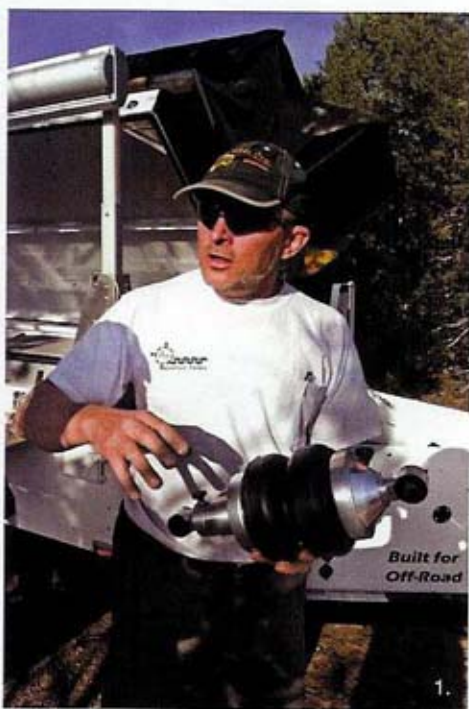


# Adventure Trailers Chaser

\$5,914 (\$14,065 as tested)



A good one-line description of the Chaser would be “military meets sports and recreation, with a side of racing.” From a military aspect, the Chaser has the basic benefit of a voluminous storage box sitting atop a bombproof chassis. From a sports and recreation viewpoint, it’s a stylish trailer that can be optioned with useful things such as cargo rack systems, a roof tent, a Baltic birch kitchen shelf, a shade awning, fuel cans, a 19-gallon water tank with pump, and a fridge.

Regarding the “side of racing” remark, we would never endorse such a practice, but this trailer can probably follow your tow vehicle at any speed short of wildly irresponsible. The Adventure Trailer suspension has evolved to a state of refinement you have to see and feel to appreciate.

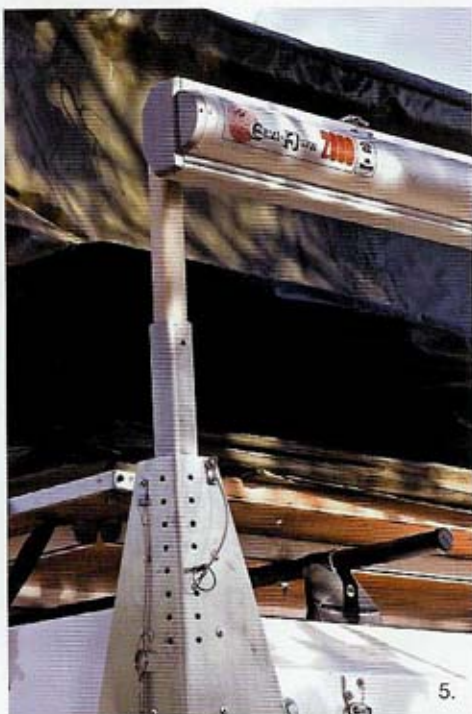
AT refers to it as TASS (Trailing-arm Air-bag Shock-absorber Suspension). The system utilizes trailing arms and an air spring/shock assembly to independently suspend each wheel. This keeps the trailer more level and stable when one wheel meets irregularities in the terrain. By using air springs (air bags) the capacity can be adjusted easily for anything from an empty to a fully loaded trailer—not possible with conventional leaf or coil springs. The minor downside to this is that the air bags require periodic adjustments and filling (they tend to lose air over time).

Compression and rebound energy is controlled using an adjustable shock absorber (damper). One reservation I had with AT’s previous setup was that the physical relation-

ship between the trailer body and the trailing arms made it necessary to mount the dampers at a severe angle, diminishing their effectiveness. I’m happy to see that the latest (third) generation of TASS combines the damper and air spring into a single component (the damper goes right through the middle of the bag), improving the mounting angle and allowing the damper to be much more effective at controlling compression and rebound of the airbag. Limit straps and rubber bump stops further enhance the ride. The result is that an already impressive suspension has become simply amazing.

The Chaser’s frame is constructed of phosphate-washed, welded steel with a powder-coat finish. The body is zinc-washed 14-gauge steel, also powder coated, and available in white or custom-matched colors. Optional 10-inch drum brakes with an electric controller are available, if you plan to run the trailer constantly near maximum GVW. Wheel hubs are rated at 3,500 pounds each, and use a water-resistant Bearing Buddy system for grease. Bearing maintenance requires disassembly for visual inspection and repacking.

The cargo configuration consists of a large, main box and a smaller nose-box. The main box has a weather-tight lid that employs gas struts to assist opening, even with a roof tent mounted. An optional tailgate is available. The nose box has a top-opening lid. It typically will house things such as an auxiliary battery or two, power inverter, solar controller, battery chargers, and 12VDC receptacles. Both boxes have lockable hasps. Various inte-



**Pros:**

- TASS: High performance, fully adjustable air spring/damper combination on independent trailing arms
- Airbags can be adjusted to level the trailer side to side when camping or in an off-camber trail situation
- Corrosion-resistant finishes
- Ability to traverse highly technical terrain—high clearance, well-protected from damage, accepts large tires
- Weatherproof and dustproof storage
- Lightweight (700 pounds base weight)

**Cons:**

- Main cargo box access requires substantial reach-over (varies with tire height)
- When deployed, the roof tent floor partially folds if the cargo box lid is opened (see photo #3)
- Fridge location inside front of box requires lid to be opened to access fridge
- No rigid lid support as a backup in the event of a gas strut failure



rior and exterior lights are available, including a back-up/work lamp for trail and camp use. Adventure Trailers uses LEDs exclusively, as they require less energy and do not attract bugs like other lights.

I've spent considerable time with AT Chasers on trails and extended expeditions, and even took one to the frozen Arctic Ocean last year (see *Overland Journal* Winter 2007).

The Chaser is ideal for someone who wants rugged simplicity and reliability, along with a high degree of trail capability and suspension refinement. While I'm reluctant to call it a "no-frills" trailer (it can be optioned with a lot of extras) it's tailored more to those who are on the go, traveling by day and wasting no time when they're ready to relax in the evening. [adventuretrailers.com](http://adventuretrailers.com), 877-661-8097

1. Mario Donovan explains the new TASS suspension technology
2. Nose box, can carriers, and 19-gallon water tank with hand pump
3. The tent floor hinges when the cargo box is opened
4. The tent fully deployed
5. Adjustable stanchion with Eezi-Awn shade awning
6. Fixing the Baltic birch shelf in place
7. The nose box houses a solar controller, battery tender, and Discover deep-cycle battery
8. On the test course