

February 2016

# BAILEY

## Product Sales Advisor & Technical Handbook



# Features & Benefits

The following section includes detailed information which might be useful to you when talking to your customer about his potential trailer purchase, some features may be obvious, others less so.

**BELOW:**  
*NB Root Specials have sheet stowed on offside; TB, TAG, Beeteapers have sheet stowed on nearside.*



Consider it a 'virtual walk round'.

## Paint Finish

The first thing that strikes you as you approach any one of Bailey Trailers' extensive range is the quality of the paint finish.

The company have invested £40,000 in state of the art finishing and 'twin pack' paint facilities at the new Sleaford factory. As Mike Bailey, Sales Director says *"We build a quality product, it's not just a trailer, and as such we believe it deserves a quality finish"*.



The result is a consistently high quality finish with greater durability. The paint manufacturers are so confident in their product they are offering extended warranty on the paint finish. If they are this confident with it so are we!

The paint facility is responsible for painting twenty five or more complete vehicles a week plus component parts.

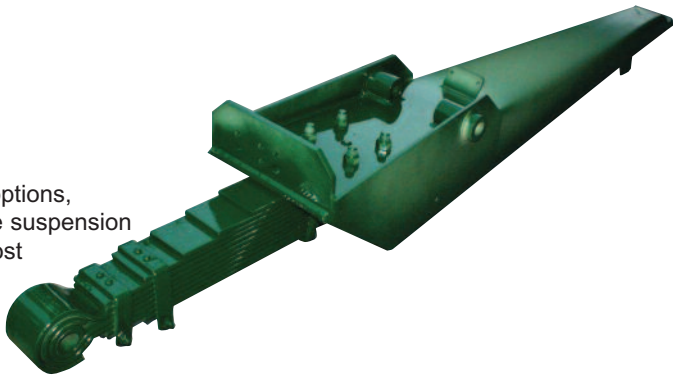


The paint process applied is a full 'twin pack' so not only does it look good but it is hard-wearing, resistant to damage and the everyday materials found in the agricultural environment.

Properly looked after, offers unbeatable protection against corrosion, protecting your customer's investment.

## The Drawbar

Bailey fit a number of drawbar options, amongst the most popular is the suspension drawbar. This is available on most models and gives superior ride and control characteristics to both the trailer and to the towing vehicle.



The drawbar can be height adjusted to suit the towing vehicle and the loaded weight or distribution of the trailer and requires the minimum of maintenance. In fact apart from the usual visual inspection you would give any running gear component, it only requires greasing about once a week (dependant on conditions).

Of course Sprung drawbars are not for everybody or every load so standard drawbars are also available across the range, these form an integral fabricated part of the robust chassis of the trailer.

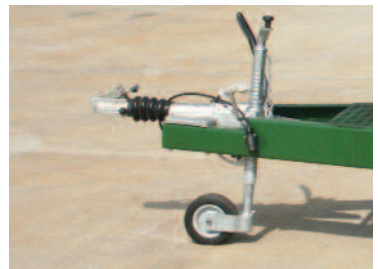


## The Hitch

All Bailey trailers are fitted with an industry standard 40mm EN8 forged steel towing eye.

Fuel Bowsers are fitted with 50 mm ball hitches with overrun brakes and are designed to be towed behind a suitable road vehicle.

A 40mm swivel eye can be fitted as an option to all trailers giving some protection against overturn particularly in awkward manoeuvring conditions, jackknife or where it is necessary to traverse slopes.





### **Support Skid**

We have introduced a new design with a hinged support stand ('foot') held in position with heavy duty sprung bolts. When not required during operation, the whole assembly is swung into storage position on the drawbar.

### **Connections**

With the exception of fuel bowsers, all Bailey trailers are equipped with hydraulic braking. Full twin line air braking is available for axles with brakes over 406 X 120.

Additional hydraulic connections may be made from the tractor to the tipping circuit, the hydraulic tailgate and, in the case of low loaders, the ramps and stabiliser legs.



The hydraulic connections are all equipped with self sealing, quick release couplers. These are located, when not in use, in a purpose designed receiver fabricated on the front bulkhead of the trailer.

The air hose connections similarly locked into their storage position by inserting them onto "dummy" connections fastened to the chassis. Correct stowage not only prevents damage but also prevents costly repairs to the pneumatic and hydraulic systems of trailer and tractor caused by the ingress of dirt if hoses are left "in the muck".

Similar provision is made for the standard 7 pin lighting connectors and, where it is fitted, the ISO 7638 connection for ABS brake control.

## Swan Neck

All hydraulic connection hoses are routed through a tubular 'swan neck'. This allows the operator to connect to the tractor more easily and minimises the possibility of entanglement and trapping when connected. It also limits the possibility of damage caused when turning through contact with the tractor wheels.

All hoses are marked to indicate their function and allow correct connection to the relevant service of the tractor. The hoses are routed in a channel inside the trailer chassis to limit any possibility of damage during operation and thereby reduce costly and frustrating downtime.



## Trailer Front

Trailers can be provided with a laser cut vision panel backed with 6mm perspex. Baileys dispensed with traditional weld mesh some years ago preferring instead the strength and durability provided modern profile cutting methods.

Similar methods are used to prepare the front panels on Bailey silage kits. All Bailey trailers are provided with access steps at the front. If required internal steps can be provided either as an option or as a 'weld on' retro fit.





## The Body

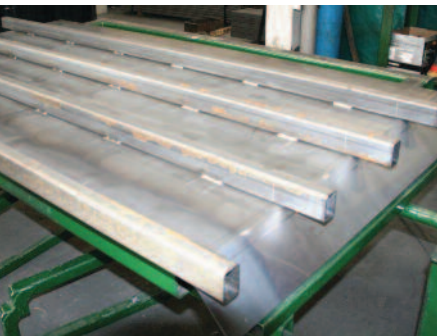
All trailer bodies are of a fully welded construction. The floor plates can be of 4 to 12 thickness and are reinforced using 60 x 40 mm mild steel bearers at 300mm centres along the entire floor length.

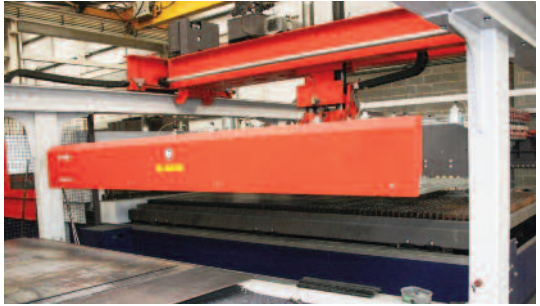
The resulting structure is supremely rigid and increases durability. Floor damage due to harsh loading conditions is minimised and, unlike some other trailers, floor panel replacement due to buckling is rarely an issue.

All trailers are welded by hand using MIG welding processes and welders are all trained to Bailey's high standards.

The component parts of each trailer are accurately cut from mild steel sheet using a high powered laser cutter, capable of cutting material up to 25mm in thickness. Use of this machine means more accurate profiles which in turn mean a better fit and more integral strength.

The finish of each piece is also better which means less fettling and therefore fewer tool marks and helps Bailey achieve their high gloss paint finish. Laser cut edges also help paint adhesion, preventing peeling and flaking from component edges.





Components are designed on CAD computer based software and sent directly to the semi automated machine tools responsible for their production. Bailey's continual investment in new technology helps to keep production costs down whilst increasing quality, a benefit which is ultimately passed onto the end user.



The trailer floor plate is folded during construction and taken up to form the fillet between the floor and side member ensuring an integrated structure. The weld between side member and fillet is therefore continuous.

The resulting single weld means there is less distortion during the production process ensuring a smooth ejection of material from the trailer sides where wet loads have a tendency to stick.



The trailer side members are fully seam welded. This operation is undertaken when the structure is complete to prevent any unnecessary distortion.

Care is taken to dress welds before painting to prevent inclusions which could cause rusting. All possible weld spatter is removed that could cause problems with the painting process.



Bailey's attention to detail is evident even in the attachment points for the optional silage sides. Instead of the top rails being drilled and tapped, Bailey insert a tube into the rail which is then completely welded into position. Not only does this add strength to the structure it also improves the accuracy of location and welding prevents the ingress of water which can cause corrosion and unsightly rust 'bleed' on the paintwork.





## **The Chassis**

All Bailey chassis are constructed from RHS steel and fabricated to high standards in our own factory. The twin beam construction is supplemented by RHS cross members which provide location for the tipping cylinders and mounting points for axles and suspension.

The resultant 'box' gives strength and rigidity but with enough flexibility to ensure the trailer will tow and handle well, reducing operator fatigue.

All are built on weld fixtures that ensure accuracy but also allow manipulation so that the chassis can always be welded in the optimum position. This process minimises the amount of 'stop starts' in the continuous welds which could otherwise be the cause of localised stresses in the structure which could lead to cracking.



# Ease of Use

## Equipment

All trailers include features designed to make the operator's life easier and to increase cycle times and productivity. Some are standard, others are options, and customer's special requirements can be accommodated at the time of order.

Sales Manager Graham Wright says *"We like to think we are flexible and can accommodate our customer's needs. Our range of optional equipment covers most things but if a customer is prepared to pay for something out of the ordinary we will always see what we can do for them"*.

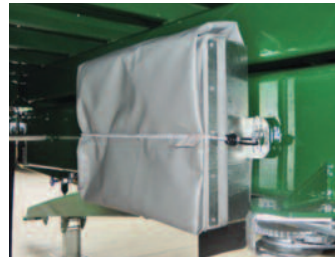
Standard features include hydraulic hose swan neck, lights compliant with the Road Traffic Act, hydraulic rear door, independent hydraulic brakes, parking brake, rope hooks, 40mm towing eye, front steps/ladder, skid & skid carrier.

Front mud flaps are available on most trailers and can be fitted retrospectively. A tool tray or block carrier fitted to right side of the trailer can also be specified. For other optional equipment please see price list.

Some trailers when discharging into hoppers require a 'grain sock'. This can easily be fitted by the operator and removed after use. Stowage is then provided under the left side of the trailer chassis.

Low loading trailers are provided as standard with lockable boxes either side to hold straps and chains etc when not in use.

Fitted covers or the 'Easy Sheet' retractable cover may also be specified.





### Lights

Whilst the lights are standard, Bailey also think about their guarding. While most manufacturers guard their lights, these are no use if the discharged crop builds up around them. Bailey's guards are open at the bottom to allow the grain to fall through and ensure safe operation when on the road.



On a dual carriage way the driver has a legal responsibility to ensure his beacon warning light is visible all around the machine and trailer.

Silage sides often mean the tractor is obscured so Bailey can provide an additional beacon or high intensity LED lighting and supplementary lighting to ensure you remain visible and safe.

### Rear towing

A rear mounted towing position can also be provided offering the possibility of multiple trailer towing, shunting or recovery.



### New plastic mudguards

Bailey's new black plastic mudguards are knock resistant and will not rust.

## Trailer Rear

Most Bailey trailers can be fitted with a variety of discharge methods:

**Hydraulically operated** tailgates which can be independently controlled by the driver regardless of tipping angle. They are locked hydraulically in position when closed preventing that embarrassing moment on the road when you realise your load is lighter than when you started

**Mechanically operated** tailgates which require no additional supply or power consumption from the tractor.

Simple top hinged gates are also available fitted with grain chutes which can accommodate a sock for hopper or chute loading.

A single or double barn door arrangement can also be specified.

Low loading trailers can be supplied with moveable rear axles or, for the larger vehicles, hydraulically operated rear ramps or manually controlled versions with spring counterbalance.

