

CLEMENT

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TIGER GENERAL
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Manufactured
Trailers At
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Learn Why Clement & Tiger General Are The
Leader's
In Trailers For ALL Applications!

"We Can and Will Save You Thousands!"
Low Rate Financing Available...Call for Details!

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ADW

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Aluminum double-wall end dump trailer
..... Stronger and lighter for extra payload

ADM Series - Aluminum 24ft. – 39ft.
Aluminum double-wall end dump trailer

Save Weight & Thousands...Call Us Today!
Financing Available at Low Rates!

Specifications

Type: Smooth side, double-wall aluminum body for sand, gravel, coal, hazardous waste and aggregates.
Floor: 250-inch 5454-H34 aluminum with 12 x 50-inch 5454-H34 in the rear.
Sides: 10-inch 6061 aluminum double wall (.190 inside, 1/16-inch outer skin) extrusions welded inside and out for strong, water-tight body.
Front: 250-inch 5454-H34 Aluminum with radius corners
Top Rail: 4-1/2 x 9-inch extrusion with dirt shedding top, 6061-T6
Bottom Rail: 3-1/2 x 8-inch x 45 degree slope, 6061-T6. Includes radius corner from floor to side.
Rear Post: 4 x 9-inch extrusions, 6061-T6
Cross Members: 3-1/2 x 8-inch x 45 degree slope, 6061-T6 extrusions with 1-inch offset for maximum floor support.

Tailgate: framed double wall, rubber sealed, air-locked with cab connection at front.
Suspension Subframe: non-welded, totally huck-bolted to assure maximum integrity.
Draft Arms: Wide-angle 3 x 5 x 1/4-inch aluminum tubing.
King Pin Plate: 1/4-inch AR400 steel, breakaway/rocking.
Hoist: 30-ton capacity.
Suspension: Ridewell Ridelite standard, Hendrickson Intraax, optional.
Axles: (2) 5-inch round, 5/8-inch wall, parallel spindle for common inner/outer bearings for maximum life.
Wheels: 8.25 x 24.5 steel disc, 10-hole hub-piloted.
Hubs: 10-hole piloted Dura-Lite
Tires: 11R 24.5 Radials
Brakes: 16-1/2 x 7-inch outboard centrifuge drums
Lighting: Sealed harness, LED lights
ABS: 2S-1M

Frameless for maximum legal payloads

Greater built-in strength and the superior design of Clement's aluminum bodies make them ideal for frameless trailer applications. Here is the maximum in legal payloads with long end dump trailers.

ADW is available in frame and quarter-frame models

The Clement ADW is offered in both frame and quarter-frame models where those applications are desirable.

Maximum stability - reduced turnovers

Clement pioneered the wide-angle draft arms in 1976 to maximize stability, allowing long trailer lengths while minimizing the risk of turnovers. Clement wide-angle draft arms give the maximum in lateral support to the trailer body when elevated, plus Clement trailers also have a low center of gravity that maximizes stability.

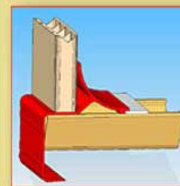


Huck Bolt Installation Video



Non-welded, huck-bolted joints

A trailer is like any other structure, it can only be as strong as its base. To assure the strength of the trailer subframe as is designed, it is assembled with huck bolts rather than welding.



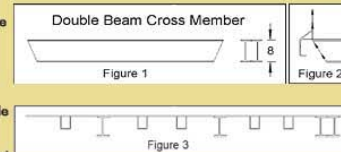
Double Wall - stronger, lighter for extra payload!

Clement's exclusive uni-beam bodies provide the greatest strength-to-weight ratio. By tying the massive top and bottom rails together with 10-inch extrusions, Clement has created an extremely strong, yet lightweight body, supported by a "weld-free" huck bolted subframe.



What is Uni-Beam?

In its simplest form, "uni-beam" means locking the side sheets into a beam formed by the super-strong, rear double-beam cross member (figure 1); the side sheets (figure 2); and the headboard at the nose. The body is then bolted to the subframe at the rear cross member and at the middle and the front to an 8-inch beam (figure 3) giving the total structure tremendous "strength-to-weight ratio" eliminating the need for longitudinals and reducing tare weight. Finally, cross members made of 3-1/2 x 8-inch x 45 degree slope 6061-T6 extrusions with 1-inch offset provide maximum floor support.



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AXP

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AXP Series - Aluminum 24ft. – 39ft. Aluminum Exterior-Post Dump Trailer



- 9" Massive Top Rail
- Massive Rear Vertical Post



- Proven and Secure Huck Bolt System



- Wide Deep "VEE"
Cross Members



SPECIFICATIONS

Type: aluminum body for sand, gravel, coal, hazardous waste and aggregate

Floor: .250-inch 5454-H34

Sides: 156 - 5454 H32 54-inch

Front: .250-inch 5454-H34

Top Rail: 4-1/2 x 9-inch extrusion 6061-T6

Bottom Rail: 3-1/2 x 8 inch x45 degree slope, 6061-T6

Side Posts: 3-1/2 x 8-inch x 45 degree slope extrusion, 6061 - T6

Cross Members: 3-1/2 x 8-inch x 45 degree slope, 6061--T6 extrusions with 1-inch offset for maximum floor support.

Suspension Subframe: Aluminum

Draft Arms: Wide-angle 3 x 5 x 1/4 inch aluminum tubing.

King Pin Plate: 1/4 inch AR400 steel, breakaway/rocking.

Hoist: 30-ton capacity

Suspension: Ridewell Ridelite® standard, Hendrickson Intraax®, optional.

Axles: (2) 22,500-lb, 5-inch round, parallel spindle for common inner/outer bearings for maximum life.

Wheels: 8.25 x 24.5 steel disc, 10-hole hub-piloted.

Hubs: 10-hole piloted Dura-Life

Tires: 11R 24.5 Radials

Brakes: 16-1/2 x 7 inch outboard centrifuge drums

Lighting: Sealed harness, LED lights

ABS: 2S-1M

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Scrap Star Series



ScrapStar, Mark II, 50-cubic yard frameless scrap trailer



Frame Type



32-ft., 62-cubic yard Frame type Scrap Trailer

If you prefer a Frame type trailer, the Three Scrap Star bodies are available On Clement's proven, heavy-duty frame. We would be please to submit a proposal.

Mark 1



37-ft., 62-cubic yard Frameless Scrap Trailer

Designed especially for the Efficient transport of processed Scrap, the Mark 1 offers economical Body construction to insure long life With a minimum capital investment.

Mark 2



37-ft., 62-cubic yard Frameless Scrap Trailer

For the ultimate in undefined scrap Hauling. The Mark 2 of high-strength, Abrasion-resistant steel (AR-450), Assures the ability to successfully haul the full Spectrum of assorted scrap. The Mark 2 Can be suitable upgrades to rugged demolition specifications

Mark 3



37-ft., 62-cubic yard Frameless Scrap Trailer

Recognizing the need to maximize Payload under strict road laws of today, The Mark 3 features a combination of Lighter, high-strength steel to obtain Nearly a ton more payload, yet it retains Many of the rugged characteristics of The Mark 2.

***Note: All trailers are available with 62" Sides, 50-cubic yard capacity

Call Toll Free 800-433-5608

Low Rate Financing Available...Call for Details!

Any Clement Scrap-Star Mark Trailer can be equipped with "BRIDGER" – Increases and Extends the Payload!



In the running configuration, The "Bridger" extends the internal And external bridges and thus Increase the payload.



To dump the load over the rear Tandem, the trailer brakes are set And the trailer is moved back to The proper dumping position.



After locking the tandem, the Trailer can be dumped as any Other end dump.

"The World Wide Leader In Scrap Trailers"...CLEMENT

CLEMENT

Monstar Scrap
WWW.TIGERGENERAL.COM



MonStar Frameless Half-Round Scrap Trailer



"MonStar" Frameless Steel Half-Round Tandem End Dump

1/4-inch AR450 steel body and tailgate, 3/16" headboard
 40-foot inside length
 102-inch sides for 89-cubic yards 3/16"x 4"x 4" top rail
 Barn door tailgate
 Mud flaps attached to the tailgate; Rear fenders of aluminum tread plate
 2-speed legs attached to draft arms
 Wide-angle stabilizer arms
 Combination break-away/non break-away hoist shaft
 Dumps with wheels on the ground thru 41 degrees

Inverted 85-280T hydraulic cylinder
 50,000 lb. center point suspension
 3/4-inch wall trunnion tube 25,000-lb. axles, 102-inch wide track
 Same size inner and outer wheel bearings
 Hub-piloted wheels 8.25 x 24.5 10 hole
 TIR 24.5 radial tires
 Outboard brake drums
 Weight: 20,615 lbs.
 WABCO ABS brake system — 2S-1M
 Acrylic urethane paint

Supplementing the industry-standard Clement ScrapStar

For more than 50 years, professional haulers have looked to Clement for profitable solutions to their hauling problems. At 40 feet in length with an 89-cubic yard capacity, Clement's MonStar is the largest dump trailer built, and a fine supplement to the industry-standard Clement ScrapStar. Haulers looking for strength and maximum payload in a high-cube trailer can count on 1/4-inch, AR450 plate steel in the main body; yet Clement has reduced trailer weight by utilizing a longitudinal-free trailer design. Other features include 102-inch sides, a barn door tailgate, plus an inverted cylinder for trouble-free operation. Haulers who need to supplement their workhorse ScrapStars should consider the stable, high-cube, super-strong MonStar half-round.



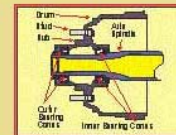
MonStar's mud flaps are attached to the super strong barn door tailgate that swings out of the way during dumping. The rear lights are also protected in a recessed light box, out of the way when the trailer is dumped.

Extra Value, AR450 steel

Super strong AR450 steel stands up to the toughest jobs. With AR450, Clement gives you an industry-leading strength-to-weight ratio.

A stable platform for tough loads

With wide-range draft arms and 102-inch axles, MonStar has surprising stability. See for yourself. As MonStar is raised, the load's center of gravity is lowered, so that by the time the trailer is completely elevated, the rear bumper is only inches from the ground, maximizing stability.



Extra Value, a firm foundation

Building a trailer is a lot like building a house. Put as much strength possible in the foundation and the structure will be strong and it will last! With every trailer we start with 25,000-lb., 102-inch wide track axles, with parallel spindles and common inner and outer bearings that greatly increase both bearing and axle life. A heavy-duty 50,000-lb. centerpoint suspension is another Clement standard, or if the buyer prefers, 50,000-lb. Air ride can be specified.

Hub-piloted wheels have no inner nuts and all nuts have right-hand threads, plus there are only 10 nuts instead of the usual 20. This reduces both maintenance time and cost. None of our competition has a stronger foundation than the one that's standard on every Clement trailer, and few even come close.



Extra Value, inverted cylinder

An inverted cylinder, with no doghouse, means free flowing material. Inverted cylinders have no ledges to collect dirt, water and ice, so the cylinder packing remains clean with no dirt pulled into the system. In an inverted cylinder, oil lays on the seals when the trailer is not in use, keeping the seals lubricated to prevent dry-out and cracking.



MonStar has surprising stability

As MonStar is raised, the load's center of gravity gets lowered, so that by the time the trailer is completely elevated, the rear bumper is only inches from the ground, maximizing stability.

Call Toll Free 800-433-5608



Roll-Off Trailers



"The Bridger"

* Clement "Bridger Roll -Off " Haul Up to 8,000 lbs More Legal Payload

* Designed Especially for:

* Hazardous Waste * Scrap * Solid Waste

* **Call** Today So We Can Show You How You Can Haul More!

This Trailer Will **Increase** Your **Loads** & Your **PROFITS!**

Low Rate Financing Available...Call for Details!



"The Lo - Pro"

* Clement "Lo-Pro" frame roll-off trailer keeps your extra high containers legal.

* Clement Lo-Pro has been designed for those haulers requiring Minimum roller heights allowing containers in excess of 9' to clear legal 13'6" limits

* Call Us Today For Additional Information & Pricing!



"The 2- Box Roll-Off"

* Clement Advance Engineering Offers Choices Not Available From Others...

* 2-Box Semi Trailers

* Roll-Off Pup Trailers

* Transfer Pup Trailers

* Dead Pup Trailers..**Call Tiger General for More Information & Pricing!**

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Side Star

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The side dump with Clement Innovation

The 39-foot SideStar2 is Clement's rugged, efficient new hauling system that discharges its load to either side of the trailer. SideStar2 is not just another side dump. It features all of the innovation and quality construction that made Clement "America's leader."

Innovation you'd expect from the industry leader

SideStar's lightweight frame

- Tapered cross sections reduce both twist and frame bounce without adding payload-robbing weight.

Super capacity, super strong body

- A 34-ft. (24-cu.yd capacity) parabolic body of 1/4-inch AR450 steel that's the hardest steel that can be provided. AR450 is 25 percent harder than AR400 and 138 percent harder than hi-tensile steel, which translates into increased trailer life for the Clement SideStar2.
- AR450 is so hard, the SideStar2's body is tops in comparison to other manufacturers' bodies of AR400 and hi-tensile steel.
- SideStar2 handles the toughest of loads.
- As an option for the SideStar2, a body of 3/16-inch AR450 is available for increased payloads and material hauling.
- Smooth, rounded contours with chamfered corners and the widest side angle in the industry, move loads quicker with less sticking.
- Internal and external braces provide greater strength. Extra wide top rails combine with end braces and three AR450 'I-Beam' body supports to form a super strong unit.
- Rounded top rails with flat surfaces plus deflectors on the front and back end panels make for a smooth tarp fit.



SideStar2's outside body supports

Three AR450 'I-Beam' body supports that wrap the outside body to increase the integrity from rail to rail during the dumping cycle (a Clement exclusive) and eliminate the need for an internal divider.

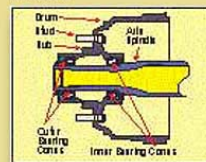


SideStar2's super strong top rail

One continuous high-yield steel top rail for superior support and clean lines.

Clement's firm foundation

Building a trailer is a lot like building a house. Put as much strength possible in the foundation and the structure will be strong and it will last! That's the Clement philosophy. With every trailer they start with 5/8-inch walls, 102-inch wide pro-par axles with common inner and outer bearings. Then **pro-par's parallel spindles**, which greatly increase both bearing and axle life, are added.



44,000 4-spring suspension is another Clement standard, or if the buyer prefers, 50,000-lb. air ride can be specified. Hub-piloted wheels are the final ingredient. Hub-piloted wheels have no inner nuts and all nuts have right-hand threads, plus there are only 10 nuts instead of the usual 20. This reduces both maintenance time and cost.

None of Clement's competition has a stronger foundation than the one that's standard on every Clement trailer, and few even come close.

Dependable cylinders

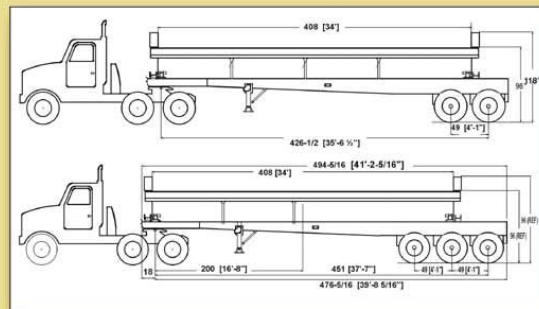
Twin, 5-inch, double-acting cylinders with a flow divider ensure that every load is properly dumped.

The crowning touch

That deep lustrous shine on every Clement trailer is produced using the Sherwin-Williams "Genesis" paint system. So now, it is dubbed "the paint of the future." Genesis is a low VOC, two-part urethane that's applied to the trailer after it's had a corrosion-reducing phosphate wash. The result is a tough, protective finish that has a lustrous, long lasting shine.



Twin, 5-inch, double-acting cylinders with a flow divider ensure that every load is properly dumped.



Two- and three-axle versions of SideStar2 are available.

Clement SideStar2 lightweight, high-strength side dump trailer

Specifications

Chassis length: 39-feet
34-foot inside body length, 35'-8" overall trailer length
4-inch sides for 24-cubic yard capacity
Easy access to hydraulic lines:
Hydraulic lines are routed through the frame's cross members for easy maintenance and accessibility
Landing gear: Two-speed
Suspension: Hutch 4-spring (option air ride)
Frame design includes structure for mounting push block or pintle hook

ABS braking system: Sealco/Rockwell/WABCO 4s2m
Cylinders: two (2) five-inch, double-acting dump cylinders with advanced seals and flow divide to cylinders.*
Wheels: (B) 8.25 x 24.5, hub-piloted
Tires: (B) Bridgestone 11R 24.5 radials
Fenders: Front and rear

*optional: 6-inch hydraulic cylinders

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RockStar

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From sand and gravel to boulders, there's no load too tough for the RockStar Plus

Strong, superior AR450

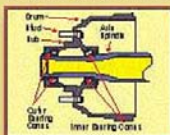
The stronger the steel, the greater its resistance to dents and cuts. Here's how that applies to the RockStar Plus. Basis: tensile to dents is measured in yield strength and resistance to cuts is measured in Brinell hardness. AR450 steel combines the highest yield and tensile strength that steel technology can provide: 32% greater yield strength and 36% greater tensile strength than AR400 steel. Compared to T-1 steel, AR450 provides 67% greater yield strength and 106% greater tensile strength. AR450 is used in all Clement RockStar Plus body panels, including the head-board and tailgate. Measured against the hi-tensile steel used by some manufacturers in their headboards and tailgates, AR450 provides 240% greater yield strength.

Wear superiority from AR450

The harder the steel, the greater its wear life. Clement's RockStar Plus is built with the hardest steel that can be provided. AR450 is 25% harder than AR400 and 138% harder than hi-tensile steel. This translates into increased trailer life for Clement's RockStar Plus. AR450 is so hard that it will stand up under this comparison: Compare the 5/16-inch AR400 used by some manufacturers in the last 8 feet of their trailer bodies against the 1/4-inch AR450 used by Clement for all body panels. Clement's AR450 steel far exceeds the wear life of the competition's AR400.

The RockStar Plus' superiority

You be the judge and compare Clement's RockStar Plus with its 1/4-inch AR450, to what other manufacturers offer. You'll see the difference. Beat it; abuse it; treat as rough as possible.



102-inch, 25,000-lb. axles combined with hub-piloted wheels

Proven on hundreds of thousands of trailers, 25,000-lb. axles feature common inner and outer bearings. Combined with parallel spindles, both axle and bearing life are substantially increased. With hub-piloted wheels there are no inner nuts and all nuts have right-hand threads. Maintenance time and costs are reduced.



Air-lift gate with 81-inch opening and larger

The Clement Frametype Rock Trailer's frame's standard gate has a minimum 81-inch opening that improves discharge. Mud flaps are attached to the tailgate to reduce flap damage. Barn door tailgates are optional.



Dumps with wheels on the ground

The Clement Rock Trailer Plus half round dumps with wheels on the ground for greater stability.



333 pounds lighter without longitudinals

The RockStar Plus comes standard without longitudinals, thereby reducing trailer weight by 333 pounds for larger payloads. This significant weight reduction has been accomplished without sacrificing trailer strength. Optional on request are longitudinals at rear of trailer.



Clement's inverted cylinder

With an inverted cylinder there's no doghouse to interfere with the load. Since the king pin is located forward, the bridge length is longer allowing greater gross weight. An inverted cylinder has no ledges where dirt can collect and contaminate the system. Because the cylinder is externally mounted, it is easier to service and faster to remove.

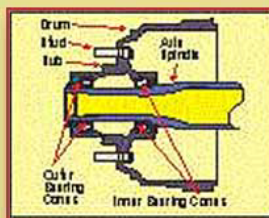
Seven different models of Clement's popular half-round

It's not often you can decrease trailer weight while increasing the strength of the trailer. But that's been done with Clement Rock Trailer half-rounds, the standard against which other trailers are now judged. Whether it is 14-ton boulders in Ohio, 2-ton rip-rap in Texas, or even shot rock in San Diego, California, Rock Trailers Plus have handled the loads with efficiency. They are just as adept at handling more conventional loads like sand and gravel, liquid concrete and asphalt. This outstanding track record is the result of Clement's outstanding engineering and the experience gained from thousands of rock trailers in the field.

Multiple applications

Clement's Rock Trailer's standard body shell with 45-inch-high sides, is made of 1/4-inch AR450, a very tough steel that makes the trailer capable of withstanding severe impact loads, as well as normally anticipated loads such as sand, gravel, coal, scrap, demolition, etc. AR450 steel is the highest strength that steel technology can provide: 32 percent greater yield strength and 36 percent greater tensile strength than AR400.

Features that set Clement Rock Trailers apart...



102-inch, 25,000-lb. axles combined with hub-piloted wheels

Proven on hundreds of thousands of trailers, 25,000-lb. axles feature common inner and outer bearings. Combined with parallel spindles, both axle and bearing life are substantially increased. With hub-piloted wheels there are no inner nuts and all nuts have right-hand threads. Maintenance time and costs are reduced.



Air-lift gate with 81-inch opening and larger

The Clement Frametype Rock Trailer's frame's standard gate has a minimum 81-inch opening that improves discharge. Mud flaps are attached to the tailgate to reduce flap damage. Barn door tailgates are optional.



Clement's inverted cylinder

With an inverted cylinder there's no doghouse to interfere with the load. Since the king pin is located forward, the bridge length is longer allowing greater gross weight. There are no ledges where dirt can collect and contaminate the system. Easier to service and faster to remove.



Dumps with wheels on the ground

The Clement Rock Trailer Plus half round dumps with wheels on the ground for greater stability.

Specifications:

Chassis

Suspension: 50,000 #Single point - 3-leaf

Axles: (2) 102-inch, 25,000 lb, 5-inch round, common inner/outer bearings

Wheels: 8.25 x 24.5, 10-hole hub-piloted disc

Tires: 11 x 24.5 Radial

Hubs: 10 Hole pilot hub

Brakes: Air 16-1/2 x 7-inch outboard cast drum

ABS: 2S TM

Axle Spacing: 51-inch

Light: 12-Volt sealed beam, rubber grommet

Wiring: Sealed harness modular plug in

Mud Flaps: Rubber rear only

Draft Arms: 3 x 4-inch x 1/8-inch tubing

King Pin Plate: 1/4-inch AR450 (rocking/breakaway)

Back-up Alarm: Yes

Body

Type: Steel 1/2-round dump for rip rap, rock or demolition

Body Shell: 1/4-inch AR450 abrasion resistant steel (alternative body thickness or side height available)

Tailgate: Top hinged, air lift 1/4-inch AR450 abrasion resistance steel

Front: 1/4-inch AR450

Paint: One color urethane enamel over primed surface

Longitudinals: None

Top Rail: 3/16-Formed angle shedder

Side Braces: 1/4-inch HT50

Hoist Housing: None, inverted trunnion mount hoist

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CLEMENT

JobStar

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A true "workhorse" trailer reasonably priced!



Engineered to provide an optimum return on your investment

Clement utilized computer "finite element analysis" ("F.E.A.") to develop an extremely strong, relatively lightweight trailer that was quite simple to manufacture. The results of F.E.A. offer the customer a "workhorse trailer" and long life at a reasonable price.

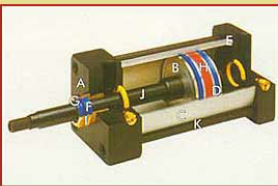
Evidence of the strength built into the trailer are the 3/16-inch, HT50 high-tensile steel side sheets assuring extended life expectancy when compared to other trailers. Supporting these heavy-duty side sheets are two massive 4 x 6-inch tube bottom rails with 4 x 6-inch bracing.



As with all Clement trailers, our foundation is strong and stable with 102-inch, 25,000-pound axles; common inner and outer bearings; a 40,000-

pound four-spring suspension as standard with 50,000-pound single point as an option.

The all new Clement JobStar ... loads fast, hauls more, dumps dependably



Clement air cylinder cross sections and features

- A. Solid aluminum head and cap that is black anodized for corrosion resistance.
- B. Piston machined from solid aluminum bar stock
- C. Hard anodized ID aluminum tube
- D. Lip-type low friction urethane piston seals are pressure-energized.
- E. Nitrile O-ring design is pressure-compensated and reusable.
- F. Rod lip seals with a rod u-cup is completely self-compensating for zero leakage at all pressures.
- G. The new wiper wipes dirt out for less maintenance.
- H. Piston wear ring is nylon material designed for low friction, and to ensure maximum wear in the cylinder.

- I. Bronze gland is externally removable without cylinder disassembly for easy maintenance.
- J. Piston rod high steel. Nitro-carburizing treatment on the rod gives better corrosion-resistance properties (outperforms 12-micron [.0005 inches] Chromium electroplating by ratio up to 20:1).
- K. Tie rods have corrosion-resistant (Nitro-carburizing), stress-proof steel.

Specifications:

Cubic Yard Capacity: 20-yards, no boards, 22.5-yards with boards

Dimensions:

40 ft. overall length, w/o push bar
102-inch overall width
114-inch height w/o boards
193 x 90-inch hopper opening
111 x 55-inch gate opening
Ground clearance under gate:
17-inches w/ 24.5-inch tires,
16-inches w/ 22.5-inch tires

Body:

2/16-inch hopper skins throughout
79° hopper side slope, 55° hopper end slope, 90° slope lower hopper
4 x 6-inch bottom rail with 4 x 6-inch top rail and braces
Rear fenders are standard

Gate:

3/16-inch high tensile steel floor
8-inch externally mounted cylinders
30-gallon external air tank
Infinite gate positioning and feathering control
Automatic injection air lubricator

Electrical:

Sealed beam, 7-way conduit in rubber grommets
Separate gate circuit

Running Gear:

Axles: 102-inch, 5-inch round 25K capacity

Bearings:

Common inner and outer

Suspension:

Std: 44,000#, 4 spring - 3 leaf
Opt: 50,000# single point

Wheels: 10-hole, hub piloted disc, 8.25 x 24.5

Brakes: 16-1/2 x 7-inch fast change

Drums: Outboard cast

Tires: TIR 24.5 radials

ABS: 2S - 1M standard

Paint: Premium epoxy primer.
Urethane finish for excellent durability

Weight: 12,900 pounds with 4-spring



JobStar's clamshell gate

Front view of JobStar's extremely strong clamshell gate, closed with its massive externally mounted 8-inch diameter cylinders.



The muscle of the JobStar — the hopper

The hopper with 3/16-inch Hiten-50 steel as standard is nearly double that of competitive units, thus you get double the wear. As an option, 3/16-inch AR450 abrasion-resistant steel is available to further increase the life of the trailer.



JobStar's extra heavy-duty timing gear

Front view of the extra heavy-duty timing gear that never needs replacing, adjusting or maintenance. Also illustrated is the positive five-position gate positioning bar.



Infinite gate control

Clement's gate control ground station puts total infinite metering control into the hands of the ground operator. JobStar's ground control also allows total hands-free operation, not available on most competitive trailers. Pushing the palm button activates Clement's hands-free infinite gate control, or to stop the gate at an infinite number of positions by centering the lever. Once the lever is positioned, the operator may remove his hands for a total hands-free operation! Last, but not least, is hands-free feathering.

Call Toll Free 800-433-5608

CLEMENT

StarLite

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Job tested on over 20-million miles, carrying over 4-million tons, the new and stronger StarLite 2 is now here!

At 11,128 pounds, there's no other 38-foot or aluminum trailer that matches StarLite 2 performance. Since its original introduction, Clement has proven that a steel trailer can match the weight of aluminum trailers. The new StarLite 2 brings many new changes over the original StarLite, including a larger top rail, a redesigned headboard, and a stronger 3-leaf suspension. Every part and component of the new StarLite 2 has been reviewed with the goal of increasing trailer strength and durability, while maintaining the lightest weight possible.

Lighter than most aluminum trailers, StarLite 2 gives you the strength of steel at an initial cost that's thousands of dollars less than comparable aluminum trailers. Maintenance cost will also be reduced with the all-steel StarLite 2. If maximum profits are important to you, see the Clement StarLite 2, the strength of steel and the payloads of aluminum!



Space-age

body StarLite's brand new body shell has both curved sides and a curved floor. Every ounce of excess weight has been squeezed out.



Hat-shaped longitudinal

StarLite 2's hat-shaped single longitudinal has the same wide support as two separate box longitudinals, yet it's lighter and much stronger. The cross members in the center, and numerous weld joints are gone.



Wheels-on-ground dumping There are no axle stops on the StarLite2, so the wheels stay on the ground through the entire dump cycle.



Out of the way when dumping SideStar 2's "FlipLite" design swings lights and flaps out of the way automatically when the gate lock opens.

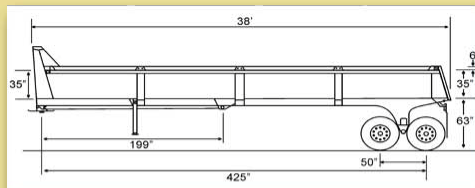
"StarLite2" Frameless End Dump General Specifications

Chassis

Suspension: 36,000 # single point-2 leaf
Axles: (2) 102-inch, 22,500 lb, 5-inch round, common inner/outer bearings
Wheels: 8.25 x 22.5, 10-hole, hub-piloted, disc
Hubs: 10-hole, pilot hub
Tires: 11 x 22.5 radial
Brakes: Air 16-1/2 x 7-inch outboard, Dayton X30 drum
ABS: 2S 1M
Axle Spacing: 50-inch
Lights: 12-volt sealed beam, rubber grommet
Wiring: Sealed harness, modular plug-in
Mud Flaps: Rubber, rear only
Draft Arms: 3 x 4 x 1/8-inch tubing
King Pin Plate: 1/4-inch, AR450 (rocking & breakaway)
Back Up Alarm: Yes

Body

Type: Steel bathtub style body for sand, gravel, coal, hazardous waste and aggregate



StarLite 2 gives you the strength of steel at a cost that is thousands of dollars less than comparable aluminum trailers!

Floor: 10-gauge HT50
Sides: 12-gauge HT50
Tailgate: 10-gauge HT50, top-hinged, air locked w/ air line to front
Front: 10-gauge HT50
Paint: One color urethane enamel over primed surface
Longitudinal: 10-gauge 8 x 22-inch
Top Rail: 4 x 4 x 1/8-inch tubing
Side Braces: 10 - 12-gauge HT50
Hoist Housing: 10-gauge HT50
dumps with all wheels on ground

Packaged Options

Side Boards: 6-inch aluminum side boards
Landing Legs: Non load-bearing on body - removable
Fender: Aluminum tread plate (AGM03)
Slant Tailgate: Air operated (BHH)
Tarp Hooks: Located at tailgate (4)
Light Bar: Powered FlipLite

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