

ABSOLUTAIRE, INC.

Open Deck Trailers - Loading & Shipping Information

When the below types of trailers are used, it is usually done on a “truckload” basis, which means the entire trailer is paid for, regardless of the space used. There is a possibility of an “LTL load” on an open truck, but it must be arranged 2-weeks in advance of the shipment. Open truck shipments are made direct from AbsolutAire, with no transfers to other trailers. Unloading is quick as there are no skids, and lifting lugs are easily accessible for crane, helicopter, or hi-lo. As a general rule, use flatbed trailers for AA5 – AA8 and for all R-Series up to R360/460. Use single drop-deck trailers for R366 & R373 models. Use double drops for R380 & R389 models. Permits are needed for over-width, and can add 20-40% to the standard rate. Resist exceeding 143” wide because at 144” an escort is required and is cost-prohibitive. Also, over-height is usually very difficult to accommodate. Permit loads add travel time, as the driver is restricted to travel on weekdays, dawn to dusk only, and no holiday travel is allowed.

Shipping Restrictions:

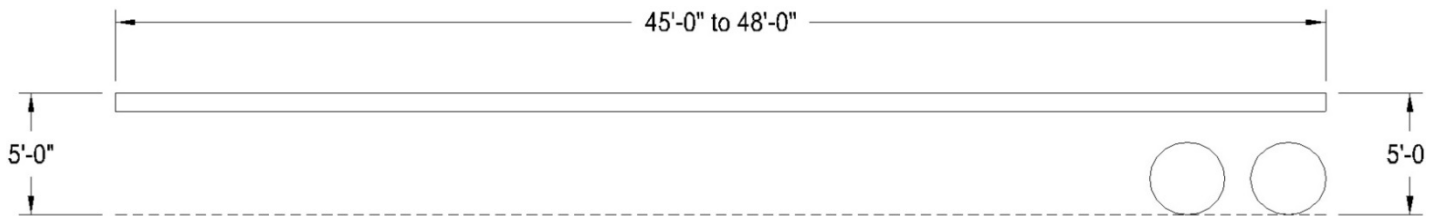
Legal Height: 13’-6” (162”) from road bed to top of load.

Legal Width: 8’-6” (102”) load width maximum (without permit).

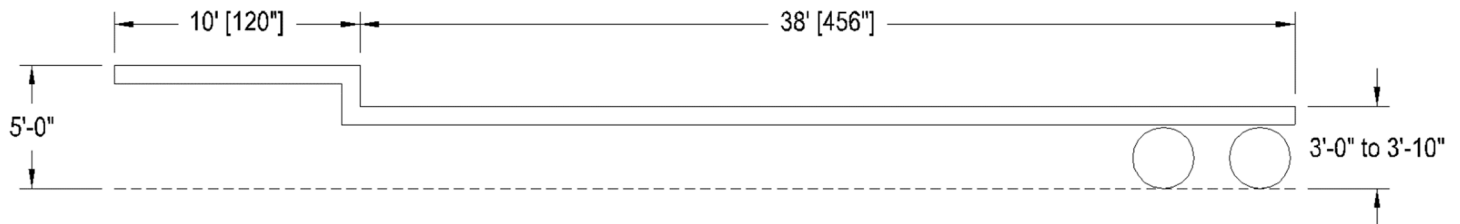
Legal Length: 4’-0” (48”) overhang up to 53’-0” maximum total load length. This is usually restricted to 2’-0” overhang at the front and 2’-0” overhang at the rear of the trailer.

Add 3”-4” to each piece when figuring bed length required. If the pieces are loaded too tightly on the trailer damage may occur.

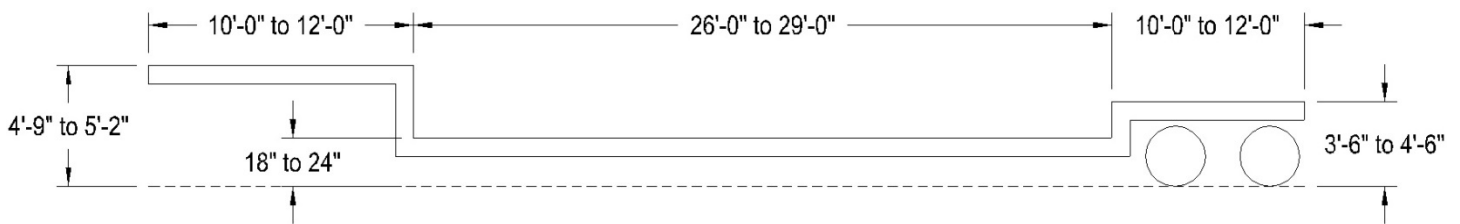
STANDARD FLATBED



SINGLE DROP-DECK



DOUBLE DROP-DECK



Also, two or more shipments going to the same general area may be grouped onto one trailer to gain the advantages of a direct haul. For example, (1) AA6 with a 3-way discharge head going to St. Louis and an R344 with an inlet hood to Moline, IL: Both loads are put on the same truck, and we're charged the truckload rate to the furthest point, plus an extra \$50-\$100 “drop charge” to the 1st point. The truckload freight cost is split 50/50 between the two orders.