# For questions or to place an order, contact HAWKEYE TRUCK EQUIPMENT at 515-289-1755 or 1-800-622-8223.

## **One Way Full Trip**

Dual Compression Trip Spring Assemblies for Full Moldboard Trip





Plow Model No.	Overall Length	Height w/ ½"x8" C.E. High End	Height w/ ¾"x8" C.E. Low End	Approx. Weight (lbs)
MPFA30-47-10	130″	46½"	30″	1280
MPFA39-52-10	130″	51½"	39″	1450
MPFA30-47-11	142″	47"	30″	1350
MPFA39-52-11	142"	52"	39″	1540
MPFA30-60-11	158″	60″	30″	1680
MPFA39-52-12	154″	52″	39″	1640
MPFA30-60-12	170″	60″	30″	1900
MPR30-47-10	130″	46½"	30″	1580
MPR39-52-10	130″	51½"	39″	1750
MPR30-47-11	142″	47″	30″	1650
MPR39-52-11	142″	52″	39″	1940
MPR30-60-11	158″	60″	30″	1980
MPR39-52-12	154″	52″	39″	2040
MPR30-60-12	170″	60″	30″	2200

Q) I plow a lot of rural highways. Is the one way full trip plow my best choice?

A) Used in both rural and metropolitan areas, the long, tapered moldboard allows the plow to lift and curl the snow which saves fuel and helps discharge the snow easier. This is a one-way plow, which means it's either tapered to discharge to the right or left. Can also be set up with a reversing table to permit cleanup at intersections. Because of the attack angle this will clean better and will not throw snow great distances. Most are manufactured to discharge to the

10 Gauge
5
1 piece, ½" Flame Cut Ribs
2" x 3" x %"
5°, 10° & 20°
3½" x 3½" x ½" A36 Hot Rolled Angle
¾" x 4" x 4"
35°
4
%″ x 8″ Top Punched
1¼" Stopped
2 Chain Lift

# 5° 10° 20°

Force Required to Trip Moldboard

LIGHT TRIP MEDIUM TRIP HARD TRIP

## MP311 & MP312

10 Gauge
5
1 piece, ½" Flame Cut Ribs
2" x 3" x ¾"
9 positions from 9° to 35°
¾" x 4" x 4"
35°
4
%" x 8" Top Punched
1¼" Stopped

right, but left discharge is an option.

Plow Model No.	Overall Length	Intake Height at 9°/35°	Discharge Height at 9°/35°	Approx. Weight (lbs)
MP311	144""	27.5″/27	53"/56"	1450
MP312	156""	26"/26"	54"/57"	1785



### Q) When should I choose Monroe's MP311 or MP312 plow?

A) Used in rural areas and because of the attack angle and the deeper throat it will discharge large amounts of snow. The deeper the throat also helps prevent snow blowing over the top onto the truck's windshield.