

Thuro-Bilt Horse Trailers

by Howard Katz

This article is the result of a visit to Roseburg Trailer Works, Inc., maker of Thuro-Bilt Horse Trailers.



The four sections of this article are presented in tabular form: General Information, Production History, Direct and Dealer Sales, and Warranties. Within each section, topics are presented in bold type and accompanying information is presented in regular type below them.

General Information

Name and address

Roseburg Trailer Works, makers of Thuro-Bilt Horse Trailers

265 Industrial Way

Myrtle Creek, OR 97457

Phone: 800-755-3345

Facsimile: 541-860-5959

Web address: www.thurobilt.com

Executive management names & positions

Richard Conn, President and Sole Owner

Lewis Miller, Operations Manager

Year founded

Roseburg Trailer Works was established in 1992. Under a previous owner and different name, it had previously produced specialty custom trailers. In 1995, under the current owner, production was switched to a standard product line of horse and cargo trailers.

Offices

Offices are located in a separate staff wing of the main plant. The offices hold sales, engineering, design, clerical, purchasing, accounting, and management.

Production

Roseburg Trailer Works' original plant is located in Roseburg, OR. They still own this plant and it is still operational. The original plant is located on two acres with 12,600 square feet of office space, production area, and warehouse under roof. This location is in a rural setting, remote from major thoroughfares, and, therefore, difficult for receiving raw materials and shipping of finished goods.

Their new plant is located in Myrtle Creek, OR, at the Myrtle Creek off ramp of Interstate 5. Receiving raw materials and shipping finished goods is considerably easier than to/from their old location. The new plant was opened in first quarter of 2006. The new plant is located on 10 acres with a total of 36,000 square feet of office space, production area, and warehouse under roof.

They currently produce horse trailers and cargo trailers at the new plant. By the end of 2006, cargo trailer production will be moved to the Roseburg, OR, plant to free production capacity for increased horse trailer production.

Employees

There are six office, utility, and maintenance personnel. There are 37 production personnel. All utility, maintenance, and production personnel are

cross-trained, so they can perform any production task when scheduling or manpower shortages demand their assistance.

Drug Testing

Pre-employment drug testing is performed for all prospective employees. Random drug testing is performed throughout the year. Drug testing is also mandatory after any industrial accident.

Model and production years

The model year begins on July 1, when model changes are introduced. Minor changes are introduced throughout the year. The production year is based upon the calendar year.

National Association of Trailer Manufacturers (NATM) – membership and compliance

Roseburg Trailer Works, Inc., is a member of NATM and meets NATM compliance requirements.

Production information

Designs – Trailers are designed by Roseburg Trailer Works management, Richard Conn and Lewis Miller, and reviewed with production staff.

Engineering – When designs are finalized, an outside engineering company is consulted for analysis.

Quality Control – Quality control is performed in each production department by the employee doing the work. Spot checks are performed by the lead person throughout production. Bill Duffield, the Quality Control Manager, checks work completed at each production step. He also does three formal checks along the way: 1) after fabrication; 2) post finish; and 3) final, when a trailer is completely finished.

Paint – Because Roseburg Trailer Works original plant is in a rural area where only well water is available and large scale waste water treatment facilities are not available, an environmentally friendly paint had to be found. PPG developed unique primer and paint formulas without TCLP metals for Roseburg Trailer Works. The mustard-yellow primer and white paint are the environmentally safest and cleanest in the industry. Roseburg Trailer Works is currently the only horse trailer manufacturer to use this primer and paint.

Both the paint and primer are two-stage polyurethane.

Trailers are solvent wiped before the mustard-yellow primer coat is applied and also before the white paint coat is applied. After primer or paint is applied, trailers are allowed to cure in the heated primer or paint booth for one half hour. Custom vinyl appliqué decorations are applied with the Thuro-Bilt name and the trailer model to the front, sides, and rear of each trailer.



PPG helped Roseburg Trailer Works select a supplier for their new heated, forced-air, primer and paint booths. The primer booth is sufficiently large for one large trailer. The paint booth, shown below, is large enough for two small or medium-sized trailers or one large and one small trailer.

HorseWheels

phone – 909-227-0202

fax – 951-693-4964

email – hkatz@iine.com

website – www.horsewheels.net

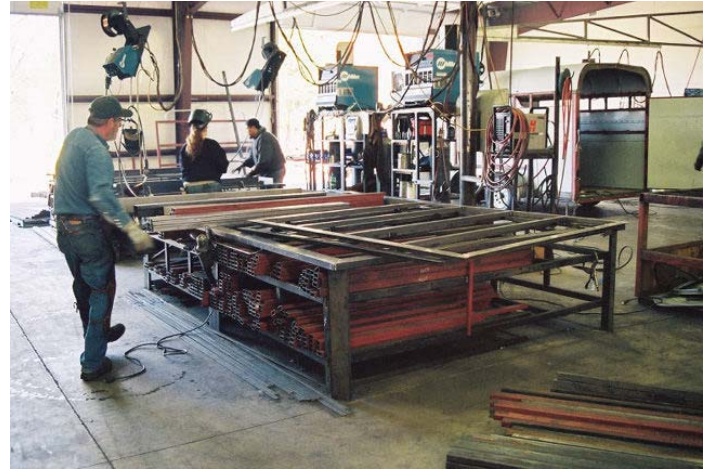


Metal bending and forming – All aluminum and steel bending and forming is done on site.

Metal attachment – All sheet metal is attached to the frame with adhesive, tape, or by spot welding. All sheet metal is attached to the roof bows by spot welding.



Welding Jigs – Welding jigs and jig tables are used to make trailer frames, sidewalls, and rear door frames.



Roofs – All roofs on Thuro-Bilt horse trailers are sheet steel. The sheets are tack welded to the roof bows and overlapped one inch, the width of the roof bow, starting at the rear of the trailer and going forward to where the rear edge of the nose cap. Before painting the roof, the roof seams are caulked.



Two styles of steel roof are used: 6-inch radius and 12-inch radius. 12-inch radius roofs have been used on two lines of horse trailers since the first Thuro-Bilt horse trailers were produced, the picture on the left below. 6-inch radius roofs have been installed on several new lines of trailers since 2000, the picture on the right below. The n-radius signifies the slope of the bend between a trailer's roof and its sidewall.



Window openings – Window openings are plasma cut in side walls after side wall are mounted on a trailer.

Nose caps – Nose caps are fiberglass and are

purchased from an outside vendor.

Nose and tongue (bumper pull trailers) – There are two designs of bumper pull trailer noses, one for the 6-inch radius roof trailers and another for the 12-inch radius roof trailers. The 6-inch radius roof trailers have a more pointed nose with a short tongue while the 12-inch radius roof trailers have a much flatter nose and a longer tongue. The tongues on both types of trailer are sufficiently long to allow a trailer to be jackknifed without damaging it.

Body and rust protection – All superstructure square tubing receives a primer coat by the supplier before delivery to Roseburg Trailer Works. All sheet metal is galvanized. In addition, external seams are sealed, upper metal surfaces are primed and painted, and then the full undercarriage and fender wells receive a coat of petroleum-based, asphalt undercoat.



Insulation – None of the Thuro-Bilt horse trailers are insulated.

Axles – All trailers have Lippert spring or torsion axles. Spring axles are standard on all bumper pull trailers and the 2-horse gooseneck trailer. Torsion axles are standard on 3- and 4-horse gooseneck trailers and an extra cost option on all bumper pull trailers.

Axle ratings in pounds for Roseburg Trailer Works, Inc. horse trailers are shown in the following table.

Type	Horses	Pound Rating
Gooseneck	2	5,200
	3	7,000
	4	7,000
Bumper Pull	2	3,500
	3 (Spirit)	3,500
	3 (all others)	5,200
	4	5,200

Axle placement – Axle placement is determined specifically for each trailer model to obtain weight ratio between the front and rear of the trailer of between 60:40 and 67:33. The weight distribution is measured from the hitch to the center line between axles and center line between axles and rear bumper of the trailer. Tongue weight is kept to between 10 and 13 percent.

Brakes – All trailers have 4-wheel electric drum brakes standard. Electric over hydraulic disc brakes are optional.

Floors – All trailers have 2-inch thick Douglas Fir floors with angle iron supports attached to the bottom of the frame on 24-inch centers. Wood floors run from the point of the nose through to the rear bumper.



Fenders – Fenders are purchased from an outside vendor.

Parts – Parts for all Thuro-Bilt horse trailers are available from dealers. No retail parts sales are made from the plant.

Production History

Year production began

Production began in 1992 with specialty custom trailers.

Trailers produced in first year

A custom-built trailer for any purpose was produced; if the customer could describe it, Roseburg Trailer Works would design and build it. Trailers to transport helicopters and vans for portable dynamometer testing were some of the first units produced.

Evolution of trailer types, lines, models

In 1995, Roseburg Trailer Works prototyped their first all steel horse trailer. The prototype was well received and interest for this type of trailer was generated. They stopped production of custom trailers and began producing slant load horse trailers and cargo trailers exclusively.

Year production of current types, lines, models started

1995 – Two trailer models introduced: 1) the GT (general purpose trailer), a single wall stock trailer with a removable divider and removable tack wall; and 2) the SE (special edition), a double wall 7-foot 6-inches tall warm blood trailer that was 6-foot 8-inches wide with sealed diagonal wall and removable divider.

2004 – Three additional trailer models introduced: within the GT line, the Spirit 2000, and within the SE line, the Renegade (double wall) and the Maverick (single wall).

2004 – Gooseneck models of the above trailer models, except the Spirit, went into production.

Today – types of trailers produced

Five models within the GT and SE lines are being produced. 2-, 3-, and 4-horse gooseneck and bumper pull versions of these five models are available.

Today – lines & models of trailers produced

Roseburg Trailer Works, Inc. makes bumper pull and gooseneck horse trailers. The following table shows which horse trailers are available as bumper pull and gooseneck or bumper pull only.

Model	Bumper Pull	Gooseneck
GT	yes	yes
GT +	yes	yes
Liberty	yes	yes
Shilo	yes	yes
Shilo ex	yes	yes
Special Edition	yes	yes
Special Edition +	yes	yes
Maverick	yes	no
Renegade	yes	no
Spirit	yes	no
Stock	yes	no

The following pictures and tables describe standard features of horse trailers built by Roseburg Trailer Works, Inc. The first table presents trailers that are

offered as both bumper pull and gooseneck. The second table presents trailers that are offered only as bumper pull.

Many options are available for all trailers. A customer has the ability to modify a trailer to suit his personal needs.

GT



GT +



Liberty (2-horse bumper pull)



Liberty (4-horse gooseneck)



Special Edition



Shilo



Special Edition +



Shilo ex



Maverick



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Renegade



Stock



Spirit



Item	GT	GT +	Liberty	Shilo	Shilo ex	Special Edition	Special Edition +
Bumper Pull – horses	2 and 3	2 and 3	2 and 3	2, 3, and 4	2, 3, and 4	2 and 3	2 and 3
Gooseneck – horses	2 and 3	2 and 3	2 and 3	2, 3, and 4	2, 3, and 4	2 and 3	2 and 3
Interior Height (standard)	7-feet	7-feet	7-feet	7-feet	7-feet	7-feet	6 ½-feet
Interior Width (standard)	6-feet 8-in	6-feet 8-in	6-feet 6-in	6-feet 6-in	6-feet 6-in	6-feet 6-in	6-feet 6-in
Rubber Rear Dock Bumper	3-inch	3-inch	3-inch	3-inch	3-inch	3-inch	3-inch
Construction – frame, super structure, walls, roof, floor beams (24-in centers)	steel	steel	steel	steel	Steel	steel	steel
Roof Radius	12-inch	12-inch	12-inch	12-inch	12-inch	12-inch	12-inch
Caulking	optional	exterior and interior std.	exterior and interior std.	optional	exterior and interior std.	exterior and interior std.	exterior and interior std.
Floor – Douglas Fir	2-inch	2-inch	2-inch	2-inch	2-inch	2-inch	2-inch
Running Boards	steel	steel	aluminum	steel	Steel	steel	steel
Gravel Guards – front, fenders	yes	yes	yes	yes	yes	yes	yes
Lights – Marker, three sides	yes	yes	yes	yes	yes	yes	yes
Lights – Tail / Load	2 / 0	2 / 0	2 / 0	2 / 0	2 / 0	4 / 0	4 / 1
Lights – Tack Compartment	1	1	2	1	1	2	2
Lights – Stock Compartment	1	1 or 2	2	1	1	2	2
Lights – Outside	0	0	1	0	0	1	1
Rear Gate or Doors	single gate	single gate	50/50 rear doors	single gate	single gate	single gate	single gate
Rear Gate or Door Windows or Air Openings	full-width air opening	none	sliding window each do`or	full-width air opening	none	full-width sliding window	full-width sliding window
Side Windows or Air Openings on Head Side	full-length air opening	one drop down feed window with travel grill per horse	one drop down feed window with travel grill per horse	full-length air opening	one drop down feed window with travel grill per horse	one drop down feed window with travel grill per horse	one drop down feed window with travel grill per horse
Side Windows or Air Openings on Curb Side	one full-length air opening	one full-length air opening	one sliding window per horse	one full-length air opening	one full-length air opening	one full-length air opening	one full-length air opening
Tack Area Wall - Removable	yes	yes	no	yes	yes	no	no
Tack Area – short wall length and door width	32-inch door	32-inch door	2-inch short wall, 32-inch RV door	32-inch solid door	32-inch solid door	2-inch short wall, 32-inch RV door	2-inch short wall, 32-inch RV door
Tack Area – saddle racks, bridle hooks, blanket bars	yes	yes	yes	yes	yes	yes	yes
Stock Compartment Walls	single	single	double to 48-inches	double to 48-inches	double to 48-inches	double to 48-inches	double to 48-inches
Stock Compartment Tie Rings	one per horse	one per horse	one per horse	one per horse	one per horse	one per horse	one per horse
Stock Compartment Dividers	between horses	between horses	between horses	between horses	between horses	between horses	between horses
Stock Compartment Mats	floor	floor	floor / walls	floor	floor	floor	floor / walls
Exterior Tie Rings	two per horse	two per horse	two per horse	two per horse	two per horse	two per horse	two per horse
Suspension	dual Lippert axles	dual Lippert axles	dual Lippert axles	dual Lippert axles	dual Lippert axles	dual Lippert axles	dual Lippert axles
Wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels
Brakes	4-wheel electric	4-wheel electric	4-wheel electric	4-wheel electric	4-wheel electric	4-wheel electric	4-wheel electric

Item	Maverick	Renegade	Spirit	Stock
Bumper Pull – horses	2 and 3	2, 3, and 4	2 and 3	2 and 3
Gooseneck – horses	not offered	not offered	not offered	not offered
Interior Height (standard)	7-feet	7-feet	7-feet	7-feet
Interior Width (standard)	6-feet 8-in	6-feet 8-in	6-feet 8-in	6-feet 8-in
Rubber Rear Dock Bumper	3-inch	3-inch	3-inch	3-inch
Construction – frame, super structure, walls, roof, floor beams (24-in centers)	steel	steel	steel	steel
Roof Radius	6-inch	6-inch	12-inch	12-inch
Caulking	exterior standard	exterior and interior std.	exterior standard	exterior standard
Floor – Douglas Fir	2-inch	2-inch	2-inch	2-inch
Running Boards	steel	steel	steel	steel
Gravel Guards – front, fenders	yes	yes	yes	yes
Lights – Marker, three sides	yes	yes	yes	yes
Lights – Tail / Loading	2 / 0	4 / 1	2 / 0	2 / 0
Lights – Tack Compartment	0	2	0	0
Lights – Stock Compartment	0	2	0	0
Lights - Outside	0	2	0	0
Rear Gate	single gate	single gate	single gate	single gate
Rear Gate or Door Windows or Air Openings	full-width air opening	full-width sliding window	full-width air opening	full-width air opening
Side Windows or Air Openings on Head Side	full-length air opening	one drop down feed window with travel grill per horse	full-length air opening	full-length air opening
Side Windows or Air Openings on Curb Side	one full-length air opening	one full-length air opening	one full-length air opening	two full-length air openings
Tack Area Wall - Removable	yes	no	yes	yes
Tack Area – short wall length and door width	32-inch door	2-inch short wall, 32-inch RV door	32-inch door	32-inch door
Tack Area – saddle racks, bridle hooks, blanket bars	yes	yes	yes	
Stock Compartment Walls	single	double to 48-inches	single	single
Stock Compartment Tie Rings	one per horse	one per horse	one per horse	one per horse
Stock Compartment Dividers	between horses	between horses	between horses	between horses
Stock Compartment Mats	floor	floor / walls	floor	floor
Exterior Tie Rings	two per horse	two per horse	two per horse	two per horse
Suspension	dual Lippert axles	dual Lippert axles	dual Lippert axles	dual Lippert axles
Wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels	white painted steel wheels
Brakes	4-wheel electric	4-wheel electric	4-wheel electric	4-wheel electric

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Factory and Dealer Sales

Sales

Roseburg Trailer Works only sells Thuro-Bilt horse trailers only through its dealers, never directly to retail buyers.

Delivery

Roseburg Trailer Works prefers that retail buyers have their trailers delivered through their local dealers. On rare occasions, trailers will be delivered to a retail customer through the local BMV Thuro-Built dealership near the factory. Trailers will not be delivered to retail customers at the plant. And, trailer must have been sold by a dealer.

Repair and maintenance

Dealers are required to either have repair and maintenance facilities on site or have a contractual arrangement with a repair and maintenance facility local to them. About once a year, a trailer may be brought back to the factory for repair. Most of these have been for paint problems. Freight to and from the factory is the customer's responsibility.

Warranty service

Warranty service is to be done by the local dealer or his contracted repair and maintenance facility.

Dealers – numbers and locations

Roseburg Trailer Works has 27 dealers located throughout the western states, including Alaska. Most dealers are located on the Interstate 5 corridor in California, Oregon, and Washington.

Leading dealers

Dealers are mostly balanced in volume of trailers sold on an annualized basis. Dealer ranking is done by both quantity of units sold and dollar volume sold.

Warranties

Axle assembly

The axle manufacturer warrants the axles supplied on Roseburg Trailer Works trailers: **Lippert**.

Coupler

The coupler manufacturer warrants the coupler supplied on Roseburg Trailer Works trailers: **Bull**

Dog.

Jack assembly and landing gear

The jack assembly and landing gear manufacturer warrants these items supplied on Roseburg Trailer Works trailers: **Henderson** on goosenecks and **Pacific Rim** on bumper pulls.

Paint

Roseburg Trailer Works does not warranty paint. However, they have not yet turned down a legitimate paint warranty claim.

Tires

Roseburg Trailer Works uses radial tires specifically designed for trailer use. Tires are warranted by the tire manufacturer: **Carlyle**. Tire sizes are dependent upon the rating of the axle they are mounted on: 3,500 pound axles have 205x15 tires mounted on 5-lug wheels; 5,200 pound axles have 225x15 tires mounted on 6-lug wheels; and 7,000 pound axles have 235x17 tires mounted on 8-lug wheels.

Wheels

The wheel manufacturer warrants the wheels supplied on Roseburg Trailer Works trailers. White painted steel wheels are purchased with tires pre-mounted.

Trailer (other than above)

Roseburg Trailer Works provides a one-year structural warranty on trailers, except for the portions of their trailers covered by the warranties expressed above.

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