

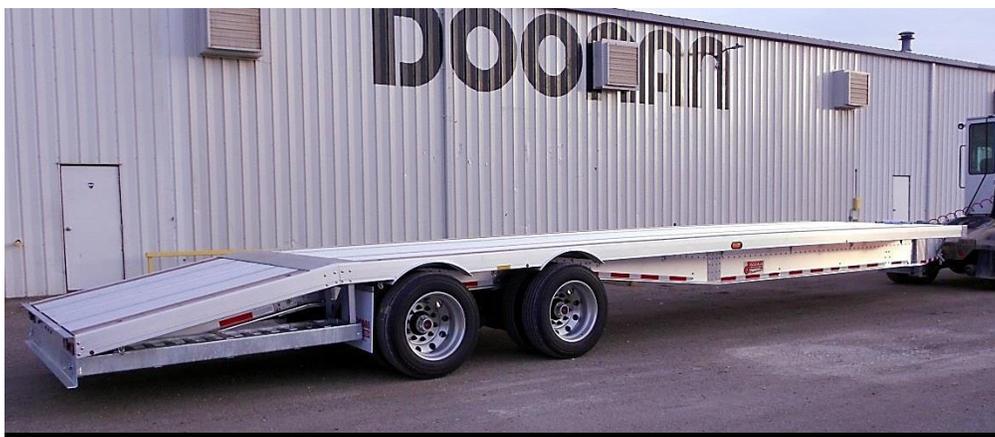


**Tammy Bailey**  
Doonan® Parts Specialist

## Standard 16.5 and 12.25 Brake Axles are Ready to Roll!

It's 2017, time to get ready for the logistical nightmare. It's the one phone call that a driver has ruined an axle and needs your help. Don't leave them hanging, or have to call the axle Dr. Yes, the axle Dr. can fix it, but the cost is respectfully hard to swallow. \$1,300 to replace the spindle, then you tell him he needs a new hub, drum, bearings, etc. The cost is crazy... **Make the call today and order an axle to keep on hand.** Standard 16.5 and 12.25 brake axles are ready to roll. These are OEM products, not aftermarket.

We can drop ship in about a week and you will have one on the shelf. Everyone knows that with the crazy economy we have going-on that drivers are hanging onto their older equipment, and original parts are getting harder to come by. Well, this is the one thing that won't fail. You can stock at least one of each of these axles and take care of the problem. Contact Tammy for pricing: PH: 318-509-7929, or [tammy@nettparts.com](mailto:tammy@nettparts.com)



## SPECIALTY PRODUCTS SHOWCASE:

### Doonan® Develops Heavy-Duty Pintle Hitch Flatbed Trailer

All aluminum, galvanized pintle hitch trailer designed for hauling a competitive ranked pulling tractor.

Doonan's pintle hitch trailer is built strong to last long, and features the same high-quality materials and craftsmanship that is consistent across all Doonan® Specialized trailers.

This specialized 44' x 102", 2-axle Chaparral II™ flatbed trailer features a 5' heavy-duty pintle hitch tongue with adjustable ring heights.

*'We listened to our customer and took his concerns into consideration when designing this trailer in order to engineer a weight sensitive tongue, since it was being hauled by a motor coach, while still delivering a heavy-duty trailer.'*



All steel components, including the tongue, are hot dip galvanized to provide added protection from corrosion due to moisture and the elements.

The 60,000# GVWR trailer was designed with 5" crossmembers on 12" centers. It includes an

aluminum floor with 2-apitong nailers, along with 11-recessed chain ties. The rear of the trailer incorporates a fixed dovetail design with 2-aluminum 18" x 7' long pull-out rear ramps. The newly designed rear pull-out aluminum ramps make loading and unloading quicker and more convenient.



*'After a long day of competition out in the sun, the last thing our customer wanted to do was haul heavy ramps off the side of his trailer to attach on the rear. Due to the length of his load, we weren't able to offer him our standard flip-up ramps that you would normally see with a dovetail trailer.'*

The trailer is also designed to have a customized tarp system installed, so the highly modified, semi-tractor cargo is protected during transport to National pulling events.