



12 & 16 Series LCG™ Carriers



Optional Equipment Shown.

Enduring Value for Your Demanding Business

Vulcan has added an entirely new dimension to the concept of transport, thanks to its 12 & 16 Series LCG™ Carriers. The patented design lowers the deck height as much as five to six inches over that of conventional carriers. The result is a better load angle, better stability during transport, the ability to haul taller loads, and increased operator safety because the operator can easily secure loads while standing on the ground.



EXTREME ANGLE OPTION SHOWN WITH REMOVABLE BLADE RAILS



STANDARD FEATURES

- Platform Available in Aluminum or Steel
- Floor Level Sides with Stake Pockets (Steel)
- Tri-Hollow Tube Rails (Alum.)
- 210" Subframe
- Right and Left Chain Trays
- Safety Chains (2-front, 2-rear)
- Painted in Black Acrylic Enamel (Steel)
- Left & Right Side Illuminated Controls
- Federal Standard #108 LED Lighting
- 8,000 lb. Hydraulic Winch w/50' Cable
- Full Function Wheel Lift System
- Slide-In L-Arms With Anti-Theft Storage
- Pre-Wired Electrical Junction Box
- Adjustable Rear Stabilizer
- Bed Built 102" Wide
- 11 Key Slot Package (Steel)
- 4 Key Slot Package (Alum.)
- Slide Pads
- Bed Anti-tilt Lockout
- Roller Bed Positive Lock-down
- Two Lift Cylinders
- One Extension Cylinder
- Manual Shift Winch Clutch Release
- Cable Tensioner & Roller Guide
- Tow Light Socket
- Mud Flaps
- Hydraulic Pump
- Back-Up Lights & Alarm

OPTIONAL FEATURES

- Frame Mounted Headboard (Req. 6" Additional CA)
- Smooth Floor in Lieu of Tread Plate(Steel, N/C)
- Optional Color on Top of Deck and Side Rails (Steel)
- Solid Tube Side Rails (Steel, N/C)
- Steel Removable Tube Rails*
- Aluminum Removable Tube Rails *
- Work Lights (Rear, Pylon and/or Winch Mounted)
- Vulcan's Strapless Wheel Retainer System
- Various Wheel Retainer Options
- Combination Dock Stabilizer / Wheel Lift
- Hydraulic Stabilizer w/ Extendable Pintle
- Steel or Aluminum Tool Compartments
- 8,000 lb. Planetary Winch
- 15,000 lb Planetary Winch (16 Series Steel)
- SP 8000 Sidepuller (Req. 12" Additional CA)
- Bed Mounted Headboard
- Various Chain & Strap Assemblies
- Galvanized Subframe
- SST® - Solid Sloped Tail Option
- Vulcan's Extreme Angle® Option (Steel)
- Wired or Wireless Winch Remote
- Wood Floor*
- PTO
- Switch Panel
- Emergency Lighting
- 6 Key Slot Package (Alum.)
- Additional Key Slots
- Side Mount Winch (Steel)
- Auto-Grip II Wheel Lift
- 1/4 Deck Plate (16 Series)

*N/A with the Extreme Angle or SST® Option

NOTE: All ratings are based on structural factors only, not vehicle capacities or capabilities. Specifications shown are approximations and may vary depending on chassis selected. Platform rating is based on an equally distributed load. Actual payload carrying capacity is determined by the curb weight of the chassis and equipment and should not exceed the GVWR of the chassis. Miller Industries Towing Equipment Inc. reserves the right to change or modify product and or specifications without notice or obligation. Some equipment shown is optional.

CARRIER SPECIFICATIONS

| | 12 SERIES | 16 SERIES |
|---------------------------------|----------------------------|----------------------------|
| Load Rating* | 12,000 lbs. | 16,000 lbs. |
| Platform Lengths | 20.5' 21', 21.5', 22' | 20.5', 21', 21.5', 22' |
| Additional Lengths | NA | 23' 24, 25', 26' |
| Platform Thickness | .3/16" | .3/16" |
| Platform Width (Outside) | 102" | 102" |
| Platform Width (Inside)** | 96.5"-101" | 96.5"-101" |
| Steel Crossmembers | 2" x 2" on 8" Centers | 2.5" x 2.5" on 8" Centers |
| Alum. Crossmembers | 2.25" on 4" Centers | 3" on 4" Centers |
| Subframe Rails | 5"x3" x 5/16" HS Tube | 5"x3" x 3/8" HS Tube |
| Rear Pivot | 1 Piece - 1.5" Diameter | 1 Piece - 1.5" Diameter |
| Tilt Cylinders | 3" Bore | 3.5" Bore |
| Extension Cylinder | 3.5" Bore x 120" Stroke | 3.5" Bore x 120" Stroke |
| Winch (1st Layer) | 8,000 lb. | 8,000 lb. |
| Cable | 3/8" x 50' | 3/8" x 50' |
| Wheel Lift Reach (Extended) | .66" | .66" |
| Wheel Lift Rating (Extended) | 4,000 lbs. | 4,000 lbs. |
| Tow Rating | 10,000 lbs. | 10,000 lbs. |
| Deck Height Above Chassis Frame | 6.75" (Steel) 7.75" (Wood) | 7.25" (Steel) 8.25" (Wood) |

* Platform rating is based on equally distributed load.

** Inside Bed Widths will vary based on Side Rail Option

CHASSIS RECOMMENDATIONS

| | 12 SERIES | 16 SERIES |
|------------------------------------------------------------------|-------------|-------------|
| Minimum GVWR | 19,500 lbs. | 26,000 lbs. |
| Maximum GVWR | 26,000 lbs. | 33,000 lbs. |
| Minimum Frame Height | .33" | .36" |
| Maximum Frame Height | .38" | .40" |
| Wheel & Tire Size | 19.5 | 22.5 |
| Minimum Frame Length Behind Center of Rear Axle - 12 & 16 Series | | .36" |

FRAME RBM - EACH RAIL

| | |
|-----------------------------|---------------------|
| 12 Series | 600,000 inch-lbs. |
| 16 Series (22' and Shorter) | 800,000 inch-lbs. |
| 16 Series (23' and 24') | 1,200,000 inch-lbs. |
| 16 Series (25' and 26') | 1,600,000 inch-lbs. |

CAB-TO-AXLE REQUIREMENTS

| | |
|-------|------|
| 20.5' | 132" |
| 21' | 138" |
| 21.5' | 144" |
| 22' | 150" |
| 23' | 156" |
| 24' | 166" |
| 25' | 170" |
| 26' | 182" |

A minimum of 49" between the inside of the rear tires is required. The unladen chassis frame height should not be lower than rear tire height. The outside frame rails of the chassis extending behind the cab must be free of fuel tanks, air tanks, exhaust stacks, etc.

Air-bag rear suspensions are recommended for the lowest possible load angle but the LCG™ carrier can be mounted on some chassis with leaf spring suspensions. Most chassis components behind the cab outside the frame must be at least 2 inches below the top of the truck frame to clear the bed slide rails.

Fuel tanks must be under the cab. Fuel tanks can extend up to 6 inches behind the cab only in combination with a frame-mounted pylon. Fuel fill must not be behind the cab.

The preferred location for the battery box is under the passenger seat or under the cab, battery boxes in other locations may require relocation.

The LCG™ carrier is not compatible with chassis that have inboard mid-ship fuel tanks such as the Ford 550 and Dodge 5500.