

# STOCKMASTER

PRE-LAUNCH DISTRIBUTOR EDITION



WEST WOOD  
TRAILERS

# In Safe Hands

SPECIALISTS IN TRAILER DESIGN & ENGINEERING

For over 50 years, people have put their trust in our trailers, just ask an owner - they are not difficult to find. As specialists in trailer design and engineering, we have continued to set the standard both in the UK and throughout much of Europe.

We are an independent company with one focus: to build the best products on the market. More than 30,000 people choose our trailers each year - but we are not standing still. Our dedicated investment in new technologies and materials ensures that our products continue to exceed the expectations of our customers. We know that quality, strength, value and ease of maintenance are of vital importance to you. That is why we have made them the driving force behind everything we do.





# Livestock Trailers

Located in rural North Wales, the company has grown within the agricultural community, employing local people with farming links. Our unique understanding of the industry allows us to deliver the highest quality products and contribute to the protection of this precious way of life.

Take a look at any of the features of our livestock trailers; you will find that practicality, safety, reliability and longevity are paramount to us.

## Flexibility

From the smallest P6e to the largest 24' twin axle, Lfor Williams Trailers have something to meet the demands of most livestock farmers – from sheep and pigs to heifers and prize bulls; we have the trailer for the job.

Presenting the first purpose built tractor drawn trailer from Lfor Williams, the StockMaster has been designed with the end user in mind. Renowned for our durability for trailers up to 3.5 tonnes; we have kept the same ethos in bringing a new heavy range of trailers which will be suited for the larger livestock farmer and arable farmer alike. These trailers are offered in a choice of flatbed, cattle and sheep decked versions with demountable container.

## Built to last

The galvanised steel chassis and drawbar offers unbeatable corrosion protection. This coupled with high strength, impact resistant aluminium side panels ensures these trailers give many years of reliable service. The suspension is offered on our proven leaf sprung design in heavy duty version with novel built-in wear resistant features.

## Livestock Version and Demountable Container

The distinctive steel roof channels give a strong and rigid frame and continues the iconic livestock trailer design which can be seen the length and breadth of the country. The flooring on these trailers is made of thick pressure treated timber planking protected by 2.5mm thick slip resistant aluminium treadplate.

Right from the start, the design aim was to make the trailer as flexible as possible which is shown through the demountable container option offering both a livestock and a flatbed trailer in one. With the addition of hay raves accessories, the trailer can be used during harvest.

## Stability when towing

From customer feedback an important aspect was to ensure the trailer “followed” the towing vehicle well – after testing and refining the design we have received excellent customer feedback, commending the trailer’s ability to follow and turn on the winding rural roads found in North Wales.

# Why choose a StockMaster?

Our trailers are built to last and should cost a lot less in the long run compared to trailers built to a lower specification.

## The Facts:

- 24' x 8' bed on a galvanised chassis.
- Available as four basic models:
  - **Cattle**
  - **Decks**
  - **Flat with livestock floor**
  - **Flat with resin-faced ply floor**
- Design gross trailer weight of 21 tonnes, actual GTW's depend on current legislation and tyre options chosen.
- Two Variants: **Farm** with basic 20mph hydraulic brakes and **High Speed**.
- Heavy duty (approved at 13 tonne) commercial S-cam braked axles fitted to all models and variants.
- Ifor Williams load-sharing 4-spring suspension.
- Excellent axle load equalization delivering the best possible braking adhesion – even in off-road operation.
- Wear protection plates prevent springs rubbing galvanised chassis.
- Ifor Williams 50mm ring eye coupling manufactured from a very tough and wear resistant grade of iron - can be unbolted and replaced if required.
- Excellent tracking – the trailer 'follows' well. Farmers love to tow this trailer.



- Closable bottom side vents.
- Closable bottom front vents (on deck trailers).
- One-piece aluminium treadplate floor - no welds to crack.
- 2 large cross-divisions (converts to 4 small when sheep decks in use).
- Cross-divisions can be opened from the outside.
- Fully legal 20 degree ramp angle with no step-down at top.
- 4 sump tanks as standard on all Cattle and Deck models.
- Powered Sheep Deck – from tractor hydraulics – with unique sequential auto-latch.
- Fully O4-legal rear under-run bar.
- LED lights as standard.
- Extensively proven on test-track and farm.
- Demount leg option.
- Hay rave option.
- Sprung drawbar option.
- Spare wheel option.



#### **Cattle**

There are 2 cross divisions; fixed steel framed gates, with aluminium panelling that can be opened from outside. (3 compartments created by them).



#### **Sheep**

Hydraulically powered 8' long internal ramp, which lifts to become a platform. 6' headroom when the ramp is in the roof. 48' of load space for sheep. (6 sections due to having 2 cross-divisions).



#### **Cattle**

Deck and cross divisions completely stowed away.



#### **Ramp**

In line with EC1/2005 the ramp on the StockMaster has no "step-down" as other trailer models have. The angle on the ramp is 20 degrees meaning the angle is less for the livestock and conforms with animal transportation legislation EC1/2005.

# Features

## High Speed Trailers and Brakes

High speed agricultural trailers are defined as trailers which need to travel at speeds in excess of 20mph. These high speed trailers are required to meet more stringent rules and regulations and are categorised as an O4 trailer.\*\*

Braking for O4 trailers must achieve 45% braking as well as ABS whereas agricultural trailers travelling at less than 20mph are required to achieve 25% and are non ABS.

Two high speed braking systems are available - the first is based on a combination of air and hydraulics, currently used by several other manufacturers. The second is hydraulic ABS, which Lfor Williams will be the first to introduce.

High speed braking using hydraulic ABS gives the farmer the benefit of being able to use tractors with hydraulic braking and no air braking system.\*

## Suspension

We conducted a thorough reappraisal of every element of 4-spring suspension and came up with what we believe to be the best 4-spring suspension ever produced.

In particular, using our state of the art CAD system we have optimised load sharing over the full range of suspension travel, minimised load transfer under braking and dramatically reduced friction within the suspension which is a major source of poor brake performance.

## Axle

The axle chosen is tested for loads up to 13 tonnes. This provides an enormous reserve of strength both for wheel bearings and axle beam when using the trailer.

The brakes and wheel fixing suit both 19.5" commercial and 18" agricultural tyres.

## Breakaway Protection

On the trailer is a lanyard which will pull the handbrake on the trailer up before the lanyard snaps, ensuring a safer trailer and peace of mind for the Farmer if something were to go wrong.

\* Additional power required for ABS system.

\*\* High speed trailers will require additional testing/certification to comply fully with O4 requirements.

## Coupling

Traditionally, the coupling eye is welded directly to the drawbar. This is problematic should the eye ever become damaged or worn. For the StockMaster we have designed a bolt-on coupling which is produced from a high specification material which will dramatically reduce coupling wear and is easy to replace should the eye become damaged.

## Container

With 60,000 Livestock trailers in service, the Lfor Williams Livestock design is proven in the field. We have transferred as much as possible of the existing Livestock container design to the StockMaster.

## Roof

Our StockMaster roof is curved which prevents ice forming and unlike other manufacturers we have kept the roof structures on the outside – we regard this as an essential feature to facilitate cleanliness and hygiene, and in keeping with our current design.

## Cross-Divisions

The cross-divisions are extremely strong as is the front bulkhead which will prove essential under high speed braking. Two cross-divisions, as opposed to one, serve the dual function of reducing compartment size and also allowing legal loading right down to very low loading density.

## Powered Rear Deck Ramp

A hydraulically operated rear deck ramp for accessing the upper deck is provided. The ramp is powered directly from the tractor hydraulics and removes any manual labour from the loading process. Safety locks are provided to ensure the deck is safe and secure when sheep are being transported. When a decked trailer is required to carry cattle the rear ramp section can be hydraulically lifted and stowed securely in the roof.

## Tyres

We selected the 385/55R19.5 commercial tyre as the optimum combination of diameter and load capacity. (Ensuring we achieve the 20 degree ramp angle required for livestock). Coupled with a maximum 3 tonnes drawbar load these tyres will allow a maximum axle load of 9 tonnes and a gross trailer weight of 21000kg. Commercial tyres have approximately three times the tread depth of a conventional agricultural tyre and the benefit of considerable steel belting to aid puncture resistance.

## Wheels

We have chosen the ISO4107 8-stud 275pcd fixing as it is the most suitable for the 19.5" and 18" tyres. This is the most common wheel fitting on European trailers and is stronger than the 10 stud 225pcd alternative.

## Flat Trailer

There are 2 floor options, a Livestock Floor (treated softwood planks, covered with a 1 piece aluminium treadplate sheet) or a 24mm thick resin coated ply floor.



Suspension



Coupling



Hay Raves/Ladder

# Options

## Hay Raves/Ladder

Very easy one-man fitting and removal. Ladders weigh approx. 40kg which easily hook and click into the bracket on the front and rear.

## Demount System

This kit allows easy container removal using your tractor and forks at home, for flat trailer work and greatly improved utilization.

## Non-LED Lights

Interchangeable non-LED lights are available.

## Sprung Drawbar Suspension

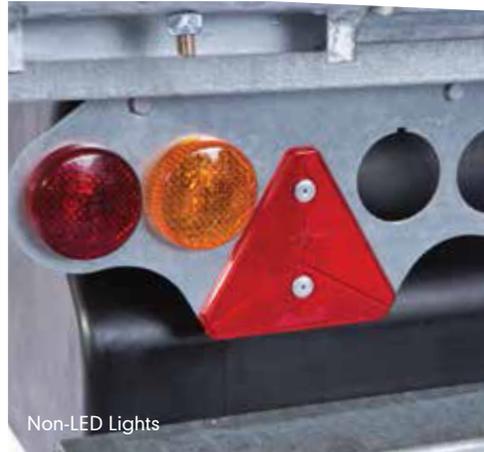
Using laminated rubber/metal springs which provide springing and damping. Can be converted from fixed to sprung at point of sale. This dampens noise and absorbs vibrations inevitably created by travelling.

## Spare Wheel

Stows in a cradle between the chassis beams at the rear with a winch to pull the wheel in and lift/lower the cradle.



Demount System



Non-LED Lights

# StockMaster Options

Generic Trailer	Basic Configuration*	Double Coin Wheel Assembly 385/55R19.5	Ply Floor	Alloy Floor/Over Softwood	Sprung Loaded Drawbar	Michelin Wheel Assembly 340/65R18**	Brakes - Air/Hydraulic with ABS	Brakes - Hydraulic Only with ABS	Non LED Lighting Kit	Spare Wheel Kit	HLT Hay Rave (Each)	Demount Kit
FLATBED	24' FLATBED	STD 21T GWV	STD	OPT	Upgrade Option	OPT 19T GWV	OPT	OPT	OPT	OPT	OPT	N/A
CATTLE ONLY	24' FLATBED + Container	STD 21T GWV	N/A	INC	Upgrade Option	OPT 19T GWV	OPT	OPT	OPT	OPT	OPT	OPT
SHEEP DECKS	24' FLATBED + Container+Sheep Decks	STD 21T GWV	N/A	INC	Upgrade Option	OPT 19T GWV	OPT	OPT	OPT	OPT	OPT	OPT

\* All of the above basic trailer configurations come with hydraulic brakes and double coin tyres as standard. \*\*Selecting Michelin tyre option reduces GWV by 5000kg.

# Specifications

**THE IFOR WILLIAMS COMMITMENT TO TRAILER SECURITY**  
Each trailer is fitted with an ID plate which has a unique serial number etched on it.

**TER - THE NATIONAL PLANT AND EQUIPMENT REGISTER**  
When you register your new trailer it is automatically registered with TER (The National Plant and Equipment Register). Their mission is to combat plant theft and fraud in the UK and Europe. By registering ownership, both technical and marking details can be made available to international police forces through TER. All Ifor Williams Trailers include free registration to TER once your trailer is registered by your distributor. For further information on TER please see their web site at [www.ter-europe.org](http://www.ter-europe.org)

# Maintenance

We recommend that your trailer is serviced by a recognised trailer mechanic to ensure it is always kept in best possible condition. All Ifor Williams Trailers distributors provide this service and can advise you on how regularly your trailer will need servicing.

Always clean your trailer regularly, both inside and outside, paying particular attention to the outside during winter months, as salt on the road will discolour the galvanised steel.



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