most trailers look similar; at Elite we invite you to look closely at our trailer to discover The Elite Difference.

AUTHORIZED ELITE TRAILER DEALER



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Ph: 405.745.5757 • www.elitetrailer.com

Experience The Elite Difference



Trailer Product Line

CUSTOM ALUMINUM SHOW CATTLE TRAILERS

CUSTOM ALUMINUM LIVESTOCK TRAILERS

LOW PROFILE LIVESTOCK TRAILERS

Gooseneck and Bumper Pull Models

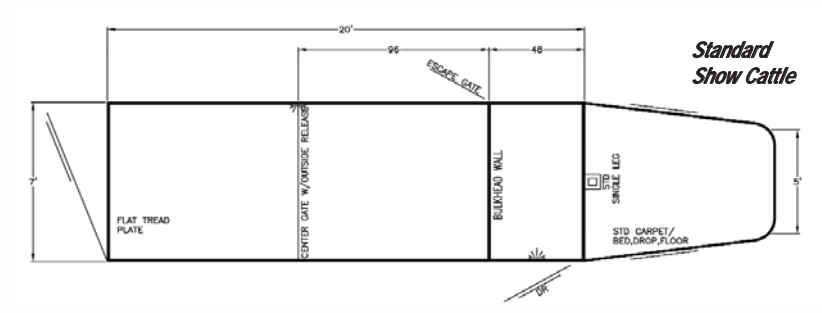
TRAILER FEATURES

Interior gates and door locations are placed per customer request

- Width and length to customer specifications; 7', 7.5' and 8' widths; up to 40' in length
- Bulkhead wall separating stock from tack area Carpeted tack area, two 15" x 34" nose windows, tack room door w/ 15" x 24" window with latch & deadbolt
- Marine grade flat tread plate floor or tread plate with 3 corrugations
- Tongue and groove side wall panels - 52" high with two 6" air cracks
- 7000# rubber torsion Dexter axles with electric brakes
- Full width rear gate with 1/2" slider and anti rack pipe hardware
- Full width center partition with dual slam latch and outside release
- Heavy duty 1-3/8" x 2-1/2" and 1-3/8" x 5" sidewall posts
- Side escape gate 31-1/2" x 66" on curbside or streetside
- Four LT235/85R16 tires w/ 8-hole steel wheels with spare tire carrier
- DOT approved LED running lights and reflective tape
- 2" 5/16" 20000# rating, adjustable Bulldog coupler
- All slide gates standard with anti-rattle hardware
- Heavy duty 4" cross members on 9-5/8" centers
- One dome light in stock, one in tack with switches
- Full length running boards on each side
- Binkley, single speed, drop leg jack
- .040 aluminum single sheet roof
- Safety chains and breakaway kit
- Full width rubber dock bumper
- Nose is 8' long with 2" taper
- Roof bows on 24" centers
- 7-way electrical plug
- Inside height 6'6"

POPULAR OPTIONS

- Plexiglass in air spacings
- Adjustable gate rail
- Double rear gates
- Painted rails
- Inside/Outside tie rails
- Side ramp
- 1/2" Swing, 1/2" slide or 3/4" swing center gate
- Stainless, black, red, gray, or white nose sheets
- Stainless wheel simulators or aluminum wheels



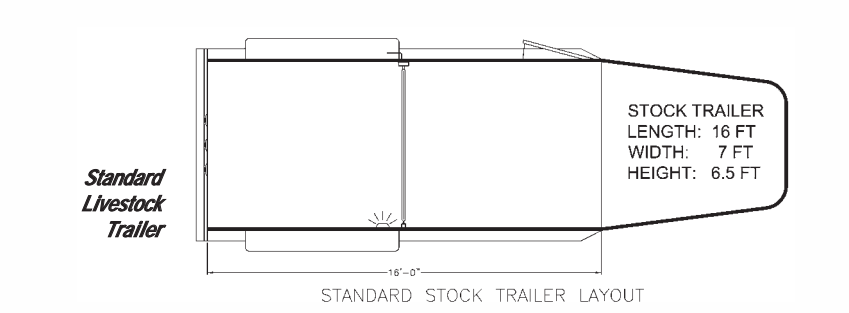
TRAILER FEATURES

Interior gates and door locations are placed per customer request

- Width and length to customer specifications; 7', 7.5' and 8' widths; up to 40' in length
- Marine grade flat tread plate floor or tread plate with 3 corrugations
- Tongue and groove side wall panels - 52" high with two 6" air cracks
- 7000# rubber torsion Dexter axles with electric brakes
- Full width rear gate with 1/2" slider and anti rack pipe hardware
- Full width center partition with dual slam latch and outside release
- Heavy duty 1-3/8" x 2-1/2" and 1-3/8" x 5" sidewall posts
- Side escape gate 31-1/2" x 66" on curbside or streetside
- Four, LT235/85R16 tires w/ 8-hole steel wheels
- DOT approved LED running lights and reflective tape
- 2-5/16" 20000# rating, adjustable Bulldog coupler
- All slide gates standard with anti-rattle hardware
- Heavy duty 4" cross members on 9-5/8" centers
- One dome light with switch on rear frame
- Full length running boards on each side
- One full piece roof: .040 aluminum
- Safety chains and breakaway kit
- Full width drop partition in nose
- Full width rubber dock bumper
- Nose is 8' long with 2" taper
- Roof bows on 24" centers
- Binkley, single speed, drop leg jack
- 7-way electrical plug
- Inside height 6'6"
- Spare tire carrier

POPULAR OPTIONS

- Access door in nose
- Plexiglass in air spacings
- Double deck rail & flooring
- Adjustable gate rail
- Roll up door
- Double rear gates
- Painted rails
- Side ramp
- Flush mount lighted sign
- Stainless, black, red, gray, or white nose sheets
- Stainless wheel simulators or aluminum wheels
- 1/2" Swing or 1/2" slide or 3/4" swing center gate

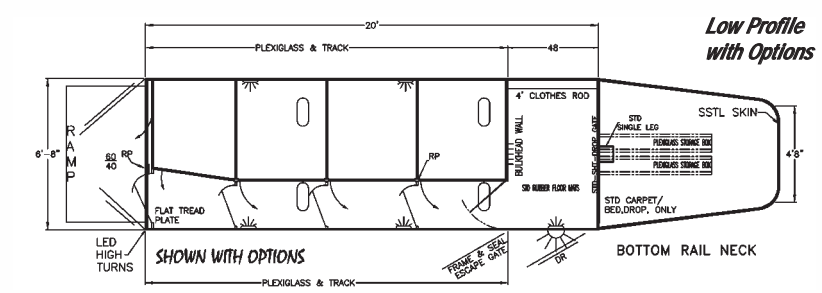


TRAILER FEATURES

- 6' 8" Standard width with optional 7' 6", or 8' widths
- 5' 6" Standard height on bumper pull / 6' Standard height on gooseneck
- 5200# Dexter rubber torsion axle w/ electric brakes on GN / 3500# Dexter rubber torsion axle w/ electric brakes on BP
- Single leg, single speed on GN / 8K, 2" Square Drop Leg on BP
- 2-5/16" Bulldog coupler w/ 12" extended tongue on BP / 20,000#, 2-5/16" Adjustable coupler on GN
- LT235/85R16 load range "E" tires on GN / ST22575R15 load range "D" tires on BP
- Aluminum treadplate flooring on top of I-beam structure
- Extruded panels with two upper air spaces & one lower air space with choice of mill, white, black, gray, or red smooth sheets on nose & rear doors
- Side escape gate
- Double rear doors (60/40) w/ windows and removable rear post & locking seal plate latches
- LED running, stop and high turn signal lights w/ 7 way plug
- 4" Rubber dock bumper

POPULAR OPTIONS

- Center gate
- Sliding gate rail
- Removable livestock pens
- Alley gates
- Feeder bracket rod
- Rubber floor mats
- Halogen load lights
- Stainless wheel covers
- Two way roof vents
- Rear ramp
- GN dressing room package
- Polished slat, top rail, & fenders
- Stainless nose sheet
- Painted exterior rails
- Plexiglass
- Plexiglass storage box
- WERM flooring
- Additional running lights
- Aluminum wheels
- Frame & seal escape gate
- Side ramp
- 24" walk thru door into dress



The Structure Of A Trailer Is The Most Important Factor In Determining How Long It Will Last, Cost To Maintain And Meeting Your Long-Term Needs.

Q U A L I T Y C U S T O M A L U M I N U M T R A I L E R S A T C O M P E T I T I V E P R I C E S

Drop Gusset – Welded one-piece gusset with a thickness of 3/16" adds structure to provide maximum nose strength. The Low Pro gooseneck utilizes continuous bottom rail design from nose to rear, providing a strong, clean and sleek look.

Drop Wall – With a thickness of 3/16", our drop wall is the heaviest in the industry. Engineered with a break on top and bottom, adds strength and allows for a cleaner weld area to insure against leaking.

Rear Frame – The rear frame is supported by a 2-1/2" x 5" upper header of up to a 1/4" thick. Elite utilizes multiple rear frames side posts that are specifically designed for strength. For added strength, the rear frame side post is integrated through the floor into the bottom rail. The rear frame side posts are machine cut to provide a clean, precise fit allowing for a stronger welded structure, resulting in better fitting doors, improved seals, and less noise.

Aluminum Side Wall Construction –

Elite engineers each trailer to produce the strongest side wall construction layout available. This gives our trailers strength at critical structural points. Each trailer utilizes 6005 T6 aluminum alloy posts with 8" posts at the drop wall, 5" x 1-3/8" at doors, and 1-3/8" x 2-1/2" on all other side wall structure posts. The exterior, 6063 aluminum interlocking extruded slat is .125 in thickness. The joints for the interlocking slat allow for a weld surface of up to 2" on the side post. Elite's tongue and groove slat is designed to accept a smooth aluminum sheet, allowing for better seals, and reducing the chance of leakage. Selected for its excellent corrosive resistance, Elite's exterior sheets are 3004 aluminum alloy with a H291 temper and a thickness of up to .063.



Top Rail – Elite uses a 5" radius rail with an overall height of 8" (3-1/2" and 6" on Low Pro bumper pull) and a material thickness of 3/16". Elite integrates a drip rail to help control streaking. Die lines add to the look while functioning as a guide for uniform placement of fasteners and lighting. Elite uses a continuous top rail piece on each side from front to back, resulting in a stronger, more attractive structure than multiple piece structures used by other manufacturers. The top rail is sanded after production to provide a uniform look and smoothness.

Elite Trailers specializes in custom manufacturing. We can build any specialty trailer to suit your transport needs. From show pigs and lambs to bucking bulls, Elite Trailers can build a trailer for you. For a dealer near you, visit our website www.elitetrailer.com.

Roof Construction – The Elite roof is constructed with 1" x 2-1/2" posts that are strategically placed to ensure the maximum strength based on the size and needs of the trailer. The posts are arched to keep water from standing on the roof, producing a taunt roof sheet, allowing more head room in the center of the trailer. Elite's one piece roof sheet is made of 3003 H16 aluminum and at .040 thick is 25% thicker than the roof sheet used by most other manufacturers.



Bottom Rail – With a height of 9-3/4" (6-3/4" on Low Pro bumper pull), and a thickness of 3/16", Elite's bottom rail is one of the biggest in the industry. This engineered extrusion blends structural strength with an attractive appearance. The extrusion is built with an integrated lip that allows the running board to lock in place. Die lines add to the look and also function as a guide for uniform placement of fasteners and lighting.

Flooring – Elite's floor structure consists of 4" I-Beams (3" on Low Pro bumper pull) on 9-5/8" centers. The I-Beam is 4" in height with an upper 2-1/2" flange that is welded to the floor and a lower 3" flange that is welded to the bottom rail. Elite utilizes a 5086 marine grade, aluminum treadplate floor on top of the structure to provide longer lasting protection against corrosive factors such as livestock urine. The seams and perimeter are welded to add strength and insure against leakage.


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