

# CONNECT

ISSUE 4 – SUMMER 2026







**Across the business, there is a strong sense of momentum as we continue to invest in the future of Bailey Trailers.**

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Our heavy duty construction trailers are built for tough UK site conditions.



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Brian Walsh from our running gear partner Granning talks about our long-standing partnership.

One of the most significant developments is the introduction of our new shot blasting unit, which will be fully operational over the summer. This represents a major step forward in our manufacturing process, ensuring an even more durable, hard-wearing paint finish across our entire range.

Of course, durability starts long before the paint is applied. Bailey construction trailers are engineered to perform day-in, day-out across the toughest site conditions. Whether hauling aggregates, transporting machinery, or supporting on-site operations, our heavy-duty range is built with strength and reliability at its core. You can explore this in more detail on page 6.

However, even the most robust equipment will eventually require maintenance.

The key difference lies in the quality of the replacement parts used. Choosing components that match the original specification is essential to maintaining performance and safety. This is where genuine Bailey parts come into their own. Designed to the same standards as the trailers themselves, they ensure consistency, reliability and peace of mind. You can read more about this on page 14.

Granning have been our axle and suspension systems partner for over thirty years. They play a key role in delivering the durability and performance our customers expect. We caught up with Brian Walsh from Granning to talk innovation, collaboration and what goes into building dependable running gear. Turn to page 12 to hear from Brian.

If you've ever walked through our yard, you'll notice something immediately – uniformity. Row after row, trailer after trailer, the same stance, same finish, same attention to detail. Like peas in a pod. Achieving this level of consistency is no accident, on page 10 we take you behind the scenes to show how it's done.

Finally, on behalf of the Bailey family, I would like to extend our sincere thanks to all our customers, dealers, and staff. Your continued support and the trust you place in our products is what drives us.

Wishing you all the very best for the remainder of the season.

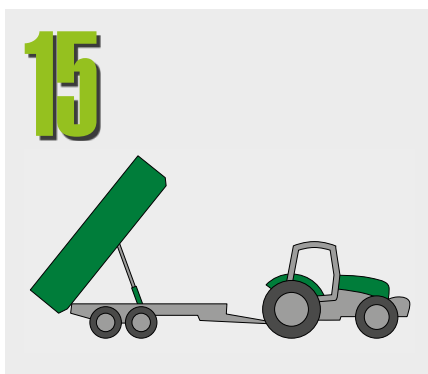
**Michael Bailey**  
**Managing Director**

## REGULARS



### Latest News from Bailey

An update on the progress of our new shot blasting building.



### The Operators Hub

Trailer tipping, what you need to know. The Operators Hub explains.



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# Shot-Blasting Facility Project Nearing Completion

**Good progress continues on the construction of our new shot-blasting building, with several major milestones now successfully completed.**

The main structure is now fully erected, marking a significant step forward in the project. Electrical services have also been connected to the building, ensuring the infrastructure is in place ahead of the next phases of installation.

Outside the facility, all new concrete works have now been completed, helping to prepare the surrounding area for operational use and vehicle movement. Attention is now turning to the installation

of the shot-blasting equipment itself. We are currently awaiting delivery of the new machinery, but before this can be installed, excavation work will take place to create the pit required to house the system.

With construction progressing well and key infrastructure now in place, the project remains on track, and we are expecting the new shot-blasting facility to be operational during July.

This development represents another important investment in our manufacturing capabilities and will play a key role in supporting future production efficiency and quality standards.





# One Ram or Two?

## The Case for Change

**Here at Bailey, product development is a continuous process. As materials, manufacturing techniques and hydraulic technology evolve, so too does the way we think about trailer design.**

One topic currently generating discussion is the use of hydraulic tipping rams. Traditionally, twin rams have been the preferred option on many agricultural trailers, particularly larger models. However, modern engineering is raising an interesting question: are two rams always necessary?

Advances in chassis design and hydraulic systems mean that a single ram can now deliver the lifting performance, stability and reliability required for many applications, while offering the potential benefits of reduced weight, fewer components and simpler maintenance. Customers can currently specify either twin or single rams on our trailers, and

that choice remains important. However, as part of our commitment to continuous improvement, we are exploring whether a single-ram configuration could become the standard specification on more models in the future.

There is no immediate change planned, but it is an example of how we continually challenge convention and look for opportunities to improve. We'd be interested to hear what you think; is the future of trailer tipping a single hydraulic ram?



## #BaileyHarvestCaptured Photo Competition – Harvest 26

We're inviting customers to share their harvest moments as we head into Harvest 26, celebrating the hard work, machinery and landscapes that define the season.

To take part, simply post photos of your Bailey at work on social media using the hashtag **#BaileyHarvestCaptured**.

At the end of Harvest 26, we'll select a winning image, with the photographer receiving a selection of Bailey merchandise as a thank you for taking part.





# The aggregate winners: heavy duty construction trailers built for UK site conditions

**Bailey construction trailers are engineered to perform day-in-day-out across the toughest site conditions. Strong, reliable trailers for hauling aggregates, transporting machinery and supporting on-site operations. Whether you're moving stone, topsoil, or equipment, our range of heavy-duty construction trailers offers an all-round fleet solution.**

## **Contract Tipper:** **versatile trailer for** **aggregates and topsoil**

Our Contract Tipper is a highly versatile construction trailer, ideal for hauling aggregates such as stone and topsoil, while

also offering flexibility for agricultural use.

Built on a rugged, heavy-duty RHS bottom chassis, with reinforced sides and flooring, this trailer is designed for strength and long-term reliability. Tandem spring-mounted axles provide

excellent stability across uneven and off-road terrain, making it a dependable choice for construction sites.

In addition, when fitted with our optional extension sides, Contract Tippers provide an ideal solution for transporting large volumes of grain.





#### Key features:

- ▼ Heavy-duty RHS chassis for durability
- ▼ Reinforced sides and floor for aggregate hauling
- ▼ Tandem spring suspension for stability
- ▼ Optional extension sides for increased versatility
- ▼ Front aggregate guard

**Ideal for:** Groundworks, farming, quarry transport, and bulk material handling.

### Contract Dumper: heavy duty dump trailer for tough off-road conditions

Designed specifically for demanding environments, our Contract Dumper is a heavy-duty dump trailer built for hauling aggregates in extreme off-road conditions.

Its robust construction includes a reinforced RHS top chassis with cross members and heavy-duty side panels that increase in thickness depending on trailer capacity. Floor thickness ranges from 6 mm on smaller models up to 10 mm on larger units, ensuring exceptional strength under load.

A deep-section box structure allows it to handle stone, concrete, rubble, and hardcore materials with ease, making it ideal for construction, demolition and quarry work.

#### Key features:

- ▼ High-strength RHS frame and cross members
- ▼ Floor thickness from 6 mm to 10 mm

- depending on model
- ▼ Reinforced side panels for added durability
- ▼ Deep-section body for heavy materials
- ▼ Tandem spring suspension for rough terrain

**Ideal for:** Construction sites, demolition work, quarries and heavy-duty aggregate haulage.

### Drop Deck Low Loader: easy loading trailer for machinery transport

The Drop Deck Low Loader range is designed for efficient and safe transport of light machinery and implements. Its lowered bed design allows the trailer to reach ground level, enabling quick loading of implements, small crawlers and drills.

The single axle model features a 2500 mm wide bed and is operated using two large rear tipping cylinders and a tractor

pickup hitch at the front. With an 8-tonne capacity, it is perfectly suited for smaller machinery transport tasks.

A hydraulically linked rear axle allows operators to lock the trailer into transport mode directly from the tractor cab – improving both safety and efficiency on-site.

#### Key features:

- ▼ Ground-level loading for easy access
- ▼ 2500 mm wide bed
- ▼ Twin hydraulic tipping cylinders
- ▼ 8-tonne capacity
- ▼ In-cab axle locking system

**Ideal for:** Transporting small machinery, implements and equipment on construction and agricultural sites.

### Flat Deck Low Loader: high capacity trailer for machinery and bale transport

For larger transport requirements, the Flat Deck Low Loader offers 15 and 20-tonne capacities, making it ideal for moving heavy machinery and bulk loads.

Mounted on tandem or tridem springs, this trailer delivers stability and strength across a range of terrains. It features a 38 mm hardwood planed floor, commercial-grade axles and fully road-legal lighting as standard.

With a 2500 mm overall width and a 900 mm deck height, it provides a stable and





- 12v pump (85 L/min flow rate)
- 220-litre AdBlue tank with auto gun
- 10m retractable hose
- LED lights, flow meter, and storage compartment

**Ideal for:** On-site refuelling, remote operations and improving site efficiency.

## Dropside Trailers: compact and versatile material handling

Dropside trailers offer a compact and flexible solution for transporting lighter materials such as sand, gravel and green waste.

Their versatility makes them suitable for both construction and agricultural use, particularly in smaller sites or where manoeuvrability is key.

### Key features:

- 22 -12 tonne capacities
- High hinged tail door
- LED lights and beacon
- Independent hydraulic brakes
- Optional hydraulic rear door

**Ideal for:** Landscaping, small construction jobs and general-purpose hauling.

## Built for performance, designed for reliability

Bailey's construction trailer range truly lives up to its name—The Aggregate Winners. With a focus on strength, durability and flexibility, each trailer is built to perform under pressure in the most demanding environments.

Whether you need a heavy duty dump trailer, a low loader for machinery transport, or a versatile tipper for aggregates, Bailey provides a complete solution trusted by construction professionals across the UK.

**For more information on the Bailey Construction Range contact your Bailer dealer today.**

accessible platform. Aluminium loading ramps, complete with an integrated storage rack, ensure efficient loading and unloading.

### Key features:

- 15 and 20-tonne capacity options
- 38 mm hardwood floor for durability
- Tandem or tridem spring suspension
- Aluminium loading ramps with storage
- Road-legal lighting and commercial axles

**Ideal for:** Heavy machinery transport, bale handling and large-scale site logistics.

## Beavertail Low Loader: safe and secure machinery transport with easy loading access

Beavertail Low Loaders are designed for safe and efficient loading, combining robust construction with practical features for everyday site use. Available in 15 and 20-tonne capacities, they are mounted on tandem or tri-axle spring suspension to deliver stability across varied terrain.

Hydraulic loading ramps provide a secure and controlled loading angle, while the 38 mm hardwood planed floor ensures long-term durability under heavy use. Heavy-duty axles and wheels come as standard, alongside fully road-legal lighting for compliance and safety.

All models feature a 2500 mm overall width and a 900 mm deck height, with the option to add outriggers where additional support is required.

### Key features:

- 15 and 20-tonne capacity options
- Tandem or tri-axle spring suspension
- Hydraulic 900 mm wide loading ramps
- 38 mm hardwood planed floor
- Angle iron loading ramps

**Ideal for:** Machinery transport, plant equipment handling and safe loading in demanding site conditions.

## Fuel Bowser: reliable on-site refuelling solution

The Bailey Fuel Bowser is designed to support efficient on-site refuelling, reducing downtime and improving productivity across construction operations.

It features a 2000-litre fully bunded tank and a 12v pump capable of delivering 85 litres per minute. The pump is positioned for easy access and protected by a lockable top panel.

Additional features include lockable double rear doors, a 220-litre AdBlue tank with pump and auto gun, and a rear storage compartment for added convenience.

### Key features:

- 2000-litre bunded tank



# First Bailey Mobile Nurse Tanks

**We have recently produced the first Bailey mobile nurse tank. A total of four 105m<sup>3</sup> and 85m<sup>3</sup> tanks have been ordered and are set for delivery to four farming businesses across the South West of England.**



At 3,600mm high and 11,000mm long, they are the largest trailers we have ever constructed.

## **Designed for Modern Slurry and Liquid Digestate Management**

Mobile nurse tanks play a critical role in efficient slurry application, particularly in umbilical spreading systems. These systems are widely used where land parcels are remote or inaccessible from the main slurry storage facility, whether on-farm or at an anaerobic digestion (AD) plant.

In such scenarios, slurry is transported to the field by road-going tankers or haulage trucks and discharged directly into the mobile nurse tank.

## **Continuous Flow, Maximum Efficiency**

Once filled, the mobile nurse tank acts as an on-site buffer, ensuring a continuous supply of slurry to the umbilical spreading system. This buffer function is essential for maintaining uninterrupted operation, even as transport vehicles cycle between the source and the field.

Minimising downtime is particularly important when applying slurry to sensitive crops such as cereals. Any interruption in the spreading process can result in uneven application or crop stress, potentially causing damage that cannot be reversed during the growing season.

## **Built for Scale and Performance**

The introduction of these high-capacity nurse tanks reflects the increasing demand for efficient, large-scale slurry handling solutions. By enabling continuous spreading and reducing reliance on perfectly timed tanker logistics, farmers improve productivity while protecting crop health.

For Head of Design Richard Bailey, the main challenge was minimising weight:

“From an engineering perspective, these units pushed us into new territory. The increased panel size required careful consideration of structural integrity, load distribution and material specification to maintain strength without unnecessary weight penalties. We’ve incorporated reinforced sidewalls and optimised the chassis design to handle dynamic loads during filling and discharge, while ensuring stability during field operation.”

Nurse tanks are available in three sizes: 65m<sup>3</sup>, 85m<sup>3</sup> and 105m<sup>3</sup>.

If you’d like to discuss how Bailey nurse tanks could help your slurry application, contact your local Bailey dealer.



# Peas in a pod, how tight quality control creates a consistent trailer fleet

**Walk through our yard and you'll notice something straightaway. Row after row, trailer after trailer – same stance, same finish, same details. Like peas in a pod.**

That kind of consistency doesn't happen by accident. It's the result of tight quality control and disciplined processes designed to ensure every Bailey trailer is built to the same high standard, every time.

For fleet operators, that consistency matters. It affects how your trailers perform, how they're maintained and their trade-in value. Here's how we achieve it...

## **Consistency starts before the first weld**

Every trailer we build follows a defined design and specification. Dimensions, materials, components and finishes are standardised and controlled, removing unnecessary variation from the outset. Trailer specifications are constantly reviewed and revised by our design and production teams.

Incoming materials and components are checked to ensure they meet our required quality standards before they reach the factory floor. That early discipline prevents small inconsistencies from turning into visible differences later in the build.

## **Standardised processes on the factory floor**

Each stage of trailer construction follows a defined workflow, with clear responsibilities and repeatable methods. Our teams are trained to work to documented instructions, ensuring the same steps are followed in the same order, regardless of who is on shift.

Rather than relying on individual interpretation, quality is built into the process itself. Tasks are sequenced to reduce variation and key build stages are completed before the trailer moves on to the next phase.

This structured approach means every trailer progresses through the factory

in the same way – no shortcuts, no guesswork.

## **Quality checks that prevent variation**

Quality checks are integrated throughout the build, allowing potential issues to be identified and corrected early. Cutting, welding, fitting, finish and functional elements are all reviewed at defined points, ensuring each trailer remains within the expected standard as it takes shape.

If something doesn't meet that standard, it's addressed before work continues. That discipline prevents small deviations from becoming noticeable inconsistencies in the finished product.

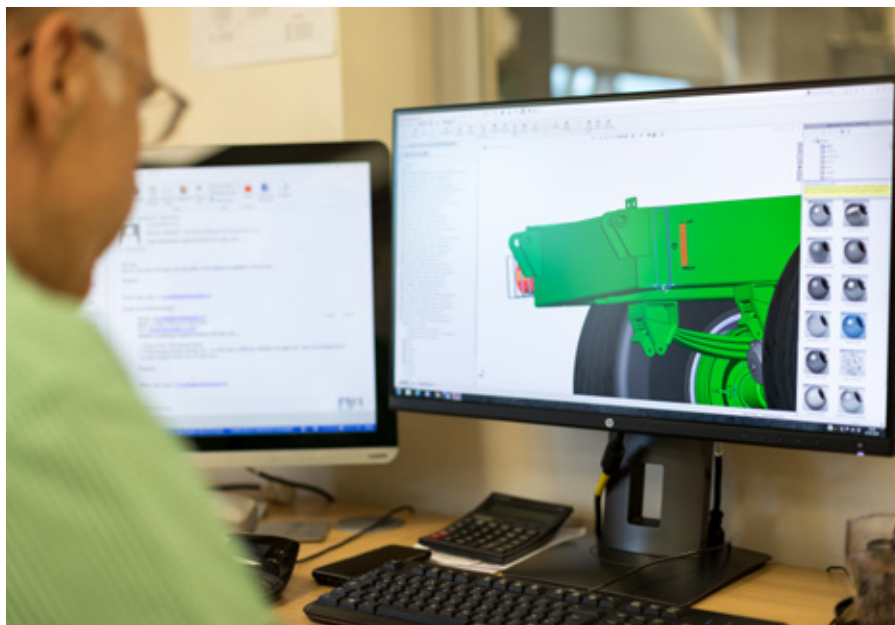
Before any trailer leaves our factory, it undergoes a final pre-delivery inspection to confirm it matches both the customer's specification and the quality standard that we expect.

## **Why uniformity matters to fleet operators**

When trailers are built consistently, the benefits extend well beyond appearance.







#### **A uniform fleet:**

- ▼ Looks professional and cohesive
- ▼ Simplifies maintenance and servicing
- ▼ Improves parts compatibility
- ▼ Delivers predictable performance across assets

Operators know what to expect. Maintenance teams deal with familiar layouts and components. Fleet managers gain confidence that every trailer performs like the last.

That reliability is what “peas in a pod” really means – not just visual similarity, but functional consistency as well.

#### **Consistency is a commitment**

Tight quality control isn’t about perfection for its own sake. It’s about delivering trailers that meet the same standard, time after time.

By controlling specifications, standardising build processes and embedding quality checks throughout production, we ensure every trailer that leaves our factory reflects the same level of care and craftsmanship.

The result is a fleet of Bailey trailers that don’t just look alike – they perform alike too.

### **Don’t just take our word for it**

If you’d like to see for yourself how our trailers are built, we offer factory tours for groups of up to thirty people. If you’d like to arrange a visit, please get in touch.







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## How did it all start?

It must be about thirty years ago. I used to call into the factory to promote Granning as a potential supplier of axles and suspensions, it was around the time when commercial axles were first being introduced to agricultural machines.

Michael Bailey was quite happy with his existing supplier. However, rather than leaving it at that, I persevered with my monthly visits, without any success, until one day I suggested to Michael that he tried a set of our axles. A few months after the axles had been delivered, Michael asked me to quote for ten axles and five suspensions, an order was placed and we were up and running.

I remember Tom Bailey liked our axle because it had an outboard hub and drum that allows you to release the brakes and pull the drum off to access the brake shoes and the inside of the axle. This was one of our unique selling points back then and remains so today. It allows greater space for mounting in the middle of the axle, enables wider suspension centres and in addition makes service and maintenance easier for customers.

## The past 30 years has seen big changes to trailers, how have you had to adapt?

Bailey has always been one of the market leaders, our relationship means that rather than keeping pace with the market, we're actually setting the pace. For example, Bailey were the first to fit high speed full commercial axles across their range over 20tonne. They were also one of the first to offer air suspension, load sensing and ABS braking across their premium range of trailers.

Suspensions have had to change to match larger loads. Over the years Baileys have been pioneers, first introducing a four-leaf parabolic suspension, followed by the first 100mm wide suspension.

Safety is always a key factor; Bailey goes to great lengths to ensure the product is safe for operators in the field and on the road. It's reassuring that Bailey, who are now the outright market leader, has full confidence in choosing Granning for commercial axles and suspension systems.

## So, things are always evolving?

The market determines what it needs, farmers want more efficient equipment that is easy to maintain and will be durable. There's constant change in design

**"It's a true family business, built on loyalty. That loyalty extends to customers too, which is why so many return to the brand time and again."**

and engineering at Bailey, I regularly sit with Richard and Michael to discuss what their customers are looking for and how we at Granning can help to support them.

## Tell us a bit about Granning?

We were originally a trailer builder making commercial trailers. Sourcing a steady supply of axles was difficult, so we bought Granning, which at the time was an American owned company that had moved to Europe to sell axles into the European market.

Having bought Granning to supply ourselves with axles, we soon realised there was an opportunity to sell axles to the market, there was an obvious demand.

We gradually closed the commercial trailer side of the business and focused entirely on axles.

The legacy experience of building chassis and working within trailer manufacturing is another of our USP's. We like to think it gives us a bit of an edge over our competitors.

## What's the special sauce in Granning?

First and foremost, I would say quality. Our products are precision engineered, built to withstand wear and tear and are easy to maintain. We provide a bespoke engineering and design service, rather than supplying off-the-shelf products.

We are very proud of the back-up we provide to customers. It might be that someone needs a spare wheelnut or a back plate that has been damaged in transit. No matter what, it's how you deal with things when something goes wrong that defines you. I'm proud to say that in thirty years we haven't been subject to any claims from Bailey.

## What do you like about working with the Bailey family?

The closeness of the family, they're a very tightly-knit bunch. There are three generations working in the business, I've watched them grow up, now they're working in production, the engineering office, parts department and the sales team.

It's a true family business, built on loyalty. That loyalty extends to customers too, which is why so many return to the brand time and again. I've met many customers over the years, they wouldn't use any other trailers.

As I said earlier, Bailey is now the UK's largest agricultural trailer manufacturer, we've been very lucky to grow with them. I'm glad I stuck at it.



# Why fitting genuine Bailey parts makes sense

When investing in a Bailey trailer, durability is part of our promise. Built to withstand demanding workloads and challenging environments, a Bailey trailer is engineered for the long haul. But as with any hardworking piece of equipment, even the toughest machinery will eventually require replacement parts.

The difference lies in choosing components that match the original standard and that's where genuine Bailey parts prove their worth.

## **It starts and ends with quality**

At the heart of our manufacturing philosophy is an unwavering commitment to quality. Unlike many competitors, we produce the majority of trailer components in-house. From precision-engineered pins to robust bushes, these critical parts are crafted under strict quality control processes. This hands-on approach ensures that every component meets the same rigorous standards as the trailer itself.

## **Investing in technology to exceed expectations**

A key part of this commitment is investment in advanced manufacturing technology. Our state-of-the-art laser cutting system can produce up to 100 parts at a time with pinpoint accuracy. This level of capability is rare within the trailer industry and reflects a significant investment in precision and consistency. By controlling production internally, we ensure every part is not simply "fit for purpose," but engineered to exceed expectations.

## **A working part of the trailer, not just parts**

Choosing genuine parts is about more than convenience, it's about protecting performance. Non-genuine components may appear similar, but subtle differences in material quality or tolerances can compromise strength, safety and longevity. Genuine Bailey parts are designed specifically for Bailey trailers,

guaranteeing perfect compatibility and maintaining the performance and design-engineering integrity of the original build.

There is also the reassurance of a two-year guarantee on all manufactured parts, subject to standard wear and tear conditions. The same assurance applies to sourced components, as each part, whether made in-house or carefully selected from trusted suppliers, undergoes thorough testing and refinement before earning its place on a Bailey trailer.

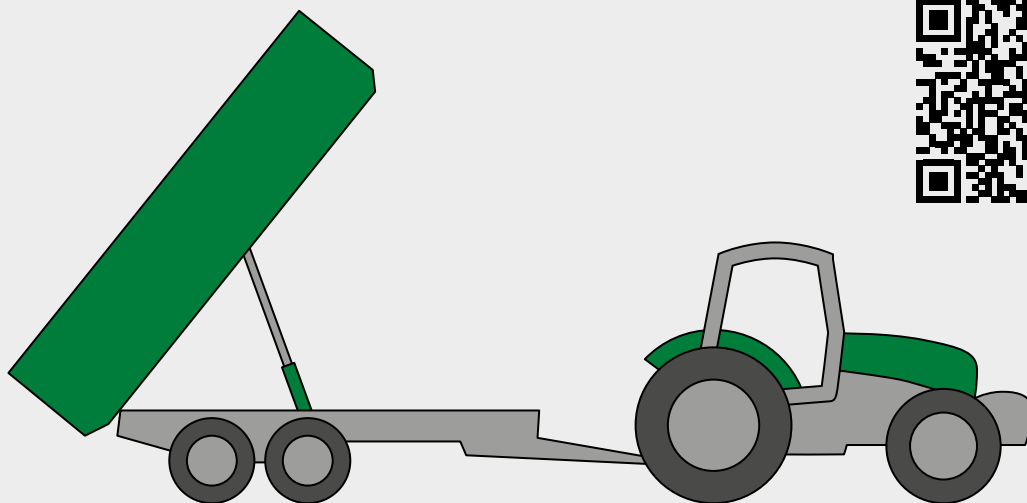
## **Protecting the essence of a Bailey trailer**

Ultimately, maintaining a trailer with genuine Bailey parts is an investment in reliability. It safeguards performance, protects resale value and ensures that a Bailey trailer continues delivering the toughness it was built for — year after year.

**For more information on Bailey parts speak to your Bailey dealer**



# Tipping the trailer



Bring the towing vehicle and trailer to a stop. Always position the towing vehicle and trailer in a straight-ahead position wherever possible. Check that there are no obstructions or persons in the tipping area. For trailers with steering axles ensure the wheels are in the straight-ahead position

Select the towing vehicles tipping control and raise the trailer body, control the speed to suit the type of material being carried. If an independently operated tailgate is fitted operate this from the towing vehicle as the body is raised. Slowly drive forward to ensure the loaded material is fully discharged.

Note: the tailgate cannot be raised until the lifting of the body has commenced. Stop the towing vehicle and fully lower the body and close the tailgate before driving off.

Always lower the trailer body when leaving the trailer. To eliminate damage to the rear door, keep the full load pressure off the rear door when tipping.

Trailers fitted with a grain chute should only be partly tipped when unloading and the grain chute is in operation.

## **Hydraulic tailgate operation**

Ensure the tailgate hydraulic connection is made to the towing vehicle. Check that there are no obstructions or persons in the tailgate danger zone before operating the tailgate.

Operate the relevant control to raise the tailgate and to lower it. All trailers equipped with hydraulic tailgates incorporate a safety system which requires the trailer to commence tipping before the tailgate can be raised. When lowering the trailer ensure the tailgate is fully closed before the trailer body is fully lowered.





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