

## **Low Rider**

### **Customized Trailer Allows Ewing Trucking & Construction To Pass Through Tunnel And Avoid Longer, Steeper, Curvier Route**

With just a single truck and help from his two sons, Bill Ewing had what it took to start Ewing Trucking & Construction LLC in 1981. Bill and his family began working on projects throughout Colorado, specializing in private residential excavation, municipal projects and mobilization for companies such as LaFarge and Martin Marietta.

Transporting bulky mining equipment, excavators, large loaders and heavy dozers – both for their own company and others – is a daily routine for Ewing Trucking & Construction and a part of the business that is booming. It's not uncommon for the company to be hauling large CAT 988G loaders or 470 excavators from town to town in the area surrounding the company's home base in Edwards, Colo. And, until recently, the company did it all with a 55-ton lowboy and a 51-ton Talbert trailer. With the two trailers, a number of trucks, expertise in hauling and 25 employees, this branch of the Ewing business was unstoppable.

Except for one thing. The Eisenhower Tunnel.

The Eisenhower Tunnel, located on I-70 just 60 miles from Ewing Trucking & Construction, was a sore spot for drivers hauling oversized loads. The 13-foot, 11-inch passageway was far too restrictive to pass through with a trailer loaded with large equipment. And, unfortunately, it was a tedious route around. The alternative, old U.S. Highway 6 over Loveland Pass was curvier, longer and steeper. On top of it being more challenging driving, the route took an extra 30 minutes and required pilot cars for oversized loads.

After three decades of growth within the company's Mobilization Division and escalating frustrations from the Eisenhower Tunnel, Bart Ewing, who now owns Ewing Trucking & Construction, decided investing in a third heavy-haul trailer was necessary. He set out to find a trailer that could provide enough clearance to get the largest equipment through the Eisenhower Tunnel, enough capacity to handle the weight of customers' largest, heaviest equipment, and the length and width to accommodate the ever-expanding equipment.

## **Decision for the Long Haul**

After years of using popular heavy-haul trailer brands, Bart had become partial to Talbert because of precision engineering that leads to advantages such as greater durability and lifting capacities.

Talbert engineers its trailers with four hydraulic cylinders rather than two, so they have greater capacities than competitive trailers. This hydraulic system also minimizes the need for the frequent load adjustments. “The lifting capacity on the Talbert trailer doesn’t even compare to the other trailer,” Ewing said. “Plus, I’ve witnessed and know how other trailers hold up in comparison to Talbert trailers. We didn’t want to stray from the Talbert name.”

Ewing visited Brian Conley, sales manager at Jim Hawk Truck Trailers in Denver, who sold a 51-ton Talbert lowboy 12 years earlier to Ewing Trucking & Construction. Ewing was unsure of what type of Talbert trailer would be best, but described what he was looking for: durability, reliability, low deck height, high capacity, wide and long.

Conley quickly recognized this wasn’t going to be just any in-stock; off-the-shelf trailer; Ewing Trucking & Construction needed specialization. Ewing and Conley specced a 55-ton drop sided trailer with a ratchet-style gooseneck and a nitrogen-assisted dampening system (Nitro) 4<sup>th</sup> axle booster. The setup would allow the company to run a 3+1 configuration and fully optimize the trailer’s capacity. Further, Conley said Talbert could manufacture the trailer at 9 feet wide, 54 feet long with a 27-foot working deck length and a 15-inch loaded deck height.

To top it off, Conley even offered Talbert’s 75<sup>th</sup> Anniversary edition package. The special edition trailer was only available for a limited time and came with specialized detailing, including stainless steel, 75<sup>th</sup> Anniversary conspicuity tape and special decals that say “Especially Designed & Engineered for Ewing Trucking & Construction, LLC”. The trailer is custom painted to match Ewing colors and has blue powder coated outriggers!

Mr. Ewing was sold. Not only was he happy to hear the new trailer wouldn’t have the company’s drivers taking the roundabout route as frequently, but he also knew it would pair well with the company’s specialized 1986 Peterbilt truck.

Talbert often customizes and details trailers for customers, so the made-to-order request was nothing unusual. And for Ewing, Talbert came through again.

Ewing has been hauling with his drop side trailer since May 2013. He says he loves the unit's Nitro stinger, which provides a proportionate weight distribution to the rear axle group.

In the case of Ewing's trailer, the Nitro provides a 14-foot, 1-inch spacing behind axle 3 for the rear flip-up and removable axle. By hydraulically dampening axle movement and controlling load transfer, the Nitro absorbs hauling and loading shocks to reduce stress and provide a smoother ride. The suspension system oscillates around a central self-tracking pivot point grouping and hydraulically transfers loads in all terrains.

"The Nitro has really prevented several headaches when it comes to meeting axle/weight ratios and area bridge law specifications," Ewing said. "All in all, the trailer has made a lot of things easier for us. We're proud to know our trailers are with us for the long haul, not to mention relieved that we can now pass a 470 excavator through the tunnel with no hang-ups. That simply wasn't possible before."