



# ***FLEETNECK***

## **ENGINEERED BEAM**

U.S. Patent Pending

### **A better way...**

We built gooseneck trailers just like the rest of the industry for the last 30 years. We purchased standard I-beams and sliced and diced them and added reinforcement to make strong trailers out of them. While we have always been proud of our gooseneck trailers we came to a place of unrest. We knew that there had to be a better way.

We started studying the strength dynamics of I-beams and quickly turned to flat-bed semi-trailers for inspiration. For decades the semi-trailer manufacturers have been building their own I-beams, custom to each trailer configuration. They realized long ago that standard beams were not the best solution for the strongest, lightest trailer frames. They needed taller beams considering the span of the frames without the excess weight that comes with taller standard beams.

The same principles clearly applied to gooseneck trailer framing so we set out to design, engineer, and build our own I-beams. After nearly three years of research and development, this Fleetneck, Engineered Beam product line is the result.

We now have an almost infinite control over the shape of the beams. We're able to optimize the performance of the steel by putting it to work where we need it most. No dead weight. No added reinforcements needed. We're able to build contours into the beams that optimize the total design and functionality, from dovetails to deck-height. Our beams are the tallest and strongest in gooseneck trailers, with the best strength-to-weight ratios on the road.

Considering the landmark advancements in the way we frame gooseneck trailers we were resolved to optimize the total trailer design, not just the frame. So we set out to make every part of our Fleetnecks the best it could be. You'll find problem solving, intelligent design incorporated from the dovetails to the deck steps and everywhere in between.

Thank you for considering a Fleetneck. We respect the money that you'll spend on a gooseneck trailer and yearn to make sure that our trailer is one that takes good care of you for years to come.

Sincerely,

The Diamond C Design Team



[www.diamondc.com](http://www.diamondc.com)



# ENGINEERED TO DELIVER

## The Deck

It's low profile for easy access. Tire-covers are HD 3/16" diamond plate. Boards are capped at each end of the deck for added durability.

## The Camber

The deck and frame have a slight camber when not loaded. When loaded, it flexes as necessary to level but never sags like traditional goosenecks.

## The Lace-rail

Channel-Iron for durability and versatility with no notches or cut-outs for maximum strength. Includes stake-pockets and pipe-spools.

## The Neck

Curves distribute force throughout the neck so there is no concentration of stress in corners like traditional goosenecks.

## The Box

It's big and roomy. The lid is curved for added rigidity and gas spring assisted for easy operation.

## The Steps

The retractable front deck steps solve the common issue of traditional front deck steps being bent in low clearance situations. The mid-deck side turn signal step makes for easy access when equipment is loaded.

## The I-Beams

We engineer the beams, optimize them, and build them for each trailer configuration just like semi trailer manufacturers have been for decades. Our I-beam frames are taller, stronger, and lighter than your neighbor's. 14-16" tall. Standard steel bends at 36 ksi. Our beams are built using steel rated at 50 ksi minimum.



Sealed Wiring  
Harness



LED Lights



Dexter Axles



Industrial  
Grade Finish

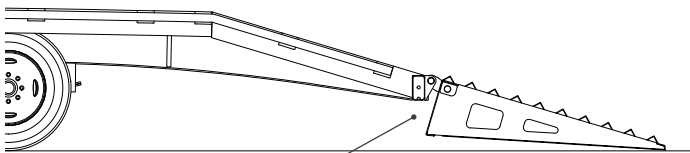


3YR  
Warranty  
Quality &  
Workmanship

## Tail Options

### MAX Ramps

44" wide ramps for MAX versatility.  
50 ksi steel ramp frames X 4 frames per ramp for MAX strength.  
HD Spring loaded for easy lifting from deck and from ground.

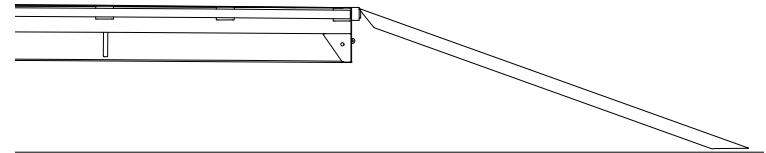


### MAX Hinges

The two point ramp hinges are concealed and protected inside of the ramp bodies, not exposed on the bumper like most. Our hinges transfer the force of the load into the knees of the ramps to prevent the back of the trailer from sagging and the ramps from kicking up when loading heavy equipment. For safe, stable loading.

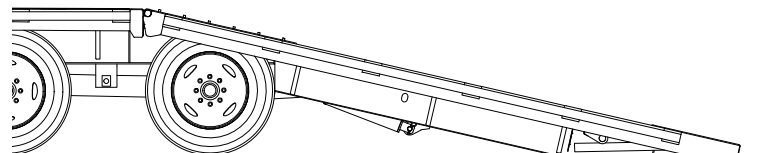
### Straight Deck

With 8' slide-in ramps.  
Single piece bumper with light protection.



### 12' Hydraulic Dovetail

12' long with easy to climb, 12.5 degree approach angle. Blackwood rubber-infused runners for traction. Automatic latch for easy operation. Includes wireless remote control.



# Fleetneck Models

## Single Wheel

### FMAX207

- **GVWR** - 15,500lb
- **AXLES** - 2 - 7,000lb E-Z Lube
- **TIRES** - ST235/80R16 10-Ply
- **ENGINEERED BEAM** - 14"
- **LACE RAIL** - 5"Channel

### FMAX208

- **GVWR** - 18,000lb
- **AXLES** - 2 - 8,000lb Oil Bath
- **TIRES** - ST215/75R17.5 16-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 5"Channel

### FMAX210SS

- **GVWR** - 25,000lb
- **AXLES** - 2 - 10,000 lb General Duty Oil Bath
- **TIRES** - ST235/75R17.5 18-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

### FMAX212SS

- **GVWR** - 25,900lb
- **AXLES** - 2 - 12,000 lb Heavy Duty Oil Bath
- **TIRES** - ST235/75R17.5 18-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

### FMAX307

- **GVWR** - 24,000lb
- **AXLES** - 3 - 7,000lb E-Z Lube
- **TIRES** - ST235/80R16 10-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 5"Channel

## Dual Wheel

### FMAX210

- **GVWR** - 25,000lb
- **AXLES** - 2 - 10,000 lb General Duty Oil Bath
- **TIRES** - ST235/80R16 10-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

### FMAX212

- **GVWR** - 25,900lb
- **AXLES** - 2 - 12,000 lb Heavy Duty Oil Bath
- **TIRES** - ST235/80R16 10-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

### FMAX215

- **GVWR** - 30,000lb
- **AXLES** - 2 - 15,000 lb Heavy Duty Oil Bath
- **TIRES** - ST215/75R17.5 16-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

### FMAX310

- **GVWR** - 30,000lb
- **AXLES** - 3 - 10,000 lb General Duty Oil Bath
- **TIRES** - ST235/80R16 10-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

### FMAX312

- **GVWR** - 30,000lb
- **AXLES** - 3 - 12,000 lb Heavy Duty Oil Bath
- **TIRES** - ST235/80R16 10-Ply
- **ENGINEERED BEAM** - 16"
- **LACE RAIL** - 6"Channel

## Standards for all models

- BRAKES** - Electric brakes on all axles  
**COLORS** - Black, Dark Grey Metallic, Silver Metallic, Mocha Metallic, Dark Blue Metallic, Red, Desert Tan, Cement Grey  
**COUPLER** - Bulldog BX1, adjustable  
**CROSS-MEMBERS** - 3" Channel on 16" centers  
**JACKS** - Dual 12K, spring-loaded drop-leg  
**LENGTHS** - 20' 22' 25' 28' 30' 32' 35' 38' 40'  
**LIGHTS** - All LED  
**RUB RAILS** - Includes stake pockets with pipe spools  
**SPARE MOUNT** - In top of neck  
**STORAGE BOX** - In base of neck  
**SWAY CONTROL** - Included on 30' and longer  
**WIDTH** - 102" Overall  
**WIRING** - Sealed wiring harness  
**DECK HEIGHT** - Low profile, approximately 34" unloaded

## Popular options include

- BRAKES** - Electric-over-hydraulic  
**CHARGER** - 5 Watt solar charger (when equipped with battery)  
**FLOOR** - Blackwood, rubber infused lumber  
**HITCH** - Pintle ring  
**JACKS** - 2-Speed OR Hydraulic  
**RATCHETS** - 4"Weld-on OR in Slide-track  
**SPARE** - Tire & wheel assembly

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