

WHEEL, TYRE & AXLE OPTIONS

Axle options

All trailer prices in this booklet are based on standard wheels (ST). If you would prefer to use a non-standard assembly from the chart then please recalculate thus:

1. Deduct the cost of the appropriate number of standard wheel & tyre assemblies from the basic price of the trailer.

2. Add the cost of the appropriate number of chosen wheel and tyre assemblies.

High Speed – Trailers quoted as high speed already have high speed axles and are recommended to have mudguards, mud flaps and either twin line and load sensing or hydraulic load sensing braking systems fitted at the time of build (depending on customer requirements), meeting the required 50% braking efficiency.

Ag Speed – Trailers have hydraulic all round braking systems fitted onto agricultural axles. These meet the current minimum 25% braking efficiency.

Air Ready – Trailers quoted as 'air ready' already have all the relevant mounting points pre-fitted for load-sensing valves, air brake chamber mounts on the axles, air tank mounts and load sensing bar mounts on the axles. They also come with suitable high speed, s-cam braked axles for the wheel assemblies mounted at the time of build to provide 50% braking efficiency with sufficient applied pressure.

ST = Wheel/tyre included in standard build price X = Other Wheel/tyre options * = Other makes available - POA	Price per unit from	Grain	Muck	Root Crop	Low Loader/Btail	Implement	Bale/Pallet	Dump Ag/Comm	Hooklift	Bowser	Utility	Cattle	Dolly
10/75 - R 15.3	£195.00		ST								ST		
12.5/80 R 15.3*	£205.00										ST		
480/45 R 17 FLOTATION + VREDESTEIN	£490.00	X		X	X	X					X	X	X
520/50 R 17 TL VREDESTEIN RADIAL	£605.00	X		X	X	X					X	X	X
215/75 R 17.5 Twin wheels NEW CASING	£480.00				ST		X						X
245/70 R 17.5 Twin wheels NEW CASING	£520.00				X		X						X
385/65 R 22.5 Super single REMOULDED	£305.00	ST		ST	X	ST	ST	ST	ST	ST	X	ST	ST
445/65 R 22.5 Super single NEW CASING*	£680.00	X		X		X	X	X	X	X		X	X
435/50 R 19.5 Super single NEW CASING	£540.00				X	X	X	X	X	X	X		X
445/40 R 19.5 Super single REMOULDED	£540.00	X		X		X	X	X	X	X	X	X	X
520/55 R 22.5 TL VREDESTEIN RADIAL	£868.00	X		X		X	X	X	X	X			X
560/45 R 22.5 TL VREDESTEIN*	£937.00	X		X		X	X	X	X	X			X
560/60 R 22.5 TL VREDESTEIN/BKT/ALLIANCE* RADIAL	£1024.00	X		X			X	X	X	X			X
580/65 R 22.5 VREDESTEIN* RADIAL	£1156.00	X		X				X	X				
600/50 R 22.5 VREDESTEIN* RADIAL	£1085.00	X		X				X	X				
650/50 R 22.5 TL VREDESTEIN* RADIAL	£1207.00	X		X				X	X	X			
710/45 R22.5 TL VREDESTEIN* RADIAL	£1579.00	X		X				X	X	X			
650/55 R26.5 VREDESTEIN* RADIAL	£1690.00	X		X				X	X				
710/50 R26.5 VREDESTEIN* RADIAL	£1780.00	X		X				X	X	X			

WHEEL DRIVE ASSIST

Single pump is a more cost effective way of accessing wheel drive assist, however this does not give you the benefit of differential drive.

Double pump systems act as a diff lock, ensuring equal drive to both wheel motors as an axle. This also protects each circuit from damage if there were a failure. This system could be mounted to various trailers if necessary, or just to make a powered dolly for bulk trailer use.

PUMP TYPE	AXLE DRIVE TYPE	£
Single Pump	Single Axle Drive (2 wheel motors)	POA
Double Pump	Single Axle Drive (2 wheel motors)	POA
Double Pump	Double Axle Drive (4 wheel motors)	POA



CENTRAL TYRE INFLATION

Keeping the wheels turning without the ground churning



HM CTI systems

In theory, every trailer could have one. At HM Trailers we sell many trailers with expensive wheel and tyre assemblies to reduce ground compaction. All this good work is then undone, as the tyre pressures required are compromised by forward speeds and the pressure required to run at road speeds. The solution is to vary the tyre pressures according to the speed you are traveling. Making this happen is a different matter altogether.

At HM Trailers, we have managed to crack that nut!! We have even managed to ensure that tyre inflation is now just a simple matter of pushing a button.

This is now also even possible on the move a frustration with many earlier tyre inflation systems previously on the market.

We feel this is such an exciting prospect, to either make more standard 560/60 assemblies for example much more field friendly or dropping pressures on bigger assemblies towards fantastically low tyre pressures. Further benefits include lower rolling resistance, better fuel consumption, in the field and on the road and less tyre wear.

INTERNAL AXLE WORKINGS

Single line (Analogue) – pipe work runs through the axle via specialist reworkings. This protects everything from becoming damaged. Cheaper than the twin line system, but it requires the use of ball valves at the rim to be closed to reduce the risks of deflation when not in use. The pipe work is constantly pressurised. Now for 2023 is the inclusion of auto reinflation of the single line systems.

Twin line (Digital) - pipe work runs through the axle via specialist reworkings. This protects everything from becoming damaged. The twin line then operates a sealing valve at the rim at the time of a pressure change, reducing the chances of the tyre deflating over a period when the trailer is stood up, or if there was any damage to the pipe work, as there is no pressure in the lines when it is not required.

CAB CONTROL METHODS

Analogue – the control box mounted on the trailer is manually set to field and road pressures. There is then a simple switch box in the cab that is used to change between pressures. Available with single and twin line systems.

Digital – the control box is mounted in the cab, or via an isobus connection. You can then either pre set high/low pressures for easy adjustment, or you can adjust the pressure in 0.1 bar increments. This is only available with twin line systems.

Tanks are dependent on tyre assembly sizes. Tyre pressure calculations are required prior to use. This is calculated using tyre inflation charts supplied by the tyre manufacturers. An example would be as follows: 52psi road pressure deflated to 18psi for field use.

AXLE NO.	SINGLE LINE	TWIN LINE
2 axle	£5136.00	£8060.00
3 axle	£6292.00	£9740.00
ISOBUS	n/a	£963.00

