



Thank You for Purchasing an Eagle Bridge™ Trailer

The purpose of this manual is to address:

- Safety
- Warranty Information
- Service and Maintenance
- General Care and Use
- Conveyor Operating Instructions
- Rear Door Operating Instructions
- General Support Information

Please refer to the Table of Contents to locate the needed information. If you have questions about the trailer which are not covered in this manual, please call us at (208) 336-3666 or toll free at (800) 235-6577. Our hours of operation are Monday through Friday, 8:00 a.m. to 5:00 p.m., MST.

This manual is written to cover many versions of Eagle Bridge™ trailers. Because of this, some sections are not applicable to your trailer. Thoroughly review the manual and any attached supplements to determine what is applicable to your trailer.

Two print copies are supplied with each trailer; one copy with warranty packet and the second in the registration box located on the front fender of the trailer, shown in the figure below. This manual is considered a permanent part of the trailer and should remain with the trailer if ownership is transferred in any way. To replace a missing or destroyed manual, call 800-235-6577 or download at www.trinitytrailer.com/resources/

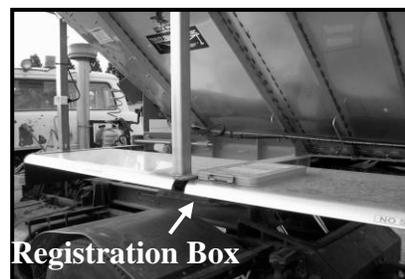


Figure 1- Registration Box (Part # 001675) Location

Notice: Contents of this manual are subject to change without notice!
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Thank you for operating the most advanced “self-unloading” trailer in the industry. In order to provide optimum efficiency and maximum reliability of your new Trinity Trailer we are recommending the following procedure prior to connecting the PTO hydraulic system to your vehicle. Failure to provide these operating conditions as specified may void your new trailer hydraulic system warranty.

1. Provide a tractor “Wet Kit” that has operating parameters of 10 GPM minimum to 30 GPM maximum. Consult factory for options when the Tractor PTO pump capacity is in excess of 30 GPM.
2. PTO Pump **must** include a pressure relief valve set to a maximum relief pressure of 3000 psi.
3. “Wet Kit” **must** include a 10 µm return line filter housing and 10 µm filter within the “usable service life” condition. The filter **must** be capable of flow greater than the maximum PTO GPM capacity. A new filter installed at startup is recommended.
4. Tractor “Wet Kit” must be flushed with fresh oil prior to hooking to trailer.
5. “Wet Kit” should include clean fresh hydraulic oil as required for your application. (Food Grade Hydraulic Oil used when specified).
6. The trailer was tested with Chevron Rando HD ISO 32 hydraulic oil (Standard) or (Fuchs FM Food grade as specified) that is used for common operating temperatures and conditions. Refer to chart below for ISO viscosity ranges required for your specific application and operating conditions. For additional information consult the National Fluid Power Association recommended practice T2.13.13-2002 Fluid Viscosity Selection Criteria for Hydraulic Motors and Pumps.

ISO Viscosity Grade	Temp °F Low	Temp °F High	Temp ° F Pour Point Hydraulic Oil	Temp ° F Pour Point Food Grade Oil
ISO 22	5	131	-33	NA
ISO 32	18	147	-27	16
ISO 46	29	164	-22	16

7. Hydraulic Oil and Filters should be inspected and maintained to ensure service life is within usable service limits.
8. Tractor PTO Pressure and Return Line Hoses should be inspected for damage and wear. Prior to connecting hoses, Pressure and return lines **must** be confirmed for proper orientation. Failure to connect lines properly can result in equipment damage and/or bodily harm, including serious injury or death.
9. Refer to Owner’s Manual for additional information or call the Trinity Trailer service department at 800-806-6852.

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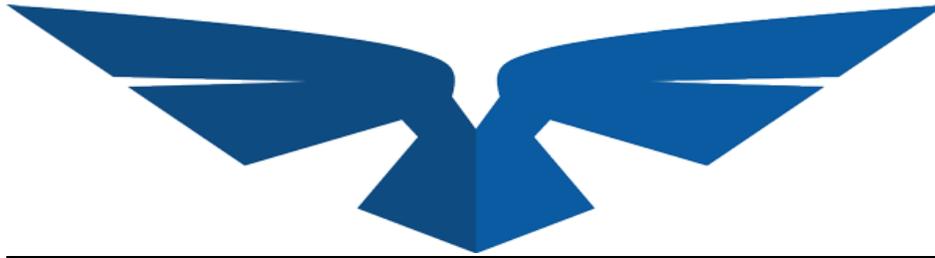
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WARRANTY POLICY



LEGACY OF TRUST

Goods manufactured by Trinity Trailer Manufacturing, Inc. (“Trinity”) are warranted to be free from defects in workmanship or material under normal use and service. Trinity will repair or replace, at its option, any factory-installed part that is defective in materials or factory workmanship. Trinity is not responsible for any time or income that you lose, due to a Warranty Claim. Trinity also is not responsible for cost of rental vehicles, fuel, telephone, travel, meals, or lodging, or the loss of revenue.

OWNER’S RESPONSIBILITY

As the **First Retail Purchaser** of the trailer, you have the responsibility to perform required maintenance at the proper intervals and make reasonable and normal use of the trailer. (Refer to owner’s manual). **The First Retail Purchaser** needs to contact the Trinity Warranty Administrator at the first sign of a defect in material or workmanship at 800-235-6577 **Before Fixing the Trailer**. Purchaser must call in with VIN. If it is after hours please leave detailed message about the issue and the components that are in question.

WARRANTY WORK

All warranty work must be performed at a repair shop, **approved in advance by Trinity**. Trinity reserves the right to ask for Service Records, depending on the claim. Trinity also has the right to share Warranty Claims with Vendors and Manufacturer partners to help improve our design and limit our defects

This warranty is applicable if the owner has, as a minimum:

- Followed proper recommended service intervals.
- Not overloaded the trailer (i.e. Exceeded the GVWR* or the GAWR*)
- Not Side loaded the trailer.
- Adequately restrained the load
- Loaded the trailer properly

HOW TO SUBMIT A WARRANTY CLAIM

Parts claimed to be defective in materials or workmanship must be brought to the attention of Trinity Warranty Administrator, or by submitting a form at www.trinitytrailer.com/warranty/. Trinity has the right to inspect the claim defect and determine whether the part is covered by this warranty. The Warranty Administrator may ask for photo confirmation in respect to the claim.

3 YEAR MAJOR COMPONENT COVERAGE

- **Structural components of Bin**
- **Sub-Assemblies Produced By Trinity Trailer (i.e. King Pin, Suspension Sub Frame)**
- **Hydraulic Components with LX6 hydraulic System (EXCLUDES HOSE’S AND F.B.H)**
- **Axles**

RE-BIN WARRANTY

Re-bin trailers manufactured by Trinity are covered by a 3 year manufacture warranty. Warranty is limited to new structural components along with new operational components. Components that are re-used to produce a re-bin are not

covered under this warranty. Examples of these items are axles, brakes, slack adjusters, air tanks, wire harness, lights, floor and sideliners, chain assembly, etc.

WEARABLE ITEMS ARE NOT COVERED UNDER THIS WARRANTY

Goods which wear out and have to be replaced during the warranty period. These goods include but are not limited to: Plastic Liners, Chains, Light Bulbs, Electrical Wiring, Paint, Wheel Bearings, Oil and Oil seals, Door Seals, Gaskets, Sealers and Filters, or normal wear or deterioration of any parts due to inadequate maintenance. The Warranty herein does not apply and Trinity makes no warranties, expressed or implied with respect to:

- **TIRES:** Trinity provides no warranty coverage on tires which are covered direct by manufacture warranty.
- **TARPS:** Tarps are a wearable item and are not covered by this warranty; however Trinity reserves the right to evaluate each situation.
- **COMPONENTS:** Tarp components, (i.e. straps, ratchets, electric tarp motors, remotes, tarp arms, tarp pipe, return springs, fasteners.
- **FLAPS:** Flaps are wearable items and are not covered under this warranty.
- **MODIFICATIONS:** Items that have been modified by other outside parties.
- **LABOR:** Trinity does not pay labor or loss time. However Trinity has the right to negotiate labor on a case by case basis through outside repairs.

LIMITATIONS AND DISCLAIMERS

Trinity's sole obligation under this warranty is to repair or exchange, at its option, any such goods manufactured which are found by Trinity to be defective in workmanship or materials. Trinity reserves the right to require any products to be returned for inspection at the buyer's expense to our facility in Boise, Idaho. The foregoing shall be the sole and exclusive remedy for any such defects, whether in contract, tort, warranty or otherwise. Trinity disclaims any responsibility for any loss of time or use of the parts or trailers in which the parts are installed, transportation, cargo loss, or other incidental or consequential damage.

In no event shall Trinity be liable for indirect, special, incidental or consequential damage in connection with or arising out of the sale of goods or furnishing services.

***GVWR (Gross Vehicle Weight Rating)**-The structural capability of the trailer when supported by the kingpin and axles with the load uniformly distributed throughout the cargo space.

***GAWR (Gross Axle Weight Rating)**-The structural capability of the lowest rated member of the running gear component- suspension and spring system, hub, wheels and drums, rims, bearings, brakes, axles or tires.

TRAILER MODIFICATIONS

The trailer has been engineered for maximum performance and longevity. Therefore, any modifications to the trailer will result in loss of warranty. Trinity Trailer Mfg., Inc. will not be liable for any modifications to the trailer without prior written consent. Should you desire to modify the trailer, please submit to Trinity Trailer Mfg., Inc. in writing your proposed changes along with drawings of those changes and any relating materials.



Figure 2- Top Rail Modification Decal

IMPORTANT SAFETY INFORMATION

Before attempting to operate, load, unload or do anything with or to the trailer, YOU MUST READ THIS MANUAL and become completely familiar with all of its operating instructions and safety precautions.

To avoid serious injury or death, ALWAYS FOLLOW THESE PRECAUTIONS:

1. Do not allow unqualified, untrained or careless personnel to operate the trailer. Do not use the trailer for a purpose for which it was not intended.
2. Each person at the user's facility who may be involved with installing, operating, servicing, inspecting, maintaining or repairing the trailer must read the complete operating instructions and carefully study and understand the safety instructions. All actual and potential operators should confirm their having done so in writing.
3. The trailer must be serviced and maintained only by authorized and properly trained personnel. Such personnel must have undergone training by a factory-trained representative concerning the proper and safe operation of the trailer. Only the manufacturer or factory-trained technicians should carry out more than minor repairs.
4. Do not allow anyone who is not physically fit or mentally alert near the trailer or its operating area. Be constantly alert to possible hazards on or around the trailer.
5. Keep a safe distance at all times from any moving parts, including the conveyor.
6. When unloading the trailer:
 - a. Long hair must be protected by headgear.
 - b. Do not wear loose apparel such as ties, scarves, etc.
 - c. Remove all wristwatches and jewelry.
 - d. Wear only approved industrial grade eye protection or a face guard to protect against flying debris.
7. Do not allow tools or other loose objects to be placed on top of or around the trailer.
8. At the very first sign of any problem and before attempting any troubleshooting or maintenance, the conveyor must be stopped.
9. Safety features must not be removed, dismantled, altered, put out of operation or relocated. All guards and safety devices are to be re-fitted and in place after changeovers, servicing or making repairs and before the trailer is used. All safety devices must be checked at regular intervals for correct operation.
10. Do not remove safety signs or warning decals from the trailer. Product safety signs should be periodically inspected and cleaned as necessary. Product safety signs should be replaced when they are no longer legible at a normal viewing distance. Replacements are available from Trinity Trailer Mfg., Inc.
11. Follow all workplace safety and accident prevention regulations applicable to the operation of the trailer. Comply with local, state and/or federal environmental regulations, including those governing airborne dust particles.
12. Designate a person to be responsible at any given time for installation, commissioning, operating and repair of the trailer so the responsibility for safety will not be lost.
13. The trailer has been designed and built with original Trinity Trailer Mfg., Inc. parts only. Only original Trinity Trailer Mfg., Inc. parts must be used for maintenance or repair. Use of other parts will void your warranty.
14. Do not perform modifications to or reconstruction of the trailer without first getting written approval from Trinity Trailer Mfg. Inc.
15. The cleanliness and tidiness of the trailer and its surrounding area must be ensured through appropriate instructions, routine inspections and cleaning.

WARNING SYMBOLS USED IN THIS MANUAL

Eagle Bridge™ trailers have inherent hazards associated with their use. We have made efforts to minimize these risks through the use of engineering controls. There are certain risks, however, which cannot be completely eliminated if the design is to remain functional.

The following symbols and classifications of hazards are used in this manual and on the safety labels on the trailer.



This is a safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.



WARNING

This indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION

This indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury.

CAUTION

A caution statement used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

SAFETY LABELS

Your trailer had numerous safety labels affixed to it when it was built; they are shown throughout this manual. It is important that these labels remain visible and legible throughout the life of the trailer. To help ensure they are visible, the trailer should be cleaned regularly with water and a mild detergent. Over time the condition and/or color of the labels may deteriorate due to use of the trailer and the environment in which it is used. If the labels should become illegible or lose their color, it is the owner's responsibility to replace them. Contact our customer service department at (800) 235-6577 to order replacements.

All decals can be found in the Master Decal Kit – Part # **D-00159**

INSPECTION, SERVICE AND MAINTENANCE

It is important that your Eagle Bridge™ trailer be inspected and serviced on a regular basis to keep it in a safe and functional condition. Regular maintenance will also save you money in costly repairs over time. Trinity recommends that you use a truck and trailer wash to keep your trailer looking great and operating at peak efficiency.

DAILY INSPECTION

A daily inspection of the following items should be performed before using the trailer:

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Bin and Support Members • Belt Return Slides • Bolts and Fasteners • Brake Adjustment • Brake Pad Thickness • Brake System • Conveyor System • Coupler Plate | <ul style="list-style-type: none"> • Fasteners • Framework • Hub Oil Level • Hydraulic Oil Filters • Hydraulic System • Kingpin • Ladders • Lights and Wiring • Mud Flaps | <ul style="list-style-type: none"> • Plastic Liner • Pneumatic System • Suspension System • Tarp Hardware • Tarps • Tires • Wheels • Wheel Seals |
|---|--|--|

PREVENTATIVE MAINTENANCE SCHEDULE

We recommend that you follow the general preventative maintenance schedule below. The intervals given are for nominal operating conditions; service more frequently if the trailer is used in an overly humid or dusty condition. If your trailer was transported by a third party, we recommend checking trailer alignment.

AFTER THE FIRST 50 TO 100 MILES

- Check torque of cap nuts or flange nuts on each wheel

AFTER THE FIRST 1,000 MILES

- Check torque of suspension hardware
- Check alignment of suspension

AFTER THE FIRST 50 HOURS OF OPERATION

- Replace the hydraulic oil and filter
- Replace the oil in the planetary gearbox



Figure 3- High Pressure Filter Location

EVERY 100 HOURS OF OPERATION

- Clean the spark arrester on the gasoline engine (if applicable)

EVERY 250 HOURS OF OPERATION

- Replace the hydraulic oil filter(s)

EVERY 2,500 MILES OR BI-WEEKLY (WHICHEVER COMES FIRST)

- Lubricate the pins and bolted connections on the maintenance ladder with a spray lubricant.
- Check all maintenance ladder bolted connections and verify that they are tight

EVERY 5,000 MILES OR ONCE A MONTH (WHICHEVER COMES FIRST)

- Wash trailer thoroughly with a mild detergent and water
- Check general structural condition for corrosion or cracks
- Inspect kingpin area
- Check clearances and torque of air-ride suspension system (if applicable)
- Check condition of lights
- Check security of registration box and required paperwork
- Check wiring harness for cracking or chafing
- Check hydraulic and pneumatic lines for signs of leakage or wear
- Drain moisture from air reservoirs
- Check hinges on rear door(s) for signs of damage
- Lubricate hinges, latches and bearings (if applicable) on rear door(s)
- Inspect brake components for proper adjustment and for any sign of damage
- Check tires for excessive wear and proper inflation
- Check wheel nuts for proper torque
- Check wheel seals for leaks
- Check level of oil in axles
- Check conveyor system for excessive wear or damage
- Check condition of tarp system, if installed
- Check condition and security of mud flaps
- Check oil level in planetary gear on conveyor hydraulic and add if necessary
- Check suspension torque specifications.
- Check alignment of suspension.

EVERY 15,000 MILES OR THREE MONTHS

All items listed above plus:

- Check all hardware; replace any which are damaged or missing; tighten any loose bolts or nuts

- Clean grease off kingpin plate and inspect for excessive wear or cracks
- Measure alignment of suspension; adjust if out of allowable tolerance
- Inspect all welded connections and joints on suspensions
- Check for proper torque of all bolts and nuts on the suspension system
- Replace hub bearing lubricant
- Lubricate automatic slack adjusters
- Inspect brake drums, lining and shoes
- Test operation of brakes
- Inspect brake lines for wear or chafing
- Lubricate conveyor chains and front shaft bearings
- Check condition of front and rear chain sprockets and bearings for wear or damage
- Check lining of the trailer for cracks or damage; check floor lining for excessive wear
- Check condition of glad hand seals
- Lubricate the door seals
- Service gasoline engine in accordance with the manufacturer's recommended procedures (if applicable)
- Check aluminum sidewall extensions for damage or cracking (if applicable)

ONCE A YEAR

All items listed above plus:

- Drain and replace hydraulic fluid from reservoir
- Replace hydraulic oil and filter (or every 1,000 hours, whichever is first)
- Replace oil in the planetary gearbox (or every 1,000 hours, whichever is first)
- Lubricate landing legs

HONDA 20HP GASOLINE ENGINE MAINTENANCE SCHEDULE

REGULAR SERVICE PERIOD (3) Perform at every indicated month or operating hour interval, whichever comes first.		Each Use	First Month or 20 Hrs	Every 6 Months or 100 Hrs	Every Year Or 300 Hrs	Every 2 Years or 500 Hrs
ITEM						
Engine Oil	Check Level	o				
	Change		o	o		
Engine Oil Filter	Replace		Every 200 Hrs			
Air Cleaner	Check	o				
	Clean			o (1)		
	Replace					o *
Spark Plug	Check/Adjust			o		
	Replace				o	
Spark Arrester (Applicable Types)	Clean			o		
Idle Speed	Check/Adjust				o (2)	
Valve Clearance	Check/Adjust				o (2)	
Combustion Chamber	Clean		After Every 1000 Hrs (2)			
Fuel Filter	Replace				o (2)	
Fuel Tube	Check		Every 2 Years (Replace if necessary) (2)			

*Replace the paper filter element only.

(1) Service more frequently when used in dusty areas.

(2) These items should be serviced by your Honda servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda shop manual for service procedures.

(3) For commercial use, log hours of operation to determine proper maintenance intervals.

Table 1-Honda 20HP Gasoline Engine Maintenance Schedule

FIFTH WHEEL AREA INSPECTION

The fifth wheel area must be kept clean and free of dirt and foreign materials. This includes the area between the kingpin plate and the body of the trailer where the conveyor chains and flaps travel. Buildup of snow, ice or other foreign materials can cause binding or other serious damage if allowed to remain in this area. Any binding can place excess stress on the front shaft, which can result in any of the following:

- The shaft to bend or break
- The bearings or adjustment mechanisms to be damaged
- The chain to stretch excessively, resulting in premature failure

Daily inspect the kingpin and kingpin plate for the following:

- Wear, cracks or other damage
- Damaged or missing parts

- Bent belt return slides (Figure 4); these can be bent during normal operation and must be straightened before use

Keep the fifth wheel plate lubricated in accordance with the tractor manufacturer's recommendations.

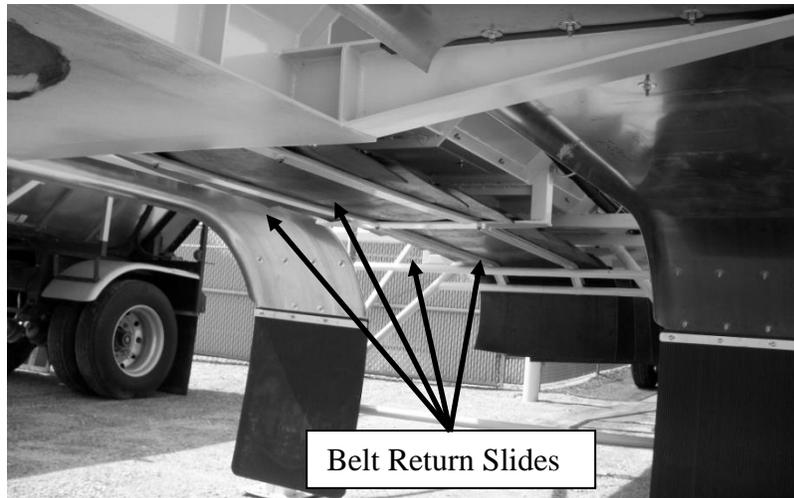


Figure 4- Belt Return Slides - Part # F-00149

ADJUSTING AND LUBRICATING THE CONVEYOR SYSTEM

CONVEYOR CHAIN ADJUSTMENT

It is normal for the chain to "stretch" as it is used. The amount of "stretch" will be greater when the chain is new as the pins get seated against the barrel of the chain. It is important to keep the chain adjusted to prolong the life of the chain. The chain should be operated within the two pointers on the chain adjustment gauge (Figure 5), which is located on the roadside of the trailer between the front of the suspension and the center of the trailer.



Figure 5- Chain Adjustment Gauge

Chain Adjustment Gauge

Part # 60084

Sticker # 165



Figure 6- Chain Adjustment Assembly

Chain Adjustment Assembly

Adjuster Bolt – Part # 001307

Adjuster Nut – Part # 006297

ADJUSTING THE CHAIN

1. Tighten the adjuster bolt (Figure 6), alternating sides so that one side of the shaft does not exceed 1/4" ahead of the opposite side, until the chain is between the two pointers on the chain adjustment gauge (Figure 5).
2. If the chain adjustment assembly is out of adjustment and the chain is not within the two pointers, you will have to remove some chain links. (Procedure to follow)
3. Measure the distance from front of trailer to the shaft on each side and adjust so that there is no more than 1/8" difference.

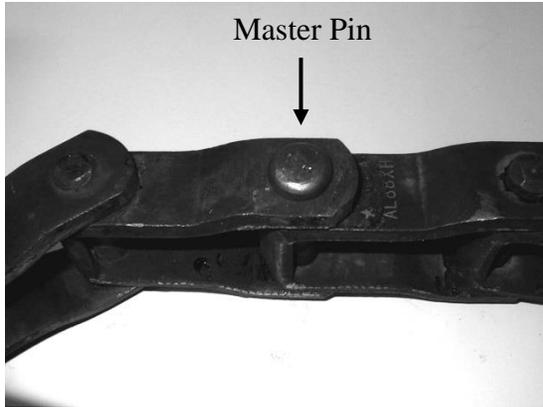
REMOVING CHAIN LINKS

1. Rotate the conveyor until there is a master pin 3 - 5 feet in front of the suspension. The master pin can be identified by the head of the pin (Figure 7).
2. Loosen the adjuster bolt (Figure 6), alternating sides so that one side of shaft does not exceed 1/4" behind the opposite side, until the sprocket teeth are just in front of the trailer floor.
3. Verify that the shaft can rotate without the sprockets hitting the trailer floor.
4. In front of the suspension connect a Come-Along into the chain links of each chain with the master pin centered between the connection points.
5. Pull up all of the slack chain (Figure 8).
6. Grind the weld off of the master pins.
7. Drive out the pin using a punch.
8. Pull up the slack to determine how much of the chain to remove (Figure 9). You may have to remove links from both sides of the split. You should remove links so that you do not have more than 5 links between flaps.
9. Grind off the head of the pin you need to remove (Figure 10).
10. Drive out the pin using a punch.
11. Connect the chain using a new pin and cotter pin.
12. Weld the chain pins using the following procedure.
13. Remove the Come-Along from each chain.
14. Adjust the chain using the previous procedure.

WELDING CHAIN PINS

The pin must be secure and should not be able to freely rotate within the link as this can cause accelerated wear and result in failure of the pin.

1. Place the ground clamp from the welder on the chain itself near the link to be welded. Placing the ground on the body of the trailer will not allow enough current to pass through the link to obtain a sufficient weld.
2. Weld the pin on the "trailing" edge of the pin. Weld between the pin and the link, not just the pin and the cotter pin (Figure 11).
3. No weld is required on the opposite side of the chain where the head of the pin meets the link (Figure 7).



Master Pins

88c & 88xh Teardrop
Part # 001528

88c & *88xh
Part # 001530

Figure 7-Master Pin Identification



88c Chain (20' Rolls)

Part # 004077

Figure 8 - Using Come-Along To Pull Up Chain Slack

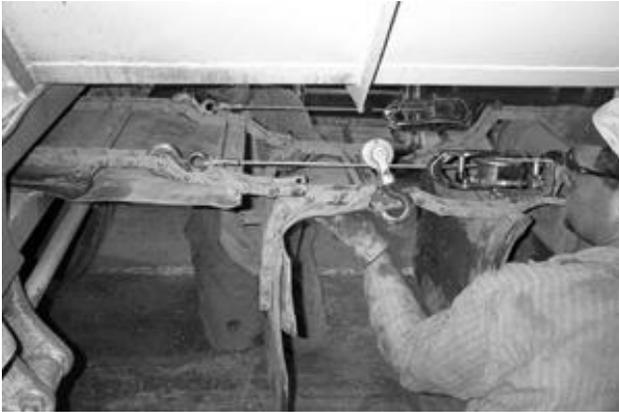


Figure 9- - Determine How Much Chain to Remove

Repair Links

88xh w/Tabs
Part # 001517

88xh
Part # 001519



Figure 10- Chain Pin with Head Ground Off

Flaps

25" – Part # 001727

31" – Part #001730

36" – Part #001501

41" – Part #001506

48" – Part #001948

61" – Part #001507

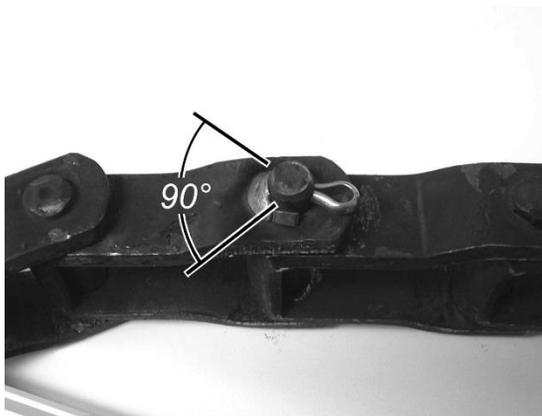


Figure 11- Properly Welded Pin

Cotter Pin

Part # 002057

Eagle Bar Chain & Flap Assembly - 2 Chain, New Style						
Trailer Length	25" Belt New Style	31" Belt New Style	36" Belt New Style	41" Belt New Style	48" Belt New Style	61" Belt New Style
53'	C-01212	C-01235	C-01258	C-01281	C-01304	C-01327
51'	C-01213	C-01236	C-01259	C-01282	C-01305	C-01328
50'	C-01214	C-01237	C-01260	C-01283	C-01306	C-01329
49'	C-01215	C-01238	C-01261	C-01284	C-01307	C-01330
48'	C-01216	C-01239	C-01262	C-01285	C-01308	C-01331
46'	C-01217	C-01240	C-01263	C-01286	C-01309	C-01332
45'	C-01218	C-01241	C-01264	C-01287	C-01310	C-01333
44'	C-01219	C-01242	C-01265	C-01288	C-01311	C-01334
42'	C-01220	C-01243	C-01266	C-01289	C-01312	C-01335
41'	C-01221	C-01244	C-01267	C-01290	C-01313	C-01336
40'	C-01222	C-01245	C-01268	C-01291	C-01314	C-01337
39'	C-01223	C-01246	C-01269	C-01292	C-01315	C-01338
38'	C-01224	C-01247	C-01270	C-01293	C-01316	C-01339
36'	C-01225	C-01248	C-01271	C-01294	C-01317	C-01340
34'	C-01226	C-01249	C-01272	C-01295	C-01318	C-01341
32'	C-01227	C-01250	C-01273	C-01296	C-01319	C-01342
31'	C-01228	C-01251	C-01274	C-01297	C-01320	C-01343
30'	C-01229	C-01252	C-01275	C-01298	C-01321	C-01344
29'	C-01230	C-01253	C-01276	C-01299	C-01322	C-01345
26'	C-01231	C-01254	C-01277	C-01300	C-01323	C-01346
24'	C-01232	C-01255	C-01278	C-01301	C-01324	C-01347
22'	C-01233	C-01256	C-01279	C-01302	C-01325	C-01348
20'	C-01234	C-01257	C-01280	C-01303	C-01326	C-01349

Table 2- Chain & Flap Assembly Numbers

CONVEYOR CHAIN LUBRICATION

The conveyor chain must be inspected regularly and lubricated using a high quality oil. Do not use grease. Any type of lubricant may be used depending on products hauled and individual preference. A good general purpose lubricant is chain and cable fluid, which has penetrating qualities as well as dust repellent. Use Table 3 below to determine which grade of lubricant to use based upon the operating temperature.

Temperature (Degree °F)	Recommended Lubricant
-20 to 20	SAE 10
20 to 40	SAE 20
40 to 100	SAE 30

100 to 120	SAE 40
120 to 140	SAE 50

Table 3-Chain Lubricant Guide

How often the chains need lubrication is dependent upon the amount of use and the type of product carried.

- Under daily use or in harsh environments, daily inspection is required. Lubricate as needed.
- Under all other uses, weekly inspection should be sufficient. Lubricate as needed.
- If a food-grade lubricant is used, you may need to apply it more often. It is your responsibility to determine how often lubrication is required.



Attempting to lubricate the chains while they are in motion can result in serious bodily injury or death. Stay clear of the chains while they are in motion. Position the chains and completely disable the hydraulic system before doing any maintenance.

Remember, proper lubrication can extend chain life, reduce down time and save you money.

BEARINGS AND SPROCKETS



Figure 12 - Front Sprocket 88xh - Part #001539



Figure 13- Rear Sprocket 88xh - Part #001538



Figure 14- Front Take Up Bearing - Part #004996



Figure 15- Rear Flange Bearing - Part #004997

The bearings on the front and rear conveyor shafts must be inspected and lubricated at regular intervals using an NLGI Grade 2 general-purpose grease. As with chain lubrication, the amount of lubrication is dependent upon the amount of use.

- Under daily use, daily inspection is required. Lubricate as needed.
- Under all other uses, weekly inspection should be sufficient. Lubricate as needed.
- Inspect sprockets for excessive wear or damage.



Attempting to lubricate the bearings while the shaft is rotating can result in serious bodily injury or death. Stay clear of the bearings while they are rotating. Completely disable the hydraulic system before doing any maintenance on the bearings.

PLANETARY GEARBOX

When using the planetary gearbox under normal temperature ranges between 0-120 °F, the gearbox is to be half full of SAE 80/90 oil. Use the middle plug located at the three o'clock position to check the level of the oil. Oil is to be changed after the first 50 hours of operation with subsequent changes every 1000 hours or yearly, whichever comes first.

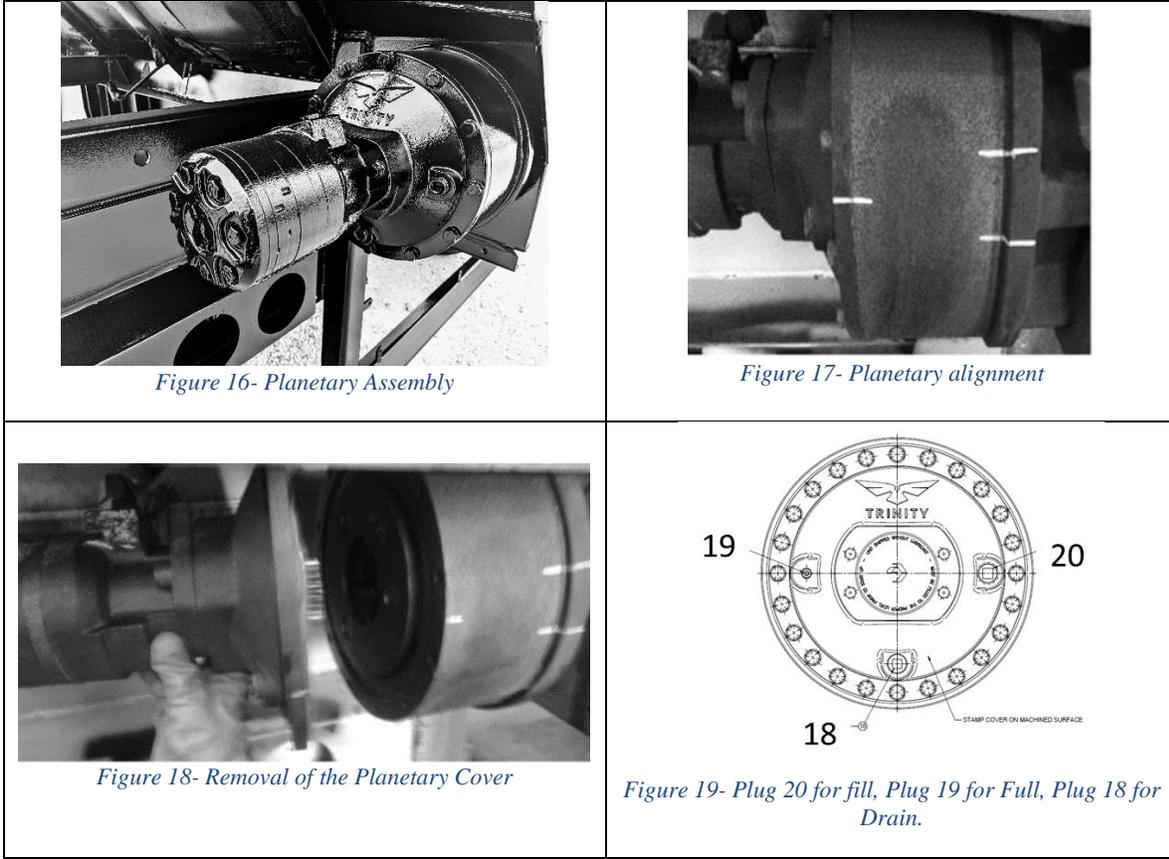
NOTE

There is absolutely no warranty, expressed or implied, on the chain or drive system if the system is not maintained properly, is misused or is overloaded. This includes, but is not limited to the hauling of corrosive materials such as fertilizer, sludge, brewer's mash or corn gluten.

CHANGING PLANETARY OIL

The following are basic instructions for changing the oil in the planetary.

1. Label and remove the hydraulic lines from the hydraulic motor (Figure 16).
2. Mark position of the planetary cover and ring gear for reassembly (Figure 17).
3. Remove the cover with motor attached (Figure 18).
4. Remove all gear sets.
5. Remove the ring gear.
6. Clean and inspect all gears for chipped, cracked, pitted, or rusty teeth.
7. Apply a small bead of silicone to all sealing surfaces.
8. Install ring gear.
9. Install all gear sets.
10. Install cover and torque all bolts to 45 lb.-ft.
11. Remove the fill and full plugs from the cover (Figure 19).
12. Add SAE 80/90 gear oil through the fill hole until oil comes out of full hole.
13. Reinstall plugs into cover.
14. Reconnect the hydraulic lines to the hydraulic motor.



LUBRICATION OF THE DOOR(S)

Door hinges and bearings must be lubricated regularly, especially if the trailer has been operated or stored for an extended period of time in a humid or wet environment. Corrosion can lead to the failure of door hinges if they are not maintained properly. As a general rule with the rear doors, as with the entire trailer, “if it moves, lubricate it.” Use a NLGI Grade 2 general-purpose grease on all shafts and grease zerks.

The seals on most doors should have silicone grease or spray-on lubricant applied to them once every three months. This will help them last longer and will help them provide a better seal. During cold, damp weather or under heavy use, apply the grease more frequently.

CARE OF THE PLASTIC LINER

HIGH MOLECULAR WEIGHT (HWM) AND ULTRA-HIGH MOLECULAR WEIGHT (UHMW) LINER

The plastic liner under the chain (and on the slopes, if applicable) must be inspected for damage and wear. Replace the liner if it is worn through at any spot. If any foreign material should become lodged between the liner and the body of the trailer, remove it by blowing or vacuuming it out.



Use eye protection when using air to blow material from underneath the liner to help prevent injuries from flying particles.



Getting inside the trailer with the door(s) closed or the hydraulic system energized can result in serious injury or death. Open door(s) and disable all hydraulic systems before entering the trailer.

COATING CARE AND CORROSION PREVENTION

Your Eagle Bridge™ trailer is coated with a high-performance polyurethane paint. This paint is designed to give you durable performance in the rugged environments encountered by your trailer.

The best way to preserve the finish on your trailer and help prevent corrosion is to wash it regularly. This is particularly important after it has been used around road salt or other ice melting agents, road oil or tar, or any other corrosive material. Use warm water with a mild detergent and allow the trailer to air dry. Use of abrasive or caustic cleaning agents will void the paint warranty. Hauling corrosive products such as salts and fertilizers will also void the paint warranty.

Small nicks or chips in the paint can occur with normal use. Any chips or scratches in the finish should be repaired with matching touch-up paint. This is especially important for carbon steel trailers, as even small areas of bare metal can corrode quickly. The cost of repairing any chips is the responsibility of the owner.

Removal or disrepair of mud flaps on either the tractor or the trailer will void the paint warranty. Frequent use of the trailer on gravel roads will also void the warranty.

If your trailer has aluminum wheels, you should clean them regularly with mild detergent and water to prevent corrosion. Use a non-abrasive, non-acidic cleanser to remove heavy build-up when necessary. Do not use abrasive metal polishes or scouring pads.

STAINLESS STEEL BODIES

Trailers with stainless steel bodies require the same care as painted trailers. Regular washings to remove road grime and remnant corrosive material will help maintain the finish and help prevent corrosion. Use warm water with a mild detergent and allow the trailer to air dry. Use of abrasive cleaning agents will dull and scratch the finish. Use of carbon steel utensils will result in surface contamination.

It is particularly important to rinse off the trailer after hauling any material containing chlorides as prolonged contact with chlorides may dull the finish and leave it subject to pitting.

Carbon contamination of stainless steel will cause localized rust spots. The breakdown of the carbon on the surface of stainless steel does not affect the structural integrity of the trailer.

CLEANING THE INTERIOR

If product accumulates underneath the chain and flaps, it can usually be removed by lifting each flap and vacuuming, sweeping or blowing the material out. **Under no circumstances should you get into the trailer with the conveyor system running or enabled (Figure 20). For your safety, completely disable the hydraulic system before entering the trailer (Figures 21 and 22).**



Figure 20- - Entry into Trailer Decal

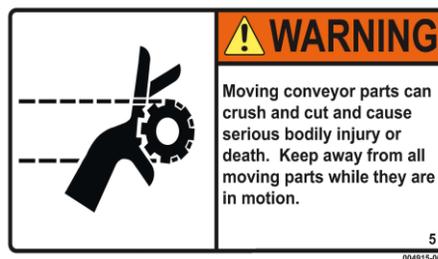


Figure 21- - Moving Conveyor Parts Decal

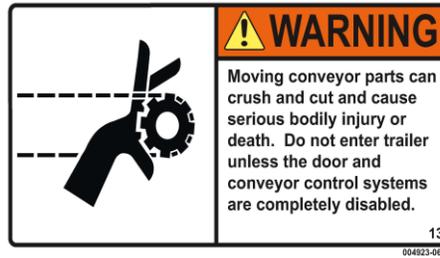


Figure 22 - Moving Conveyor Parts Decal

SPRING SUSPENSION INSPECTION AND MAINTENANCE

SPRING SUSPENSION INSPECTION

The following are Hutchens Industries' instructions for suspension inspections. Trinity Trailer Manufacturing requires you to show proof of compliance with these instructions prior to providing any warranty service.

The first maintenance check should be performed after an initial break-in-period of about 1,000 miles. A visual inspection of all suspension components and attachment welds should be performed to reveal any obvious problems, such as cracks or unexpected wear.

During this “walk-around”, it is essential to also check the torque on all suspension fasteners. In the course of the initial “shake down” period in which the components of the suspension “seat in”, as much as 25% of the original clamp load of the bolted fasteners can be lost. After the parts of the suspension have worked together for a very short period of time, re-torquing the bolts is necessary to ensure that undue movement, which results in excessive wear, does not occur.

Visual inspections and re-torquing are maintenance procedures that are performed every four months throughout the life of the trailer.

Begin each inspection with a review of the Hutchens torque decal for the appropriate torque values for each suspension fastener, Figure 23 (the decal can be found on the road side of the trailer and is shown for your convenience). The oiled torque values in the first column are for new fasteners with lubricated threads. When you are installing new components, we recommend you lubricate the threads and use torque values in this column. For maintenance checks on fasteners that have been in service, use the higher torque values in the dry thread column. It's important that you check all bolts and nuts to insure that the recommended torque values are being maintained. You cannot rely on your visual inspection to detect loose fasteners. **USE A TORQUE WRENCH!**


WARNING

SAFETY ALERT! (1) FOLLOW ALL TORQUE REQUIREMENTS. (2) DO NOT USE ANY COMPONENT WITH VISIBLY WORN OR DAMAGED THREADS. FAILURE TO FOLLOW THESE SAFETY ALERTS CAN LEAD TO LOSS OF VEHICLE CONTROL, PROPERTY DAMAGE, SERIOUS PERSONAL INJURY OR DEATH.

Hutchens Suspension Torque Requirements
9600-9700 Series (Decal Part Number 16086-01 Rev. J)

After an initial break in period, approximately 1000 miles, and at least every 4 months periodically thereafter, ALL bolts and nuts should be checked to insure that recommended torque values are being maintained.
 Oiled torque values listed are for new fasteners with lubricated threads. It is recommended that new installations be performed with oiled fasteners. For dry threads which have been in service, use the higher torque values which are noted below.

	OILED	DRY
1 1/8-7 (9600 / 9700 Rocker Bolt)	590 lb-ft	790 lb-ft
1-14 or 1-8 (9700 Radius Rod Bolt)	540 lb-ft	720 lb-ft
7/8-14 (Axle U-Bolts & 9600 Radius Rod Bolt)	350 lb-ft	470 lb-ft
3/4-16 (Axle U-Bolts)	310 lb-ft	420 lb-ft
5/8-18 (Radius Rod Clamp Bolt)	130 lb-ft	170 lb-ft
5/8-18 (Spring Retainer Bolt)	35 lb-ft	50 lb-ft

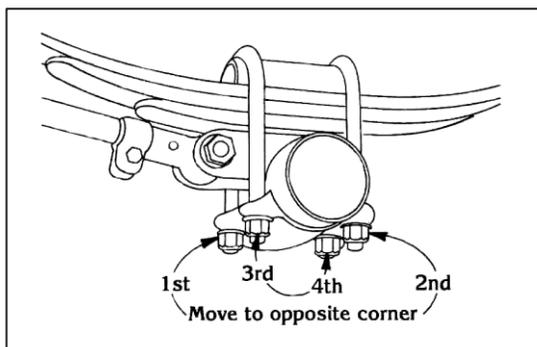

Hutchens Industries, Inc., P.O. Box 1427, Springfield, Missouri 65801-1427 Toll Free 1 (800) 654-8824

Figure 23- Spring Suspension Torque Requirements

AXLE CLAMPS AND SPRINGS

Check the torque on the U-bolt nuts by alternately tightening opposing corners of the clamp assembly, as shown in Figure 24. Dry threads should be tightened to 470 ft-lbs.

Carefully inspect the spring and axle clamp components for any signs of wear or cracks and replace if visible wear or cracks are present.



- Top Plate – Part # 004113
- Spring – Part #004488
- Spring Perch – Part #004116
- Bottom Plate – Part #004109
- U-Bolt – Part #004451
- Washer – Part #004453
- Nuts – Part # 004452

Figure 24- Spring Suspension Axle Clamp Tightening Sequence

RADIUS RODS

The 1” radius rod attachment bolts (Figure 25) at the hangers and spring seats should be checked for proper torque on both the adjustable and non-adjustable radius rods. Loose operation of this bolt can result in wear, requiring new components to be installed to avoid structural damage. If you observe any visible wear or loosening in the bushing, it is imperative that you immediately replace the radius rod bushing and bolt. Failure to replace these components will result in damage to the hanger, spring seat and/or the radius rod.

Next, check the radius rod clamp bolts (Figure 25) for proper torque. If the clamp bolt has not been properly maintained, wear between the radius rod screw and the eye end may be observed. If so, the entire radius rod must be replaced. Simply re-tightening the clamp bolt or replacing it will not correct the problem.

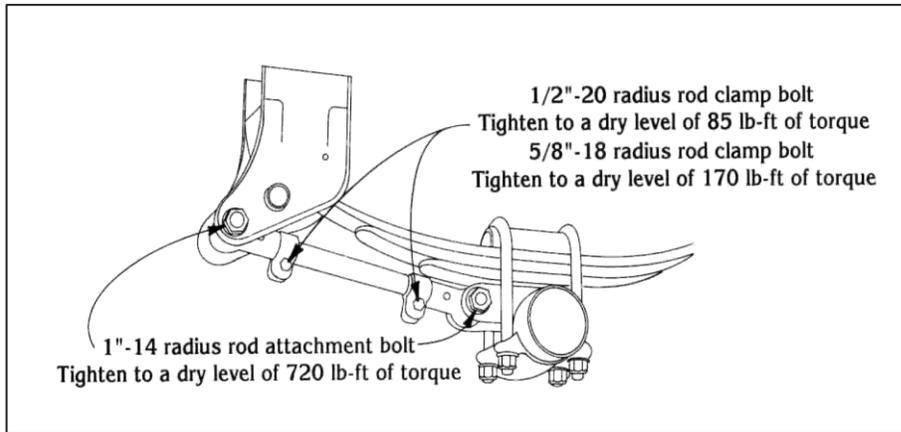


Figure 25- Radius Rod Bolts - FR-004099 & FR-004106

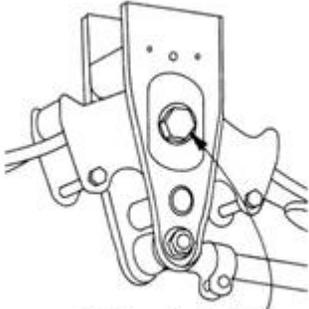
Adjustable Torque Arms

- 19.25” Part #004471
- 20” Part #004057
- 22” Part #004484
- 23” Part #004485
- 25” Part #004112

ROCKER BUSHINGS

Check the rocker bushing clamp bolts (Figure 26) for proper torque. If the bolts are loose, you must inspect the rocker to ensure that no structural damage has occurred. One way this can be done is by raising the trailer until the trailer weight is taken off of the springs. If the rocker is displaced or if the joint is loose, the rocker should be removed and the rocker and/or rocker bushings replaced. Again, visually inspect the condition of all the rocker/rocker hanger assembly components and replace if visible wear is present.

Equalizers		Part #
Bolt Kit		004111
11.5" cc	1 bolt.	004115
11.5" cc	2 bolt.	004491
18" cc		004595
20.5" cc		004114
24" cc		004104
27" cc		004411



1 1/8" rocker bolt
Tighten to a dry level of 790 lb-ft of torque

Figure 26- Rocker Bushing Bolts

HANGERS

Check all of the spring retainer bolts (Figure 27) found in the rockers and rear hangers. Trailers that are operated with loose fasteners for any period of time will result in irreversible suspension damage and possible loss of vehicle control. **Re-tightening a worn fastener will not correct a situation created by loose operation!**

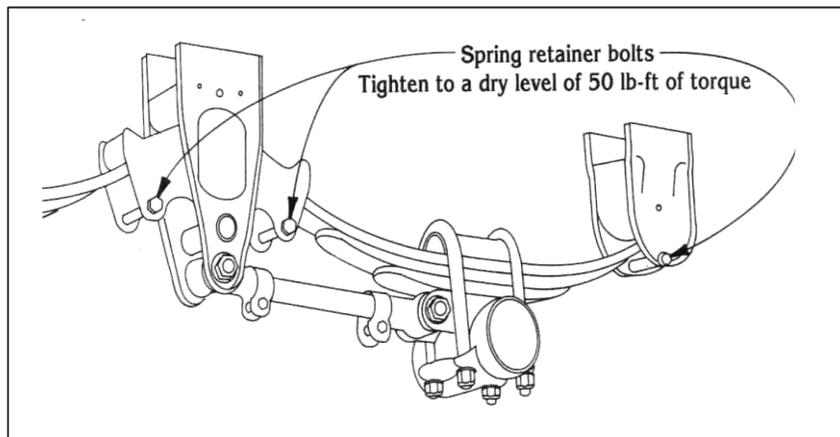


Figure 27- Spring Retainer Bolts - LR-004107 & RR-004108

Torque Arm
Bushing:
#004493

Torque Arm Bolt:
#004472

Torque Arm Nut
Flange:
#004473

SPRING SUSPENSION ALIGNMENT

Trinity Trailer aligns the suspension using industry-standard alignment procedures. After an initial break in period of 1,000 miles, loosened bolts, nuts and springs can affect the alignment. The surface of the road and type of terrain can also affect the suspension alignment.

Proper and preventive maintenance after the initial alignment is the responsibility of the owner/operator. If you have not been properly trained in suspension alignment procedures, have the work done by a qualified technician. Figure 28 shows the decal that was placed on your trailer when it was built.

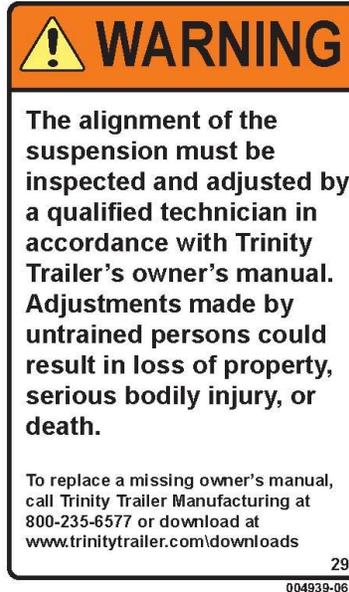


Figure 28- Suspension Alignment Decal

Trailer axle alignment should be checked (and adjusted if necessary):

- After the initial break-in of 1,000 miles
- Following any maintenance or repair procedures performed on the suspension

Perform the suspension inspection and re-tightening procedures prior to alignment.

The following information is the standard recommendation for suspension alignment. This information is applicable to all trailers with spring suspensions.

Before the trailer can be aligned properly it must be unloaded. Free the suspension of any binding by pushing the trailer backwards and then pulling forward. The trailer must be level, both side-to-side and front-to-rear. Neither the service nor parking brakes should be applied during the measurement procedure.

The axle position may be determined using any established mechanical or optical (laser) measurement equipment.

Measure distances A and B from the kingpin to the front axle. These dimensions must be within 1/8" of each other. If adjustment is needed, loosen the radius rod clamp bolts and turn the adjustment screw as required. When the front axle is positioned correctly, align any succeeding

axles with the front axle by measuring distances C and D. These dimensions must be within 1/16" of each other (Figure 29).

After the alignment has been completed on all axles, check to make certain the radius rod clamp bolts and all other fasteners are tightened to the required torque.

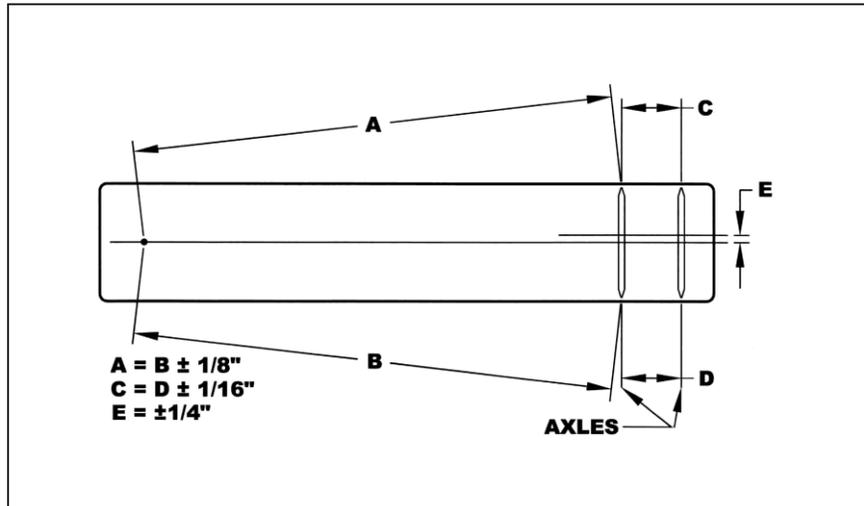


Figure 29-Suspension Alignment Requirements

AIR-RIDE SUSPENSION INSPECTION AND MAINTENANCE

AIR-RIDE SUSPENSION INSPECTION (HENDRICKSON HT SERIES, INTRAAX®, COMPOSILITE™ AND INGERSOLL ISS SERIES)

DAILY

Verify that the trailer is level and riding at the correct height.

EVERY 30 DAYS

Review the clearances around the air springs, tires, shock absorbers and all other moving parts. Bolts should be secure and axle connections tight. Any signs of wear should be evaluated and corrected as necessary.

EVERY 90 DAYS

In addition to the above, inspect all welded connections, frame attachment joints, cross member structures and all pivoting and clamping connections.

HENDRICKSON SUSPENSION TORQUE REQUIREMENTS

The following torque values (Table 4) are applicable to both the HT Series and INTRAAX® air suspensions. A decal similar to Figure 30 will appear on trailers with an INTRAAX® suspension.

COMPONENT DESCRIPTION	FT-LBS	N•M
Air Spring Bolts, Lower (HT Series, AAEDT 30K, AAEDL 30K and HRRNT 40K / HRRNT 50K)	45±5	61±6
Air Spring Nut, Lower (INTRAAX® and VANTRAAX®)	58±2	79±2
Air Spring Nuts, Upper (¾ inch)	90±10	125±10
Air Spring Nuts, Upper (½ inch)	45±5	61±6
Body Rail Clip Bolt	100±10	135±12
Brake Chamber Mounting Nut (INTRAAX®)	105±5	145±4
Hubcap Mounting Bolts	15±3	21±3
Lift Mechanism Air Spring, Actuator (¾ inch)	50±5	70±4
Lift Mechanism Air Spring, Actuator (⅜ inch)	18±2	25±2
QUIK-ALIGN® Pivot Connection	550±45	750±50
S-Cam Support Bearing Mounting Nut (INTRAAX®)	40±5	55±6
Shock Bolts	225±10	300±10
U-Bolts (HT Series)	500±25	680±30
Welded Pivot Connection (1 ⅛ inches)	800±25	1085±30

COMPONENT DESCRIPTION	IN-LBS	N•M
ABS Bracket Bolt and Nut (INTRAAX®)	90±10	11±0
Disc Brake Dust Shield Clamp	60±10	7±0
Drum Brake Dust Shield Clamp	110±15	13±1
Height Control Valve Mounting	70±10	8±1

Table 4 - Hendrickson Torque Specifications

NOTE
Torque values are specified for the fasteners in the condition in which they were supplied by Hendrickson. Do not apply any additional lubricants.



Over-torquing could result in fastener failure which could lead to a crash. Do not tighten the fasteners beyond the recommended torque.



Figure 30- INTRAAX® Decal

COMPOSILITE™ TORQUE REQUIREMENTS

The following torque values are for the Composilite™ auxiliary lifetable axle (Table 5).

DESCRIPTION	SIZE	TORQUE (ft. lbs.)
Pivot Bolt	7/8"	450
Axle Attachment	3/4"	380
Stabilizer Attachment	3/4"	75
Frame Attachment	3/4"	420
Cross Member Attachment	1/2"	80
Air Spring Bolt (Bottom)	3/8"	25
Air Spring Nut (Top)	1/2"	25
Air Spring Nut (Top)	3/4"	45
Tie Rod Clamp Bolt Nut	1/2"	50
Tie Rod U-bolt	3/8"	20
Axle Stop Bolts	1/2"	45

Table 5 - Composilite™ Torque Specifications

NOTE

Torque values are specified for the fasteners in the condition in which they were supplied by Hendrickson. Do not apply any additional lubricants.



Over-torquing could result in fastener failure which could lead to a crash. Do not tighten the fasteners beyond the recommended torque.

ISS SERIES TORQUE REQUIREMENTS

The following torque values (Table 6) are for the ISS Series air suspensions. A decal similar to Figure 31 will appear on trailers equipped with ISS Series suspensions.

FASTENER	Ft-lbs	N-m
1-1/8" - PIVOT BOLT LOCK NUT	900-920	1220-1290
7/8" - PIVOT BOLT LOCK NUT	425-440	575-595
3/4" - SHOCK ABSORBER LOCK NUT	150-175	205-240
1/2" - LOWER AIR SPRING BOLT	25-30	28-40
3/4" - UPPER AIR SPRING NUT	40-45	55-60
1/4" - AIR VALVE & LINKAGE NUT	5	7
3/8" - LOWER AIR SPRING BOLTS – LIFT AS	15-20	20-25
5/8" – BOLT-ON CROSS MEMBER LOCK NUT	160-175	215-240

Table 6- INGERSOLL ISS Series Torque Requirements

Figure 31-INGERSOLL ISS Series Decal

NOTE
TORQUE VALUES ARE WITH CLEAN AND DRY FASTENERS



Over-torqueing could result in fastener failure which could lead to a crash. Do not tighten the fasteners beyond the recommended torque.

AIR-RIDE SUSPENSION ALIGNMENT

Trinity Trailer aligns the suspension using industry-standard alignment procedures. After an initial break-in period of 1,000 miles, loosened bolts, nuts and springs can affect the alignment. The surface of the road and type of terrain can also affect the suspension alignment.

Proper and preventive maintenance after the initial alignment is the responsibility of the owner/operator. If you have not been properly trained in suspension alignment procedures, have the work done by a qualified technician. Figure 32 shows a decal that was placed on your trailer when it was built.

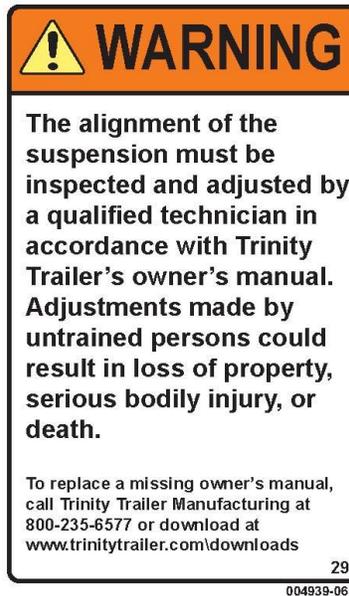


Figure 32- Suspension Alignment Decal

QUICK-ALIGN® CONNECTION

Hendrickson suspensions use a non-welded Quick-Align® feature (Figure 33). The following guidelines must be used when aligning an air-ride suspension.

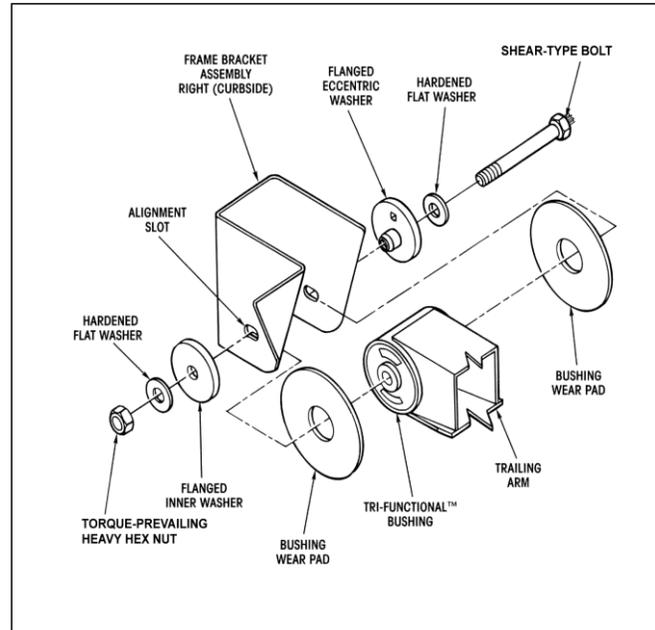


Figure 33- Air-ride Suspension Alignment Components

1. Remove and discard the pivot bolts and nuts on the forward axle connections and replace with new shear-type bolts and torque-prevailing nuts. Tighten the nuts on the pivot bolts to hold the flanged washers in place against the adjustment guide, but loose enough to permit the hardened flat washers to rotate freely.

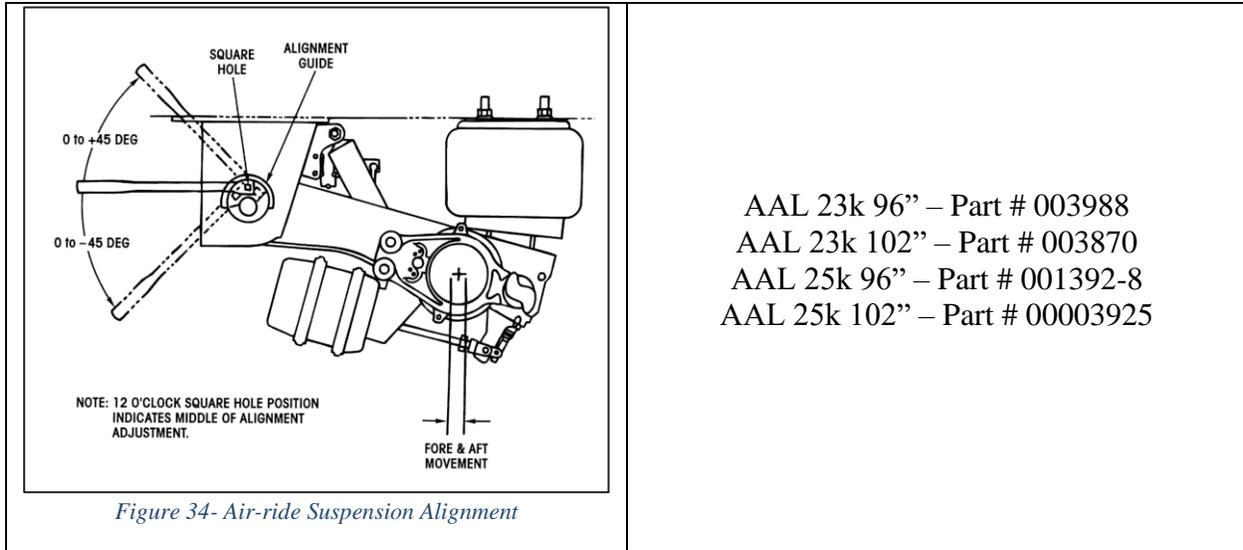
! WARNING

Do NOT re-use the pivot joint fasteners. A new pivot bolt and shear-type bolt must be installed to prevent pivot connection failure due to insufficient clamp load. These parts are contained in Hendrickson kit S-24679, available from our parts department. No liability is assumed for pivot joint failures when either a shear-type bolt or torque-prevailing nut is reused.

! WARNING

Do not apply or allow any type of lubricant to contact the threads of pivot connection fasteners. Lubricant will reduce the friction between the threads of the pivot fastener and nut. Failure of the pivot fastener could occur.

2. On the previously mentioned pivot connection, inspect the orientation of the square hole (Figure 34) on the eccentric flange washer (outboard side). The square hole should be at the 12 o'clock position (middle of the alignment adjustment); adjust if necessary. To adjust the eccentric, insert a ½" square drive breaker bar into the square hole on the eccentric flanged washer. Rotating the eccentric flanged washer clockwise (45° maximum) or counterclockwise (45° maximum) will provide fore and aft positioning.



3. Repeat step 1 and 2 on the remaining connections.
4. Follow the measurement steps in the spring suspension alignment process. (See Figure 29 - Suspension Alignment Requirements)
5. If additional axle movement is necessary, adjust the eccentric washer on the opposite side of the forward axle from the 12 o'clock position.

NOTE
Be sure that the axle movement occurs without compressing the Tri-Functional™ Bushing.

6. After achieving proper alignment of the forward axle, snug the pivot connections and recheck alignment.
7. Apply torque to the torx-head portion of the shear-type bolt until it shears off of the hex head.
8. Align additional axles to the forward axle by rotating their eccentric flanged washer(s) until both ends of the axle are an equal distance from the front axle (see Figure 29). Repeat steps 1, 2,3,5,6 and 7.

COMPOSILITE™ ALIGNMENT

Only the toe setting needs to be checked on the Composilite™ auxiliary axle.

1. Lift the axle until the tires are free to spin. Make a line around each tire at the center of the tread using a paint marker.
2. Use a measuring tape to measure the distance between the lines at the front and rear of the tires at the same height as the axle.
3. If the distance between the lines is 1/16" to 1/8" at the front (toe-in condition), no adjustment is necessary.
4. If the measurements do not meet the above requirements, loosen the tie rod clamp bolts, stabilizer mounting U-bolts (if applicable) and nuts. Rotate the tie rod tube until there is a toe-in setting of 1/16" to 1/8" (see Figure 35).
5. Tighten and torque the hardware to the specifications given in Table 5.

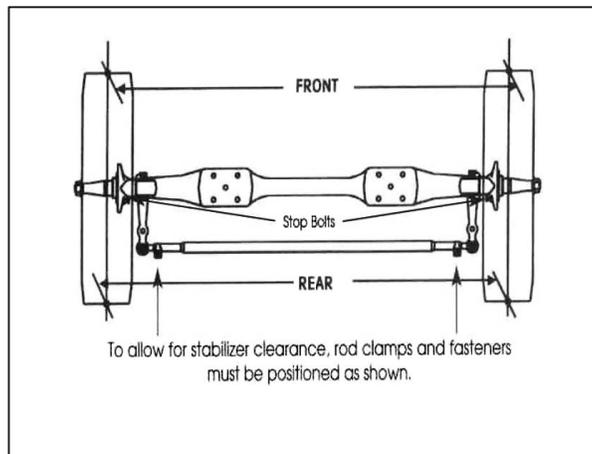


Figure 35- Compositite™ Alignment Toe Bar - Part #002401

CONNEX-ST AXLE ALIGNMENT

Alignment should be performed only after steps are taken to ensure the self-steer spindles and wheels are properly aligned with axle center and toe is correct.

Important: A self-steer axle must not be used as the primary front most axle for axle-axle alignment in these procedures.

Before getting started, ensure:

- Tires are the same size, air pressure and tread pattern.
- Hubs, drums, and brakes are identical.
- All wheel-end components are identical for both left and right side.
- All suspension bushings and components are Hendrickson Genuine Parts, correctly assembled, adjusted, in good condition and functioning properly.

- No lateral or fore-aft movement in kingpin.
- Lubricate as needed per decal T60001.

Important: Corrections must be made before performing CONNEX-ST axle alignment checks or adjustments.

CONNEX-ST ALIGNMENT SUMMARY

Important: Although toe is independent of axle alignment, it should be verified and checked before performing axle-axle alignment.

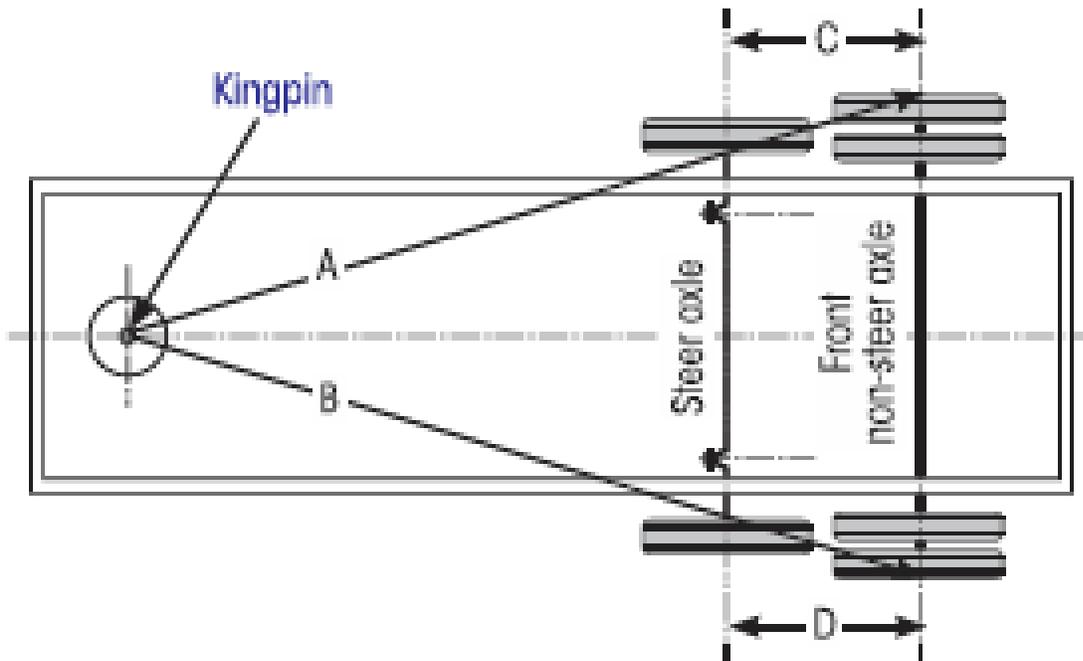


Figure 36 - Self-steer alignment measurements

To properly align the self-steer axle, perform these procedures in this order:

1. If not already done, check and align the front (non-steer) axle thrust angle.
2. Lock the self-steer axle.
3. Check and adjust toe.
4. Ensure AXLE-AXLE alignment is within Hendrickson's specifications as shown below and adjust as necessary:

FRONT AXLE TARGET VALUES ^{1,2}											
Track Length:		71.5									
Kingpin-to-Axle ² :		48	44	40	36	32	28	24	20	16	12
Wheel Extender Length	12										
	13										
	14										
	15										
	16										
	17										
	18										
	19										
	20										
	21										
	22										
	23										
24											
Track Length:		77.5									
Kingpin-to-Axle ² :		48	44	40	36	32	28	24	20	16	12
Wheel Extender Length	12										
	13										
	14										
	15										
	16										
	17										
	18										
	19										
	20										
	21										
	22										
	23										
24											
Track Length:		83.5									
Kingpin-to-Axle ² :		48	44	40	36	32	28	24	20	16	12
Wheel Extender Length	12										
	13										
	14										
	15										
	16										
	17										
	18										
	19										
	20										
	21										
	22										
	23										
24											

¹ The kingpin-front axle (or thrust angle) target values presented in this table have been pre-calculated for your convenience. To see the steps involved in this process and an example of front (non-steer) axle target value calculation, refer to APPENDIX A: AXLE TARGET VALUE SAMPLE CALCULATION on page 29.

² Kingpin-to-axle distance values are in feet. All others are in inches.

Figure 37– Kingpin-front axle target values

- Remove dowel pin from centering lock hole.
- Restore lock-straight mechanism and self-steer axle to normal operation.

LOCKING THE SELF-STEER AXLE

During alignment or adjustment of the self-steer axle, the lock-straight assembly (Figure 38) is used to lock the tie rod in the center position while the wheels are checked and/or adjusted to point straight forward on the trailer, with toe.

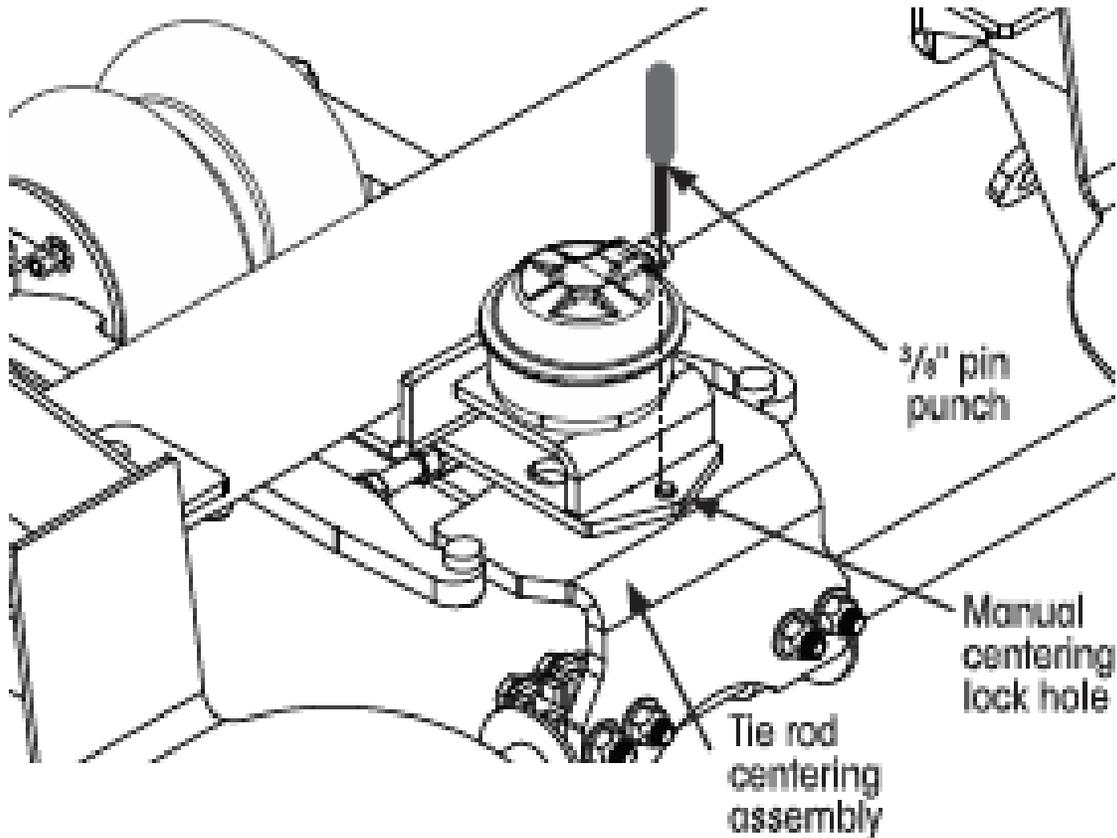


Figure 38– Locking wheels to straight position.

1. **Lift** self-steer axle until tires are off the ground.
2. **Manually steer** wheels in both directions to ensure no contact with trailer.
3. **Center wheels and insert** a 3/8-inch pin punch (or equivalent) into manual centering lock holes, as shown in Figure 38.

IMPORTANT: Using the manual centering lock hole, it is not necessary to air up the lock straight actuator or chamber.

4. Inspect to **ensure** the following:
 - a. There is **no damage** to lock-straight mechanism or other suspension components.
 - b. No excess **wear** at the four lever arm contact points (Figure 39) and pivot points.
 - c. All four contact points (Figure 39) have **no gaps**.
 - d. **Measure** to ensure, in Figure 40, $R_1=R_2=0.09$
5. **Lower** suspension back on the ground and apply normal equalized load on the axle.

IMPORTANT: Corrections must be made before performing CONNEX-ST axle alignment checks or adjustments.

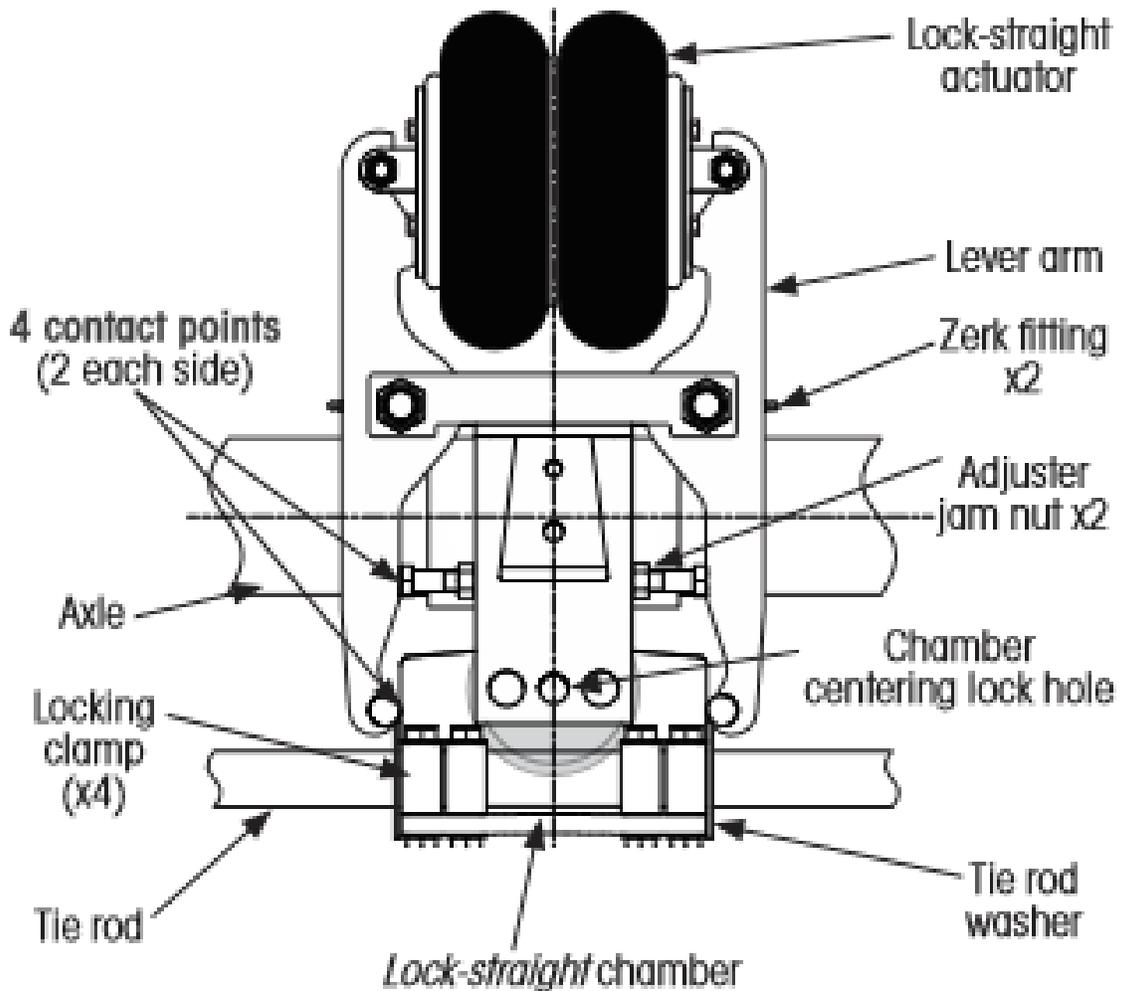


Figure 39- Self-steer axle lock-straight mechanism (bottom view)

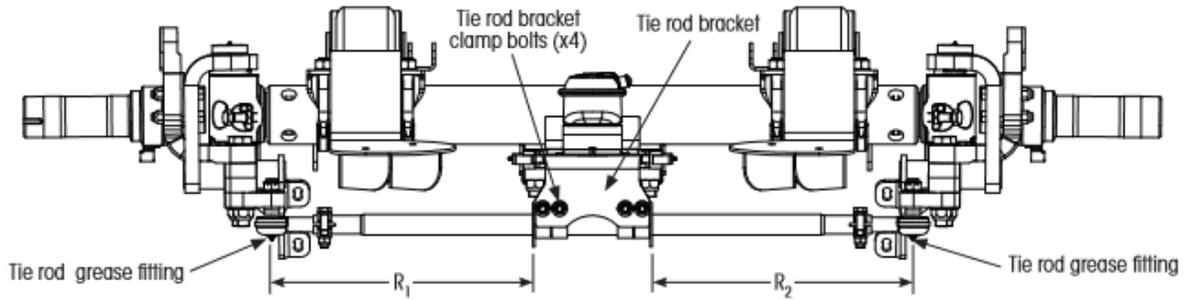


Figure 40- Tie rod end clamp orientation

CHECK AND ADJUST TOE

A proper toe setting is important to ensure wheel stability and minimize scrubbing of the tires.

NOTICE: All alignment should be performed while the trailer is unloaded and setting on a level surface. Adjusting while loaded can result in an excessive toe setting and tire wear while unloaded.

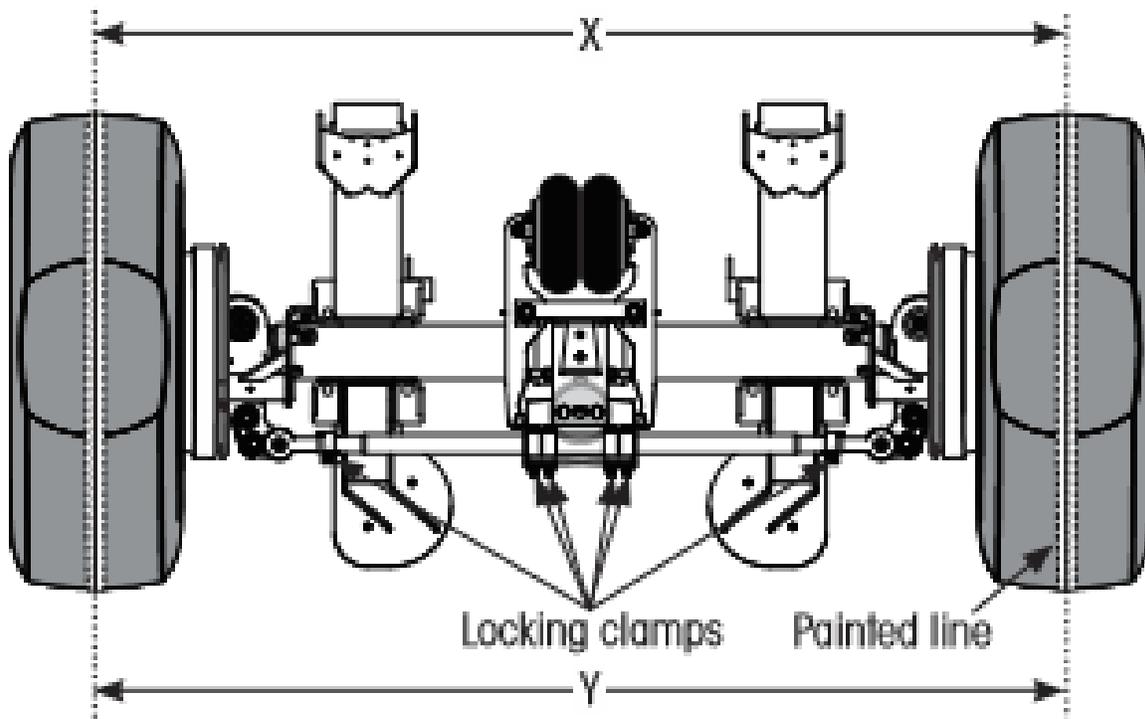


Figure 41-Toe Measurements (bottom view)

1. **Raise** axle until both tires clear the surface.
2. If not done so, **perform** LOCKING THE SELF-STEER AXLE on page 32.

IMPORTANT: If with dual wheels, measure toe between the center tread of inner tires.

3. While rotating wheel, **paint** a line around the center of the tire tread, full circle (Figure 42).
4. **Rotate wheel and scribe** a narrow consistently centered line all the way around in the painted line on the tire tread. This will aid in the measurement of "X" and "Y".
5. **Lower** wheels back to the surface and apply normal equalized load on the axle.

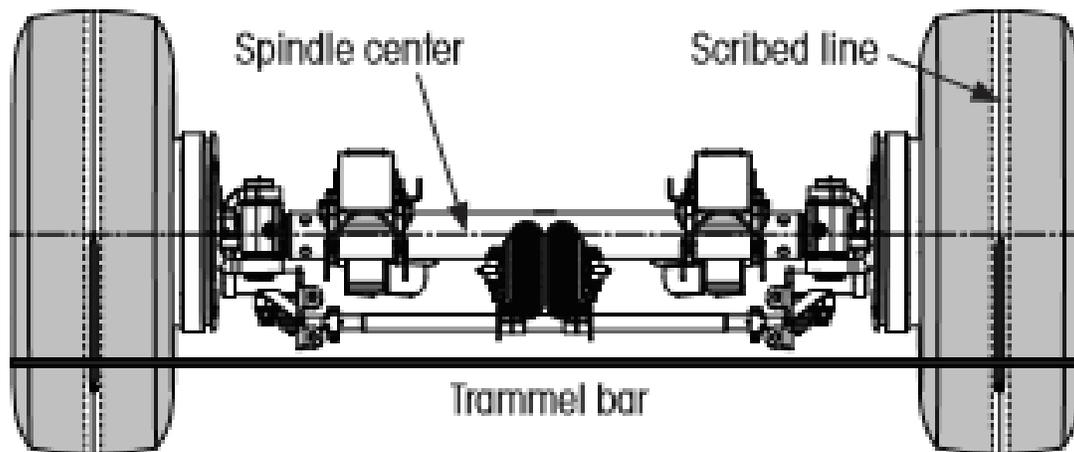


Figure 42 - Measuring X and Y dimensions

6. Ensure the trailer is at the designed ride height.

IMPORTANT: To ensure consistent measurements, X and Y measurements should be made at the same height, center of spindle, on the tires (Figure 42). This measurement should always be taken with the suspension at ride height.

7. Measure and record measurements for X and Y.

AXLE LOAD	TOE			
	Inch		mm	
Unloaded	0.625	+0.06 -0.0	15.88	+1.5 -0.0
Toe-in = "X" smaller than "Y" Toe-out = "X" larger than "Y" IMPORTANT: toe-out (negative toe) is not allowed.				

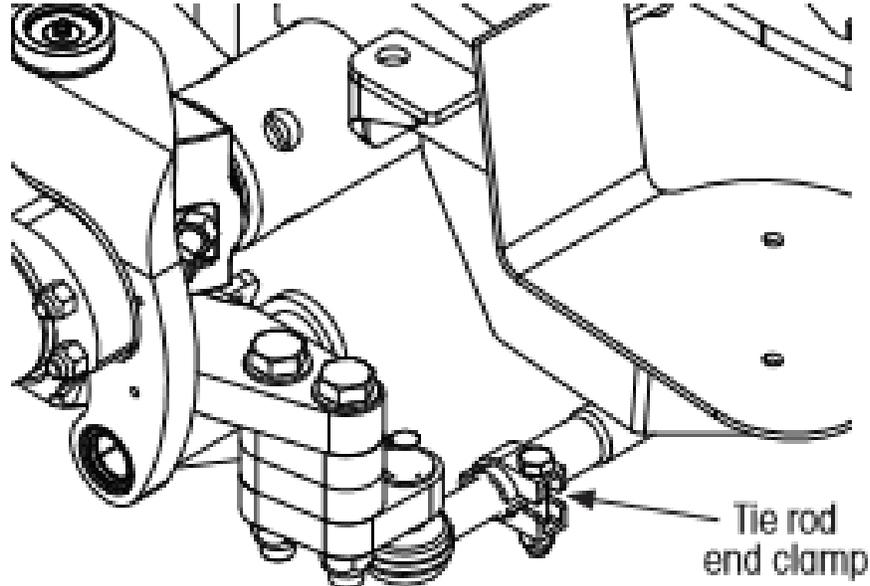
Figure 43- Recommended Toe

8. **Subtract** X from Y. The specification for toe is listed
 - a. If toe is negative (toe-out) or not within specification, continue with the next step.
 - b. If toe is positive (toe-in) and within the specified tolerance, no adjustment is required. Go to Step 13.
9. **Raise** axle until both tires are off the surface.
10. **Loosen** all tie rod locking clamps in Figure 40. Skip this step if already loose.

NOTE: If properly positioned, tie rod washers (Figure 39 on page 33) should maintain wheel center position after clamps are loosened. These washers are typically tack welded in position during initial suspension installation or when replacing a tie rod assembly.

11. **Rotate** the tie rod to correct toe-in.
12. **Repeat** the procedure from Step 5 until the desired Toe-in value (specified in Figure 43) is reached.
13. If toe adjustments were made, ensure all clamps are properly tightened, refer to TIGHTENING TIE ROD CLAMPS on page 37.
14. **Remove** dowel pin from centering lock hole.
15. **Restore** lock-straight mechanism and suspension to normal operation.

TIGHTENING TIE ROD CLAMPS



NOTICE: The clamp and bolt must be orientated as shown to avoid interference among moving parts.

Figure 44- Tie rod end clamp orientation

1. Once the desired Toe-in setting is achieved, orient tie rod end clamps (Figure 44) to provide adequate clearance for trailing arms during operation.
2. **Tighten** tie rod end locking clamp bolts to 55+5 ft. lbs. (75+5 Nm) of torque.

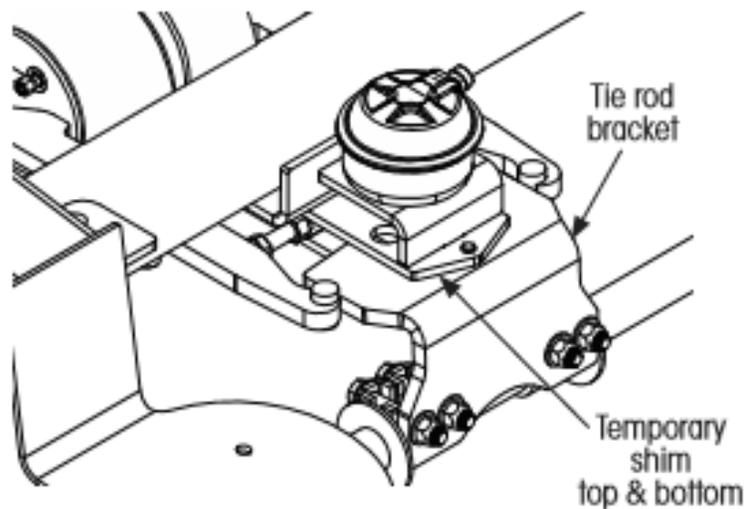


Figure 45-Aligning tie rod lock plate

3. **Insert** temporary shims above and below tie rod bracket (Figure 45) to evenly space (center) the tie rod bracket vertically in lock-straight assembly.

IMPORTANT: The tie rod bracket must be positioned to move freely within the lock-straight assembly.

4. **Tighten** tie rod bracket clamp bolts (Figure 44) to 95+5 ft. lbs. (130+5 Nm) of torque.
5. **Remove** dowel pin from the centering lock hole (Figure 38).
6. **Remove** shims inserted in Step 3.

HUB AND WHEEL INSTALLATION AND MAINTENANCE

In addition to following the instructions below, it is recommended that you read and understand the federal regulations relating to tire and wheel handling and maintenance. A copy of these can be obtained through the U.S. Government printing office, your local library or the internet. Refer to 29 CFR 19103177, *Servicing Multi-Piece and Single Piece Rim Wheels*.



004934-06

Figure 46 - Wheel Hardware Decal

PILOT MOUNT WHEELS

Pilot mount wheels have stud holes that are reamed straight through the wheel. Pilot bosses machined on the hub fit tightly to the center hole of the wheel. Pilot mount wheels are secured with right-hand thread flange nuts on studs which have at least 2.16” standouts. This mounting method is also commonly referred to as “hub piloted”.



Follow the information below when working the wheels on your trailer. Failure to do so can lead to loose wheels or component failure, resulting in loss of property, serious bodily injury or death. See Figure 46.

- Use correct, matched parts when mounting the wheels.
- Do not combine ball seat mount wheels (described above) with pilot mount wheels.
- Do not use ball seat nuts with pilot mount wheels.
- Do not use heat to remove frozen flange nuts. This could result in a component failure.
- Only use tires that are within 3/4" of the same rolling circumference. Greater difference in circumferences can cause unstable operation and reduce component life.
- Tighten the flange nuts in the proper sequence and to the required torque.

Mounting Pilot Mount Wheels (Figure 47)

1. All parts must be clean and free of rust, dirt or paint.
2. Position the inner wheel over the studs, being careful not to damage the threads.
3. Position the outer wheel over the studs, being careful not to damage the threads.
4. Install the flange nuts and tighten to 50 ft-lbs in the sequence shown below.
5. Make sure the surface of the wheel which is contacted by the flange nut is flat.
6. Tighten the nuts to 450-500 ft-lbs using the same sequence.

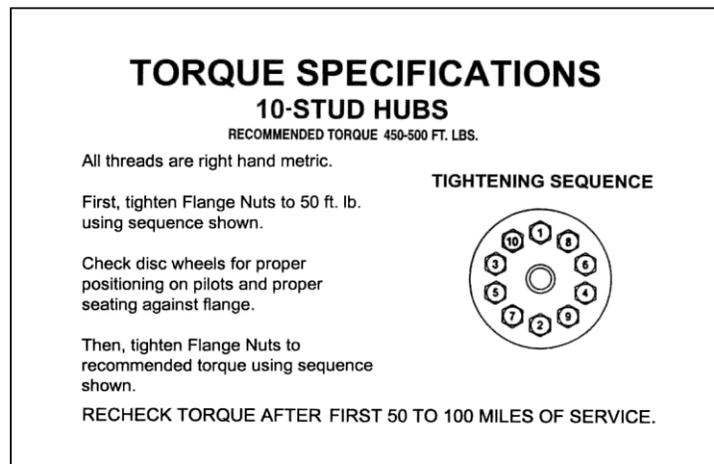


Figure 47- Pilot Mount Wheel Torque Specifications

NOTE
The torque listed is for dry threads with no lubricant. Proper flange nut torque is important. Insufficient torque can cause stud breakage and damages the ball seats. Excessive torque can overstress the studs and strip the threads.



The flange nuts must be re-tightened after the first 50 to 100 miles of service. Tighten them to 450-500 ft-lbs in the sequence shown above. Failure to re-torque the flange nuts could result in the wheel becoming loose on or falling off of the trailer during operation resulting in property damage, personal injury or death.

RECOMMENDED PROCEDURE FOR REPLACING STUDS

- When a broken stud is replaced, the stud on each side of it should also be replaced.
- If more than two studs are broken, replace all of the studs.
- Use the correct stud size. If the correct length stud is not used, the back nut (jam nut) may not seat firmly against the drum.
- Too much “standout” from the mounting face of the hub may make it impossible to secure the inner wheel against the hub face (ball seat mount wheels).
- If replacing studs on ball seat mount wheels, remember that right-hand studs go on the right-hand side (curbside) of the vehicle and left-hand studs go on the left-hand side (roadside).

HYDRAULIC SYSTEM SERVICING

TRACTOR HYDRAULIC SYSTEM REQUIREMENTS

<u>Gear Pump Requirements (Volume):</u>	Varies by System
<u>Reservoir capacity:</u>	Minimum 5 Gallons
<u>Hyd. Pressure Requirements/Bypass Settings:</u>	2500 PSI/3000 PSI
<u>Filtration Requirement:</u>	10 µm

LX-6 Manifold:

- PTO
 - 15-20 GPM Flow
 - 3000 PSI Pressure
- Electric
 - 12-13 GPM Flow
 - 3000 PSI Pressure
- Gas
 - 15-17 GPM Flow
 - 3000 PSI Pressure

*Remote Option



Farm Bed Hydraulics (FBH)

- PTO
 - 15-17 GPM Flow
 - 2750 PSI Pressure
- Electric
 - 12-13 GPM Flow
 - 2750 PSI Pressure
- Gas
 - 15-17 GPM Flow
 - 2750 PSI Pressure



Tractor hydraulic oil must be maintained at all times. Neglect of the tractor oil will result in premature hydraulic component failure.

If the trailer was ordered with "Food Grade" hydraulic oil the tractor must also have "Food Grade" hydraulic oil or it will contaminate the trailer's hydraulic system.

PRESSURE FILTERS

Trailers with a PTO unload system will have an inline pressure filter mounted near the landing legs. (Figure 48) The filter has a sight glass on top of the housing unit that indicates the condition of the filter. If the sight glass shows red while the PTO is engaged, it is time to replace the

cartridge inside of the filter. These filters DO NOT have a bypass. As the filter becomes clogged, it will slow down the flow of oil which will slow the unloading of the product.

Contact our parts department toll free at 800-235-6577 to order a replacement filter. (Figure 49)



IF THE TRACTOR IS NOT EQUIPPED WITH A PRESSURE RELIEF VALVE, A CLOGGED FILTER CAN CAUSE AN OVERPRESSURE SITUATION THAT CAN DAMAGE HYDRAULIC HOSES AND PUMPS



Figure 48- High Pressure Filter Location

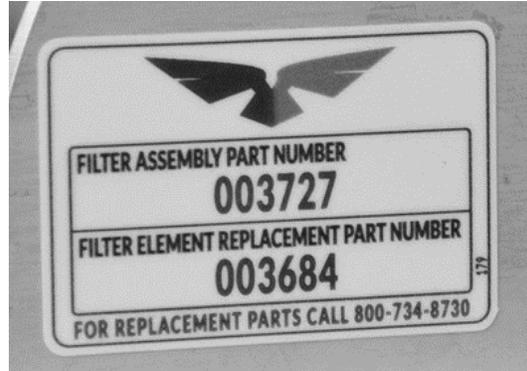


Figure 49- Pressure Filter Part Numbers

HYDRAULIC CYLINDER MAINTENANCE

The hydraulic cylinder which operates the rear door(s) (if installed) should be inspected before each use. See Figures 50 and 51 for precautionary measures that must be taken before performing any maintenance.

- Repair any leaking fittings found before operating the cylinder.
- Keep the cylinder clean and free from foreign materials.
- If there is leakage across the cylinder or the cylinder housing or the shaft is damaged, replace the cylinder.
- A light film of oil on the shaft of the cylinder is normal and should not be mistaken as a leak.
- Small burrs or scratches should be removed from the shaft using a honing stone or emery cloth before use of the cylinder.



Figure 50- Hydraulic System Pressure Decal

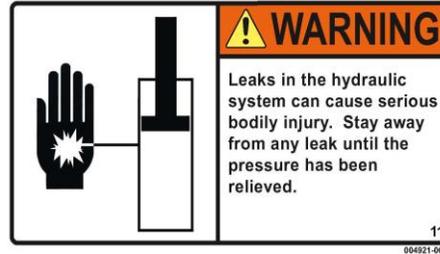


Figure 51- Hydraulic Leak Decal

HYDRAULIC LINES AND FITTINGS

Visually inspect the hoses and fittings for leaks, cracks, chafing or crimping. Since the hydraulic system operates at high pressures, replace any components which are worn or damaged before use.

HYDRAULIC FLUID RECOMMENDATIONS

- The hydraulic oil level in the tank should be no lower than four inches from the top which will be at the 80°C line of the tank's thermometer. Check the oil level daily. Refill as required.
- The low pressure filter in the system should be changed after the first 50 hours of operation and every 250 hours thereafter. Under dirty or dusty conditions, change the filter more frequently.
- Recommended fluid-Chevron Hydraulic Oil AW ISO 32 or equivalent. For food grade applications Chevron Hydraulic Oil FM ISO 32 or equivalent may be used.

HYDRAULIC VALVE MAINTENANCE

The seals in the valves of the hydraulic system can become dirty or worn and allow hydraulic fluid to leak across the spool. If this happens in a flow control valve (used with a PTO system), a door valve, or the manifold system contact our parts department toll free at 800-235-6577 to order a replacement O-ring kit (Figures 54 and 55).

Flow Control Valve

1. Remove and label the fittings from the valve.
2. Remove the valve from the trailer.
3. Remove the handle by loosening the set screw in the shaft.
4. Remove the snap ring from the shaft.
5. Remove the shaft from the valve body.
6. Clean any corrosion from the shaft using fine emery cloth.
7. Replace the O-rings and seals on the shaft.
8. Reinstall the shaft, snap ring and the handle being careful not to damage the O-rings as they enter the valve body.
9. Reinstall the valve on the trailer.
10. Reattach all fittings securely to the appropriate ports.

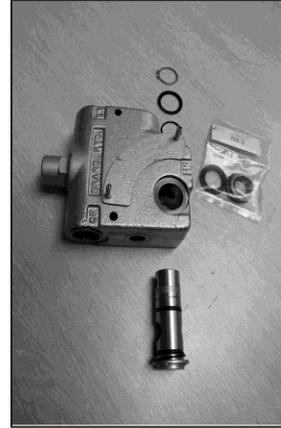


Figure 52- Flow Control Valve O-Ring Kit. Part #004887

Door Valve

1. Remove and label the fittings from the valve.
2. Remove the valve from the trailer.
3. Remove the cotter pin and clevis pin and attach the lever to the valve shaft.
4. Remove the socket head cap screws that attach the retaining cover to the valve body.
5. Remove the shaft from the valve body.
6. Replace the O-rings on the shaft.
7. Reinstall the shaft, being careful not to damage the O-rings as they enter the valve body.
8. Reattach the retaining cover and lever.
9. Reinstall the valve on the trailer.
10. Reattach all fittings securely to the appropriate ports.



Figure 53- Door Valve O-Ring Kit - Part #004893

GASOLINE ENGINE SERVICING

Service the gasoline engine in accordance with the engine owner's manual supplied with your trailer. If you need a replacement copy of the manual, call our parts department at 800-235-6577. The following safety precautions, along with Table 1, Figures 55 and 56 should be adhered to when working around the gasoline engine (if installed).



Gasoline engines equipped with electric starters have a 12-volt battery which can be unsafe if handled improperly. Follow these precautions when servicing the battery.

- Use extreme care when servicing the battery. Battery fluid contains sulfuric acid and must be kept away from your eyes and skin. Safety glasses, rubber gloves and protective clothing are needed when handling the battery. If acid contacts your eyes or skin, flush immediately with large amounts of water. Get emergency attention immediately.
- The battery can produce hydrogen gas and can explode, causing serious bodily injury. Do not smoke while checking or servicing the battery. Keep open flames and sparks away from the battery.
- To avoid a short circuit across the battery, which can result in serious bodily injury, never allow tools or metal objects to contact the battery posts and the trailer. Disconnect the negative battery cable when checking or servicing the battery.
- Keep battery fluid away from children and pets.
- Do not store the battery where there is a likelihood of open fire, sparks or accessibility to children.

Some areas require that the engine be equipped with a spark arrester to reduce the potential for the exhaust from the engine to cause a fire. Your engine should have had one installed when the engine was installed on your trailer. You should remove the arrester and clean it in accordance with the engine manual at least once every 100 hours of operation.

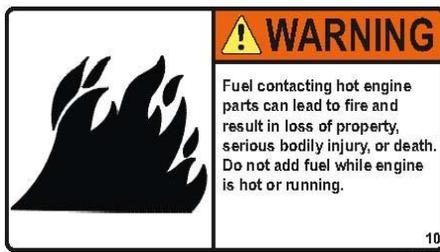


Figure 54- Refueling Warning Decal

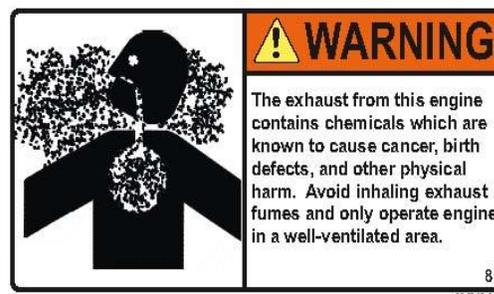


Figure 55- Engine Exhaust Decal

ANTI-LOCK BRAKE SYSTEM (ABS)

The Meritor WABCO 4S/2M anti-lock brake system is used on your trailer. This system exceeds the requirements of the Transportation Code of Federal Regulations, 49 CFR 571.121.

You should use your brakes as you normally would when you are driving. Apply the brakes the same way you would if your trailer didn't have an ABS system. You should not need to pump the brakes if the system is working properly. You may notice some chassis vibration when excessive brakes are applied. This is normal; the system senses the wheel rotation speed and will modulate the air pressure if it detects a wheel lock-up condition.

NOTE
Like all anti-lock braking systems, this system will allow a small amount of wheel lock-up.

Read the following decal (Figure 56) which was supplied by Meritor WABCO and was put on your trailer when it was built.

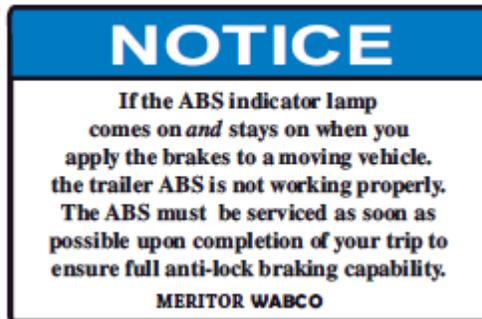


Figure 56- ABS Indicator Decal

You should note that the vehicle must be traveling at least 5 mph for the light to illuminate. If the light stays on, contact an authorized Meritor WABCO service center to remedy the problem before continuing to operate the trailer.

ABS service must be performed by a qualified technician to ensure the brakes on the trailer operate properly. Read the following decals (Figures 57 and 58) and then follow the instructions and precautions.



Figure 57- ABS Servicing Decal



Figure 58 - Brake System Component Decal

IGNITION POWER ACTIVATION

Ignition Power Activation is the process of using the vehicles ignition switch (or interrupting the power on the blue wire by some other means) to display blink codes on the trailer ABS indicator lamp located on the side of the trailer. This method is for constant power vehicles only.

To obtain blink codes using ignition power activation, perform the following procedure:

1. Turn the ignition switch on for no longer than 5 seconds. The ABS indicator lamp will be on.
2. Turn the ignition switch off. The ABS indicator lamp will go out.
3. Turn the ignition switch on. The ABS indicator lamp will then come on, and then go out.
4. The blink code will be displayed three times by the ABS indicator lamp on the trailer.

BLINK CODES		
Blink Code	Problem Area	Action
3	Sensor BU1	Determine sensor location. Check sensor installation. Make necessary repairs.
4	Sensor YE1	Determine sensor location. Check sensor installation. Make necessary repairs.
5	Sensor BU2	Determine sensor location. Check sensor installation. Make necessary repairs.
6	Sensor YE2	Determine sensor location. Check sensor installation. Make necessary repairs.
7	External ABS Modulator Valve	Verify proper electrical installation. Check power supply. Make necessary corrections.
9	Internal Modulator Failure-inlet valve #2	Verify proper installation. If code continues, contact Meritor WABCO for assistance.
10	Internal Modulator failure-inlet valve #1	Verify proper installation. If code continues, contact Meritor WABCO for assistance.
11	Internal Modulator failure-outlet valve	Verify proper installation. If code continues, contact Meritor WABCO for assistance.
14	Power Supply	Verify proper electrical installation. Check power supply. Make necessary corrections.
15	ECU Failure	Verify proper installation. If code continues, contact Meritor WABCO for assistance.
16	SAE J1708 Failure	Internal failure, contact Meritor WABCO
17	SAE J2497 (PLC) Failure	Internal failure, contact Meritor WABCO
18	Generic I/O Failure	Verify proper electrical installation. Check power supply. Make necessary corrections.

Table 7 – Ignition Blink Codes

NOTE: For ignition power activation, power is provided by the ignition switch.

REAR IMPACT GUARD

Your trailer meets the latest rear impact guard requirements of the Transportation Code of Federal Regulations, 49 CFR 571.223 and 571.224. Some trailers will have a rear impact guard and some will have a narrow bumper. If the rear impact guard is damaged, the Federal Highway

Administration requires that it be repaired such that it will again be in compliance with these regulations in a “like new” condition. Have a qualified mechanic inspect any damage before continued use of your trailer. Contact our repair department toll free at 800-235-6577 if the guard needs to be repaired.

OPERATING INSTRUCTIONS

COUPLING THE TRAILER

To couple the trailer to the tractor safely, follow the procedures below. Figure 59 is the warning label placed on your trailer when it was built and relates to the safe coupling of the trailer.



Figure 59- Coupling Decal

1. Check the kingpin and surrounding area for cracks or damage.
2. Clean and lubricate the fifth wheel in accordance with the tractor manufacturer's recommendations.
3. Position the fifth wheel for coupling with the plate tilted down toward the aft end of the tractor, the jaws opened, and the safety unlocking handle in the automatic lock position. If the tractor is equipped with a sliding fifth wheel, lock it in place.
4. Ensure the spring brakes are applied on the trailer.
5. Make certain the doors are securely closed on the trailer.
6. Align the tractor with the front of the trailer and back up until the fifth wheel just touches the trailer.
7. Engage the parking brake and shift the tractor into neutral.
8. Adjust the height of the landing legs so the trailer is level with the fifth wheel.
9. Check to make certain that the kingpin is aligned properly with the fifth wheel.
10. Connect the service and emergency air lines from the tractor to the glad hands on the front of the trailer. Secure the airlines so they will not be damaged when the tractor is backed up under the trailer.
11. Apply the trailer parking brakes by pulling the trailer brake knob in the tractor.
12. Release the tractor brakes by pushing in the tractor brake knob.
13. Back the tractor slowly under the trailer until the kingpin engages in the fifth wheel and locks in place.
14. Raise the landing legs slightly off the ground and pull on the trailer gently with the tractor while the trailer brakes are still locked in the cab to ensure the kingpin is fully engaged.

15. Inspect the fifth wheel area thoroughly to make certain the connection between the tractor and trailer is secure. Make certain that the locking lever is in the locked position.
16. Attach the electrical cable from the tractor to the trailer, making sure the connector securely engages the socket.
17. Make certain the airlines and electrical cable are supported to prevent them from chafing or being snagged while connected.
18. Raise the landing legs completely, leave in gear and securely place the crank in its bracket.

No one should ever be allowed to ride on or in the trailer while it is being towed or has the door closed and/or hydraulic system enabled (Figure 60 and 61).



Figure 60- Riding in the Trailer Decal



Figure 61- Getting inside Trailer Decal

UNCOUPLING THE TRAILER

1. Before uncoupling the trailer, move the truck to an area with a level surface capable of supporting the weight of the trailer.
2. Stop the truck with the tractor aligned with the trailer.
3. Lock the trailer brakes and back the tractor up slightly to relieve the pressure on the locking jaws. Engage the parking brake on the tractor.



If uncoupling from a loaded trailer that is air ride equipped dump air from suspension before continuing (Figure 62, Figure 63 or Figure 76 pg.55)

4. Lower the landing legs until they contact and just start to put pressure on the ground.
5. Disconnect the airlines and electrical cable from the trailer.
6. Move the locking lever on the fifth wheel to the open position.
7. Pull the tractor forward to disengage the kingpin. Stop the tractor before the fifth wheel comes out completely from underneath the trailer.
8. Adjust the landing legs to raise the trailer so it will clear the fifth wheel.
9. Pull the tractor forward to clear the trailer.

When the trailer is not in use, front PTO couplers can be connected to each other to prevent pressure build up in the hydraulic system.

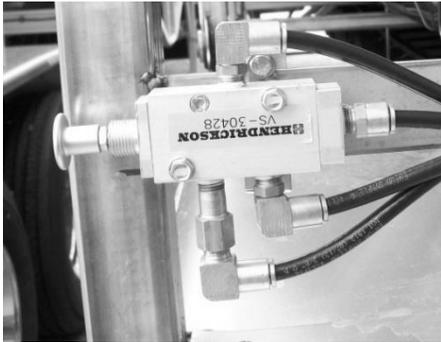


Figure 62- Manual Dump Valve - Part #004228



Figure 63- Pneumatic Dump Valve - Part #003653

A NOTE ON AIR PRESSURE

U.S. Federal Motor Vehicle Safety Standards part 121 now requires that the air compressor on all tractors pulling trailers must have higher air pressure levels in the supply line. This is required because the performance of modern brake systems requires higher pressures.

Because of this, you must check the pressure settings on the compressor governor on your tractor. If set properly, the compressor should cut-in at 105 psi and should cut-out at a minimum of 120 psi (Figure 62).

Do not attempt to tow your Eagle Bridge™ trailer if your tractor does not meet these requirements.

NOTICE

CHECK YOUR TRACTOR

FMVSS-121 regulations mandate higher air pressure in the supply line. Brake performance on this trailer will be impaired if the tractor compressions adjustment is too low.

Compressor Cut-In Pressure:
Adjust to 105 psi cut-in on the governor.

Compressor Cut-Out Pressure:
Adjust to a minimum of 120 psi cut-out on the governor.

Note: The use of additives in the air brake system is NOT recommended.

30

004940-06

Figure 64- Tractor Air Pressure Requirements

LOADING THE TRAILER

When loading the trailer, the load must be distributed uniformly from the rear to the front. Read the following decals (Figures 65, 66 and 67) regarding loading safety. If you haul products that are granular and tend to flow, it is strongly recommended that you load the trailer from the rear forward. This will reduce the tendency for the material to force the chain flaps up, allowing the product to become lodged underneath the flaps. Your chain will last longer and require less frequent maintenance if you load in this manner.

If your trailer has a slide-up small door, make sure the safety latches at the bottom of the large door are securely latched before loading or towing the trailer.



Figure 65- Uneven Loading Decal



Figure 66- Door Load Warning Decal



Figure 67- Fall Decal

If your trailer is equipped with a LSAS (Load Sensing Axle System) lift control it is required that the trailer parking brakes are set when loading. The decal shown in Figure 68 will be affixed to the trailer near the glad hand.

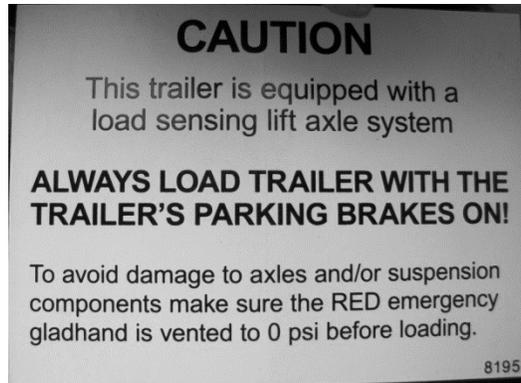


Figure 68- LSAS Caution Label

ELECTRONIC SCALES

If your trailer is equipped with an electronic on-board scale, the power is provided by the center pin of the 7-way plug.



Figure 69- Air-Weigh® LoadMaxxTM - Part #F-00352



Figure 70- Air-Weigh® QuickLoadTM - Part #F-00324

Registration Box – Part #F-00087

LIFT AXLE CONTROLS

Trinity Trailer uses multiple lift axle controls to meet the needs of our customers. Please review the following to locate the instructions that apply to your trailer.

EQUALIZING LIFT CONTROLS

The following are equalizing lift controls that may be used on your trailer. When the axle is in the down position the air pressure in the ride bags will be equal to the other air ride axles on the trailer.

AKAD2010 LIFT AXLE CONTROL



Figure 71- AKAD2010 Lift Control - Part #004230

With this lift control (Figure 71) the operator can select the position of the axle. The axle is controlled manually by shifting the position of the plunger. When the plunger is in the down position the axle is in the raised position. The control is equipped with a solenoid that the customer may connect to a switch to control the axle electrically. When wiring the solenoid connect one wire to switched +12VDC and the other wire to ground.

LSAS (LOAD SENSING AXLE SYSTEM)



Figure 72 - LSAS Lift Control - Part #003848

This lift control (Figure 72) is designed to automatically lower one or more lift axles on the trailer when there is a load sensed in the trailer. The axle(s) can be manually lowered at any time or raised when there is no load sensed (Figure 72).

The axle(s) will automatically lower if attempts are made to raise them when a load is sensed. The LSAS is all pneumatic and does not rely on electrical power to operate. There is a warning label affixed to the trailer near each axle that is load sensed to warn operators to stand clear of axle (Figure 73).

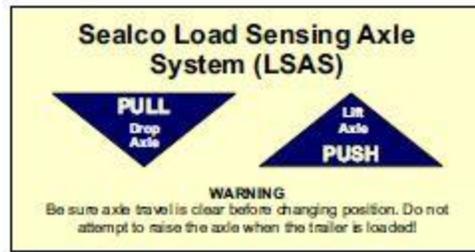


Figure 73- LSAS Manual Operation Instructions Decal



Figure 74- LSAS Warning Label

RA016SRA-32L SUSPENSION CONTROL



Figure 75- RA016SRA-32L Suspension Control

This control (Figure 75) is used with CONNEX-ST Series Self-Steering lift axles. It incorporates the suspension pressure gauge and dump valve into the same box as the lift control (Figure 76). It is used with a WHEEL MONITOR® INC., Reverse-A-Matic™ RM50 (Figure 77) system to automatically lift the axle when the trailer is moving backwards, and will drop the axle after 100' of forward movement. The axle can be manually lifted at any time using "valve A"(Figure 76).

The WHEEL MONITOR® INC., Reverse-A-Matic™ RM50 is supplied power from the center pin of the 7 way plug.

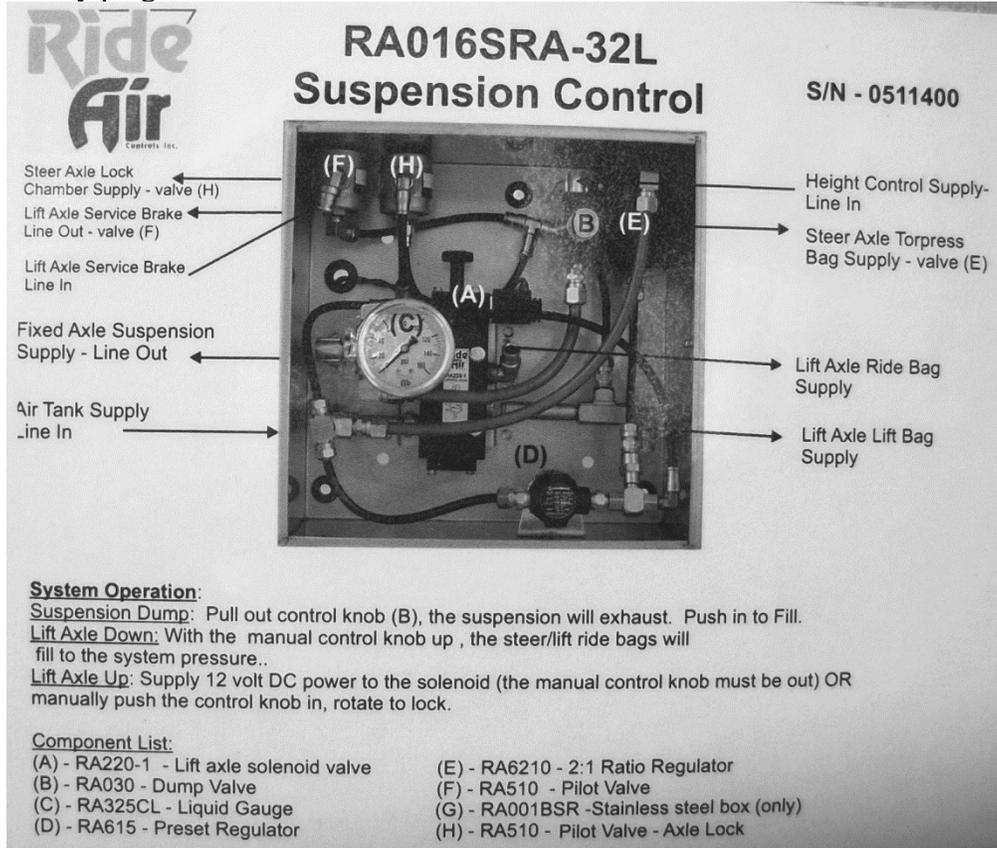


Figure 76- Suspension Control Components and Locations



Figure 77- Reverse-A-Matic™



Figure 78- Reverse-A-Matic™ Caution Decal

REGULATING LIFT CONTROLS

The following are regulating lift controls that may be used on your trailer. They allow the operator to adjust the air pressure going to the ride bags, allowing the operator to adjust the amount of weight carried on the lift axle.

LC-LSO



Figure 79- LC-LSO - Part #004274

This lift control (Figure 79) is used with Composilite™ auxiliary axles. The axle can be raised/lowered manually or there is an electric solenoid that the operator can connect.

For Initial Air Spring Adjustment

1. With a loaded trailer, position lowered axle on a certified scale.
2. Pull regulator knob out to unlock.

3. If pressure is high, adjust regulator to desired load then adjust 15 psi below current gauge value, next slowly increase pressure until the scale indicates desired axle load.
4. Push regulator knob in to lock setting
5. Read and record gauge value for desired axle load.

LOCK STRAIGHT: The lock straight kit is a standard option on the Hendrickson COMPOSILITE suspension system when purchasing a Trinity Trailer. This kit straightens the self-steer axle wheels and locks them in place in up position.

IMPORTANT

Axle load can now be reset as needed. Periodically repeat above procedure to verify gauge accuracy.

AKAD2011 LIFT CONTROL



Figure 80- AKAD2011 - Part #004230

With this lift control (Figure 80) the operator can select the position of the axle. The axle is controlled manually by shifting the position of the plunger. When the plunger is in the down position, the axle is in the raised position. The control is equipped with a solenoid that the customer may connect to a switch to control the axle electrically. When wiring the solenoid connect one wire to switched +12VDC and the other wire to ground.

For Initial Air Spring Adjustment

1. With a loaded trailer, position lowered axle on a certified scale.
2. Pull regulator knob out to unlock.
3. If pressure is high, adjust regulator to desired load then adjust 15 psi below current gauge value, next slowly increase pressure until the scale indicates desired axle load.
4. Push regulator knob in to lock setting
5. Read and record gauge value for desired axle load.

IMPORTANT

Axle load can now be reset as needed. Periodically repeat above procedure to verify gauge accuracy.

TIRE INFLATION SYSTEMS

TIREMAAX® PRO

The TIREMAAX® PRO tire inflation system maintains a constant regulated target tire pressure by using trailer air tank supply to inflate tires to the target pressure or deflating tire air pressure as needed. The system is equipped with an indicator lamp that illuminates when tires are being inflated (Figure 81). The controller module is usually mounted to a cross member near the middle of the suspension. For the Tiremaax controller to function properly, trailer air must be clean, dry and tank pressure must be greater than the tire inflation pressure. The controller cannot supply pressure above the available air tank pressure. To adjust the controller, it is recommended to contact an authorized dealer. Service and troubleshooting procedures can be found in Hendrickson publication T51002 supplied with the trailer.



Figure 81- Tire Inflation System Indicator Lamp

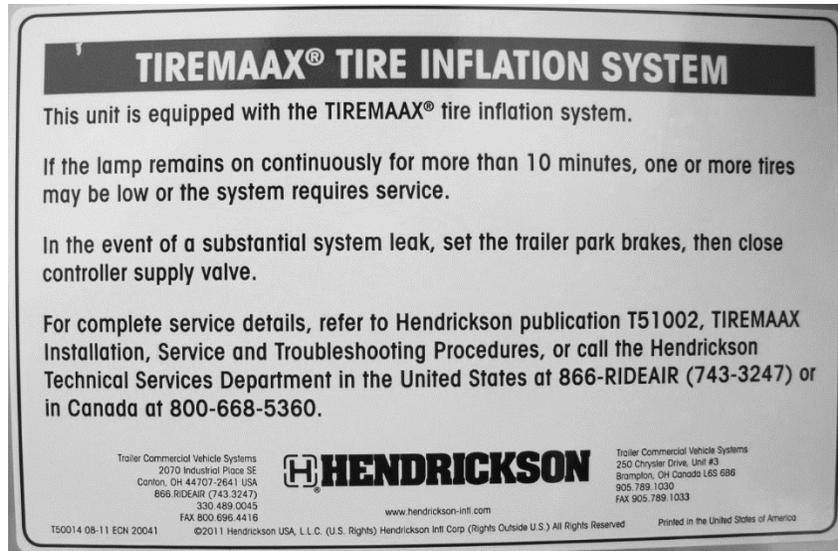


Figure 82 - TIREMAAX® Decal Affixed to Trailer

DRIVE AND HYDRAULIC SYSTEMS

SUPPLYING POWER TO THE ELECTRIC MOTOR

Because there are various types of receptacles, trailers equipped with electric motors have the correct plug installed in the factory. Consult a qualified electrician to determine the type and rating of plug needed and to have it installed if replacement is needed (Figures 83 and 84). If a longer cord is necessary, use a plug to make the connection between the pigtail and the cord-**DO NOT** splice the conductors!



Figure 83- Motor Wiring Decal

You will also need to determine the appropriate size of extension cord needed for your application. The lengths given in Table 8 are the maximum recommended length for single-phase 220 VAC with a 2% maximum voltage drop. Consult a qualified electrician if your trailer uses a motor other than a single-phase 7- 1/2 HP motor for proper cord sizes and lengths.

7-1/2HP Single Phase	
Conductor Size (AWG)	Max Cable Length (Ft)
14	NOT RECOMMENDED
12	NOT RECOMMENDED
10	NOT RECOMMENDED
8	240
6	350

Table 8-Maximum Length for Electrical Motor Cord Size, 1Ø 220

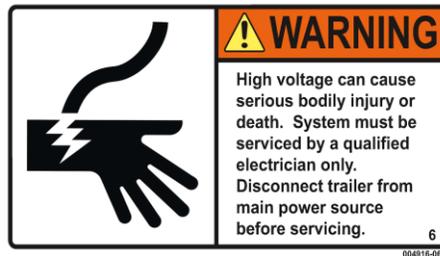


Figure 84- Electrical Servicing Decal

OPERATING THE REAR DOOR(S) AND UNLOADING SYSTEM

Trinity Trailer manufactures multiple rear doors to meet the needs of our customers. Please review the following pages to locate the instructions which apply to your door

DOOR AND CONVEYOR SYSTEM COMPONENT IDENTIFICATION

Lower Door Identification



Figure 85- Manual Flip-Up Lower Door



Figure 86- Hydraulic Flip-Up Lower Door



Figure 87- Manual "Spud" Lower Door.



Figure 88 - Hydraulic Slide-Up Lower Door

Lower Door Component Identification

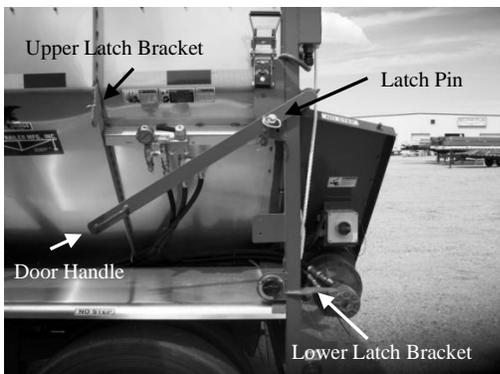


Figure 89- Manual "Spud" Door Components

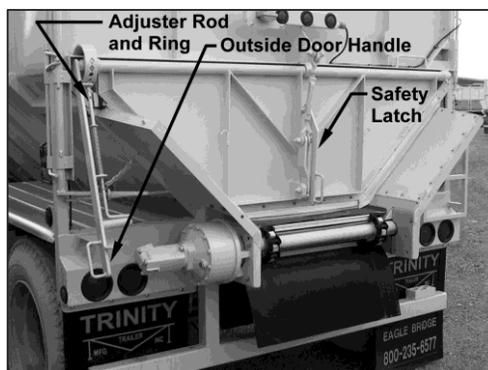


Figure 90- Manual Flip-Up Door Components

Aluminum Slider Door Inserts

Hydraulic Slider Door 31" Belt	#23890
Hydraulic Slider Door 36" Belt	#23901
Hydraulic Slider Door 41" Belt	#23906
Hydraulic Slider Door 48" Belt	#24942
Hydraulic Slider Door 61" Belt	#23914

Upper Door Identification



Figure 91- "Spud" Door



Figure 92- Full Swing "Spud" with manual Flip-Up Door



Figure 93- Full Swing "Spud" with Hydraulic Flip-Up Door

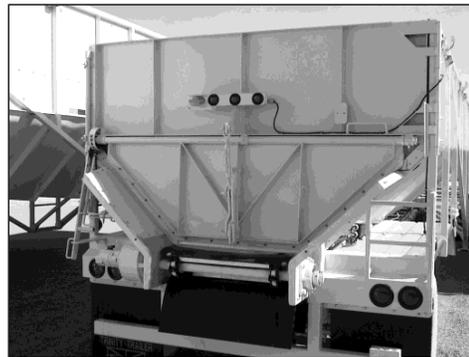


Figure 94- Full Swing with Manual Flip-Up Door.



Figure 95- Full Swing with Hydraulic Flip-Up Door



Figure 96- Full Swing with Hydraulic Slide-Up Door



Figure 97- Hydraulic Lift Top-Hinge with no Lower Door.



Figure 98- Hydraulic Lift Top-Hinge with Hydraulic Flip-Up Door



Figure 99- Hydraulic Lift Top-Hinge with Hydraulic Slide-Up Door



Figure 100- Hydraulic Lift Top-Hinge "Spud" with Hydraulic Flip Up Door.

Hydraulic Lift Top-Hinge Parts

- Lock Valve – Part # 003499
- Cylinder – Part # 004311
- Door Guides – Parts # 20124-S & 20125-S
- Mud Flap mid Avatar – Part #003748

Upper Door Component Identification

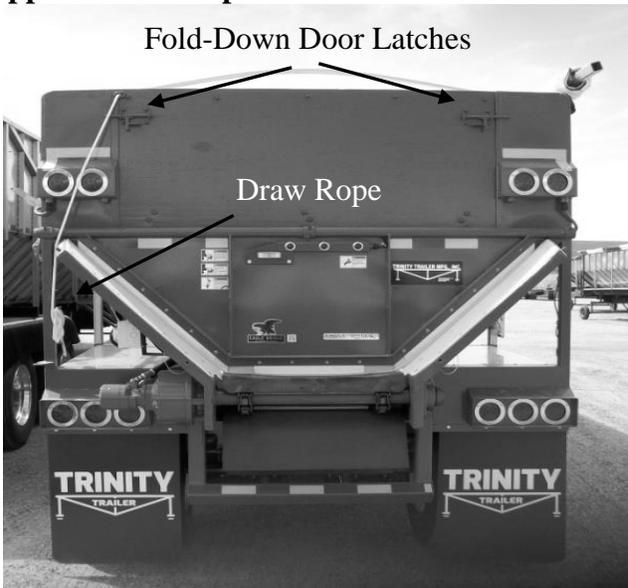


Figure 101- "Spud" Door Components.

**Chrome Light Rings
Part # 001837**

**Screws for Light Rings.
Part # 001472**

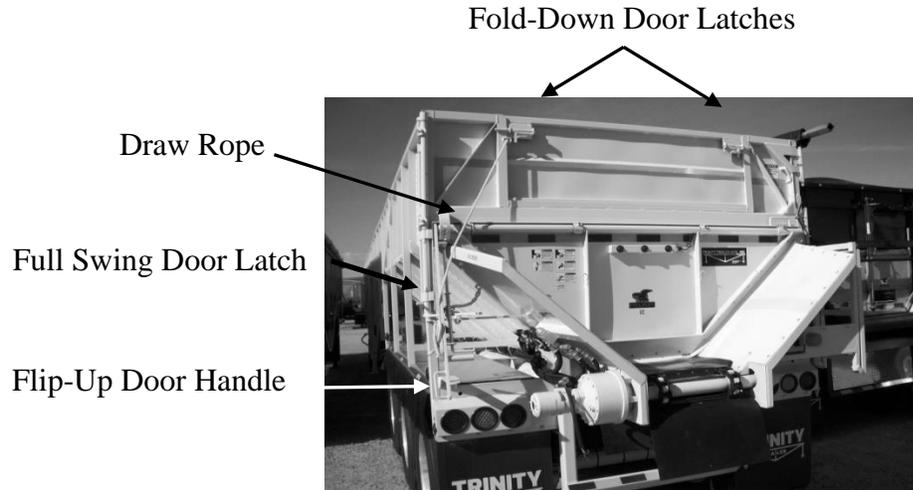


Figure 102- Full-Swing "Spud" Door Components

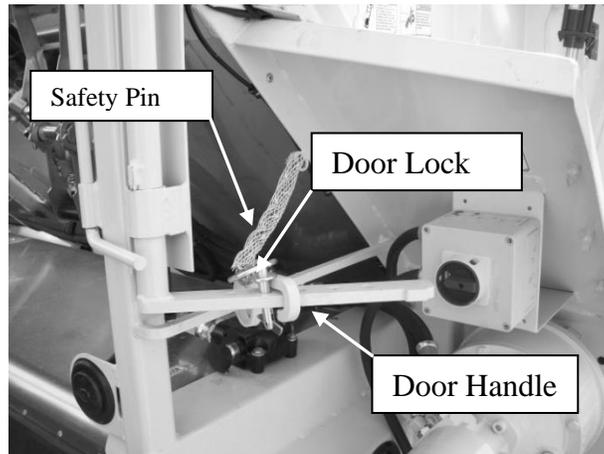


Figure 103- Full Swing Door Latch Components



Chain to hold door open

Figure 104- Full-Swing Door, Curbside.



Figure 105- Top Hinge Pneumatic Latches



Figure 106- Top Hinge Pneumatic Latch Engaged



Figure 107- Top Hinge Pneumatic Latch Disengaged.

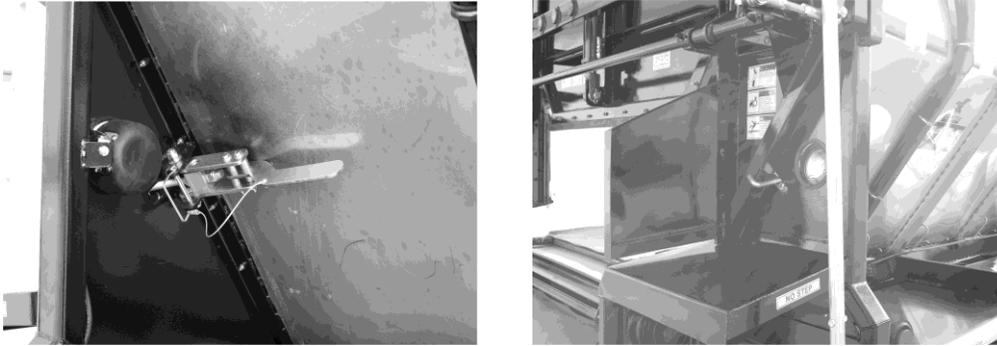


Figure 108- Slide-Up Door Clamp Latch Secured. – Quick Release #F-00050, Work light #004069.

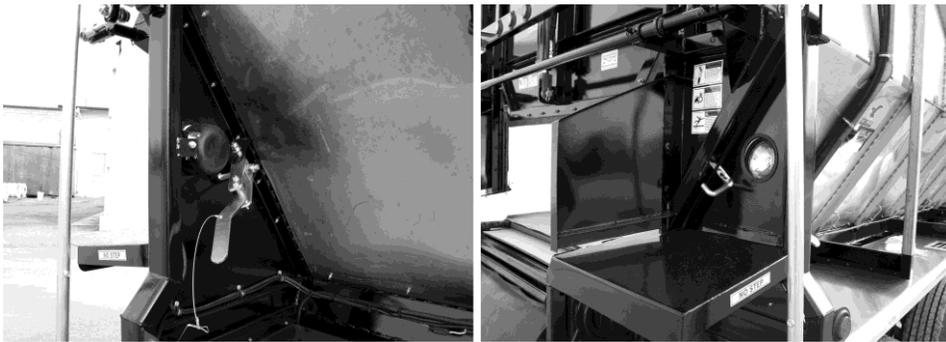


Figure 109- Slide-Up Door Clamp Latch Disengaged.

Unload Drive System Identification



Figure 110- 20 HP Gas Engine (Shown in Optional Enclosure).

20 HP Motor	#001682
Muffler Kit	#001684
Spark Arrestor	#002323
Fuel Filter	#003980
Air Filter	#001964

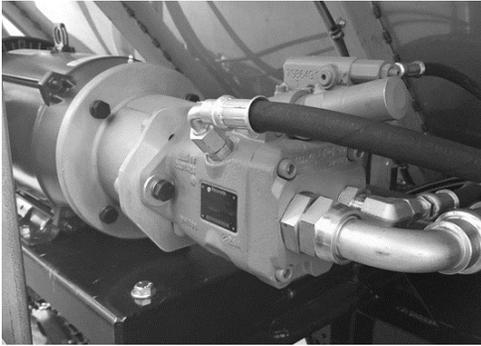


Figure 111 - Electric Motor
7.5 HP 220V Single Phase Part #004545

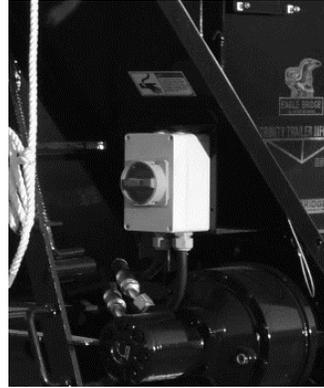


Figure 112- Electric Motor Power Switch
Part #001617

Hydraulic Pump Part #'s.

Rexroth
18cc -- #002792
28cc -- #002791
35cc -- #001015

Parker
L/S -- #004458

Door and Conveyor Controls

Farm Bed Hydraulics

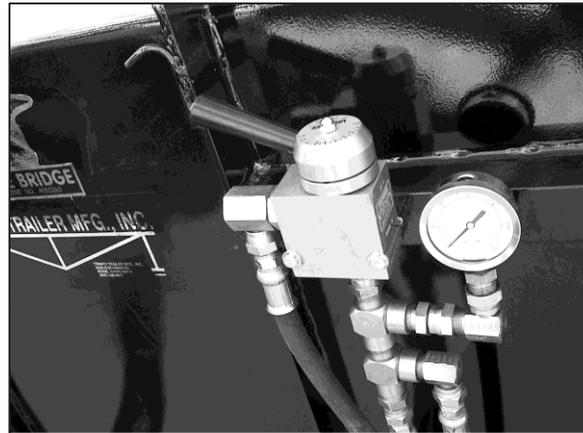


Figure 113- Needle Valve Used in Load Sense Systems
Needle Valve #001014, Liquid Filled Gauge #001017



Figure 114- Flow Control Used to Control Belt in PTO Systems. - Part #004402

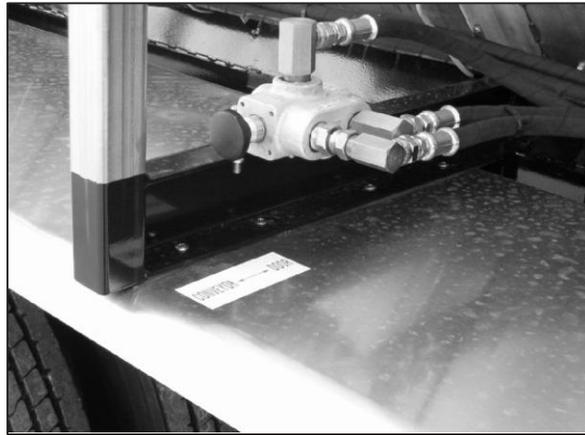
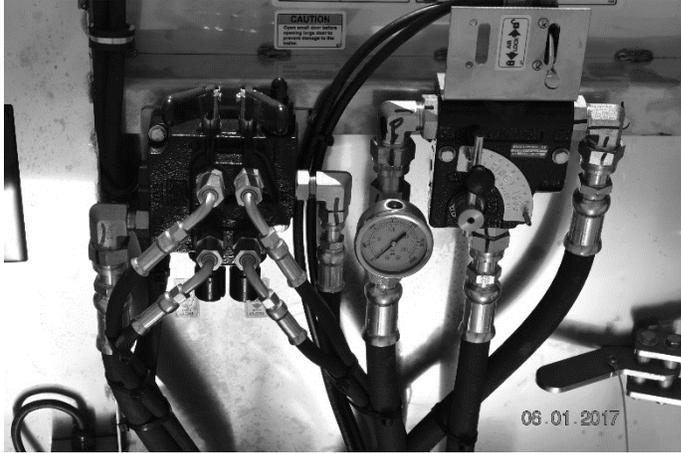


Figure 115- Push-Pull Valve Used to Select Door or Belt Control - Part # 004894



Figure 116- Single Door Valve for Door Control - Part # 004892



Dual Spool - Part # - 004377

Flipper Valve – Part # 004319

Figure 117- Double Spool Valve for Dual Door Control. Flipper Valve for Pneumatic Door Latch also shown.

Manifold Systems

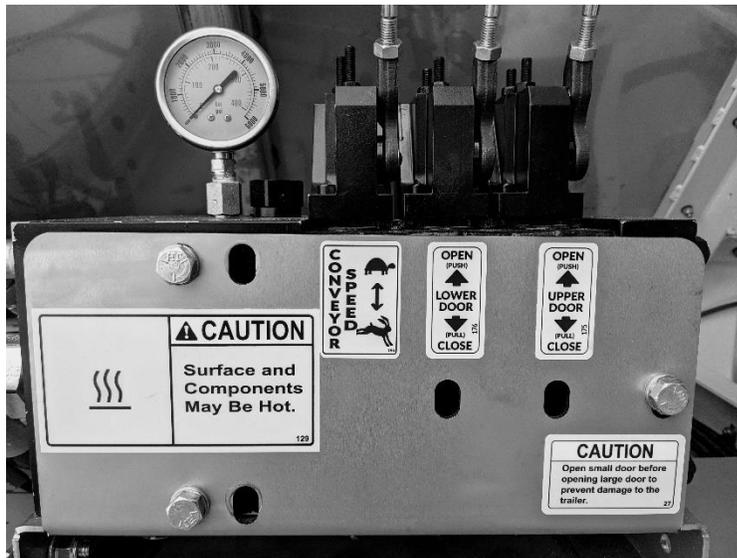


Figure 118- Manifold

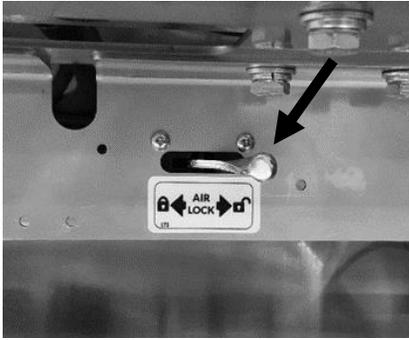


Figure 119- Flipper Valve for Pneumatic Door Latch (unlocked). Located Below Manifold.



Figure 120- DC Hydraulic Control Unit

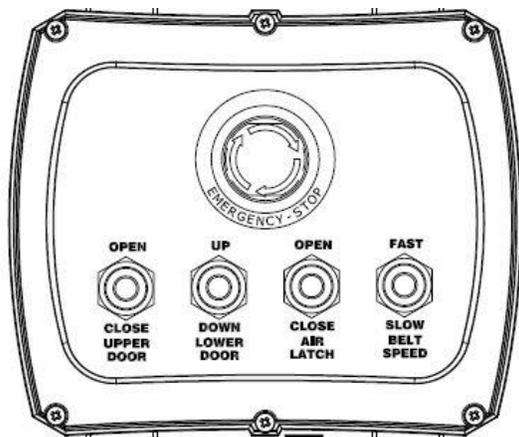


Figure 121 - Wired Remote Control Panel

Single Door Valve Part

Part # 003735

DC Hydraulic Control Unit Parts

Remote - #004337

Holster - #004358

Mount - #75180

Wired Remote Panel Part

Part # 003163

To operate the wired remote control, use the switches above as labeled. For the doors, lifting the switches up will open the door while down will shut the door. For the air latch, lifting up will unlock the latch while down will lock the latch. For the belt, clicking the switch up will increase the belt speed incrementally, 20 clicks will operate the belt at full speed. If the belt speed switch is lifted for 3 second the belt will automatically run at full speed. Pushing down on the switch slow the belt down, holding the switch down for 3 seconds will stop the belt. Pressing the emergency stop button will stop the whole system immediately.

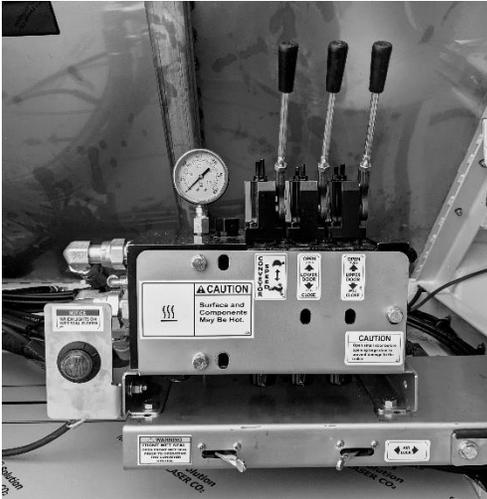


Figure 122- Manifold with wet seal and air lock flipper valves. .

Manifold

Part #	Operation	Method	Doors
T-00009865	Manual	PTO	0
T-00009866	Remote	PTO	0
T-00009869	Manual	PTO	1
T-00009870	Remote	PTO	1
T-00009888	Manual	PTO	2
T-00009889	Remote	PTO	2
T-00009907	Manual	Elec AND/OR Gas	0
T-00009908	Remote	Elec AND/OR Gas	0
T-00009909	Manual	Elec AND/OR Gas	1
T-00009910	Remote	Elec AND/OR Gas	1
T-00009915	Manual	Elec AND/OR Gas	2
T-00009916	Remote	Elec AND/OR Gas	2
T-00009867	Manual	PTO/Elec PTO/Gas PTO/Gas/Elec	0
T-00009908	Remote	PTO/Elec PTO/Gas PTO/Gas/Elec	0
T-00009875	Manual	PTO/Elec PTO/Gas PTO/Gas/Elec	1
T-00009876	Remote	PTO/Elec PTO/Gas PTO/Gas/Elec	1
T-00009892	Manual	PTO/Elec PTO/Gas PTO/Gas/Elec	2
T-00009893	Remote	PTO/Elec PTO/Gas PTO/Gas/Elec	2

GENERAL DOOR SAFETY

Figures 124 through 128 are decals that were installed on your trailer when it was built regarding the safe operation of the rear door(s). Completely read through this information and adhere to it when operating the door(s).



Figure 123- Door Security Decal



Figure 124 - Door Opening Sequence



Figure 125 - Getting Behind Trailer Decal



Figure 126- Overhead Door Decal



Figure 127- Slide-Up Door Decal

GENERAL CONVEYOR SAFETY

The conveyor system on your trailer can be very dangerous if it is not operated properly. Figures 129 through 131 show decals that were placed on your trailer when it was built. Read and understand each of them before operating the conveyor system.



Figure 128-- Conveyer with Doors Closed Decal

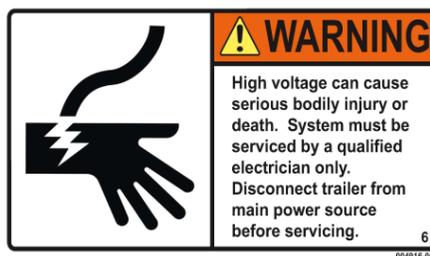


Figure 129 - Voltage Warning Decal



Figure 130- Hydraulic Valve Decal

UNLOAD OPERATING PROCEDURES

ENGAGE HYDRAULIC SYSTEM

1. ELECTRIC MOTOR-DRIVEN HYDRAULIC SYSTEM (FIGURE 110 pg.68)

A. MANIFOLD SYSTEM

- i. Verify that the power switch for the electric motor (Figure 111 pg.68) is in the OFF position.
- ii. Verify the conveyor flow control lever is in the OFF position.
- iii. Plug the electric motor into an approved outlet which is appropriately sized and has the necessary safety mechanisms to properly operate the motor. It is the operator's responsibility to ensure that the installation is safe.
- iv. Switch the power switch for the electric motor to the ON position.

B. FARMBED HYDRAULICS

- i. Make sure the electric motor is in the 'off' position.
- ii. Rotate the needle valve (Figure 112, pg. 68) so the lever is toward the front of the trailer.
- iii. Plug the electric motor into an approved outlet which is appropriately sized and has the necessary safety mechanisms to properly operate the motor.
- iv. Switch the electric motor on.

2. GAS ENGINE-DRIVEN HYDRAULIC SYSTEM (FIGURE 109 pg.67)

A. MANIFOLD SYSTEMS

- i. Verify the conveyor flow control lever is in the OFF position.
- ii. Start the engine in accordance with the engine owner's manual. If you have the optional motor box, use the instructions shown below in Figure 132.
- iii. Set the engine throttle full open.

B. FARMBED HYDRAULICS

- i. Rotate the needle valve (Figure 112, pg. 68) so the lever is toward the front of the trailer.
- ii. Start the engine in accordance with the engine owner's manual. If you have the optional motor box, use the instructions shown below in Figure 132.
- iii. Set the engine throttle full open.

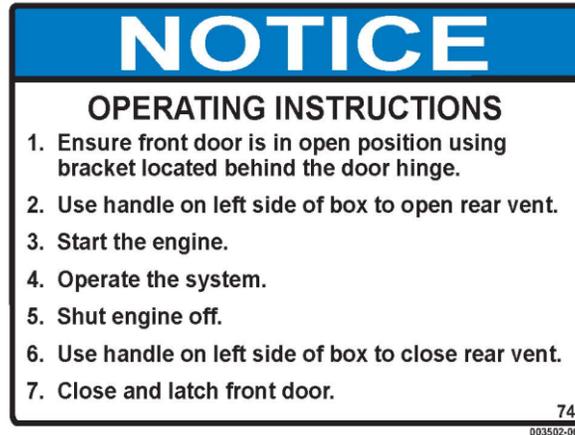


Figure 131- Operating Instructions for a Honda 20HP Gasoline Engine with Optional Motor Box.

3. TRACTOR-DRIVEN PTO HYDRAULIC SYSTEM

A. MANIFOLD SYSTEMS

- i. Verify the conveyor flow control lever is in the OFF position.
- ii. Check the connections between the tractor and the trailer to ensure the pressure and return lines are connected properly and securely.
- iii. Engage the PTO on the tractor.

B. FARM BED HYDRAULICS

- i. Make sure the PTO is off.
- ii. Make sure the flow control valve (Figure 113) is shut off.
- iii. Check the connections between the tractor and the trailer to ensure the pressure and return lines are connected properly and securely.
- iv. Ensure the rear door is open. (*Procedures for opening the door are following this procedure*).
- v. Engage the PTO on the tractor.

NOTE

The following procedures are for using trailer mounted controls.

Power for the optional wired remote panel is obtained from the center pin of the 7-way socket.

For wireless remote control procedures, see additional 2021 Eagletron II Manual.

OPEN THE REAR DOOR



Do not get behind a loaded trailer with the door(s) open. The trailer's contents could spill on you causing serious injury or death.



Moving conveyor parts can crush and cut and cause serious bodily injury or death. Keep away from all moving parts while they are in motion.



Door can crush and cut. Keep away from door while operating to prevent bodily injury.

1. LOWER DOOR PROCEDURES

A. MANUAL FLIP-UP DOOR (Figure 85 pg.61)

- i. Release the safety latch located on the flip-up door (Figure 90 pg.61) by pulling the handle out away from the trailer door (if equipped).
- ii. Pull the outside door handle out of the retaining slot.
- iii. Squeeze the adjuster rod on the handle until it comes out of the adjuster ring.
- iv. Raise the handle until the desired opening is reached.
- v. Release the adjuster rod into the nearest hole in the adjuster ring.

B. MANUAL FLIP-UP SPUD DOOR (Figure 87 pg.61)

- i. Remove the latch pin (Figure 91 pg.61) from the door handle.
- ii. Pull the handle out away from the trailer to release the handle from the upper latch bracket.
- iii. Pull down on the handle until the door reaches the desired opening and replace the latch pin back in the door handle or secure handle in lower latch bracket.

C. HYDRAULIC FLIP-UP OR SLIDER DOOR (Figure 86 pg.61 or 88 pg.61)

- i. Control from manifold location (Figure 119 pg.71).
 1. Push the lever on the manifold labeled "Lower Door" front to back to open the door to the desired height.
- ii. Control from optional wired remote panel (Figure 122 pg.72).
 1. Hold the toggle switch labeled "Lower Door" to the UP position to open the door to the desired height.
- iii. Control from optional DC unit.
 1. Make sure the electrical supply from the tractor to the trailer is properly connected.
 2. Push the up arrow button on the DC control unit (Figure 121 pg.71) to open the door to the desired height.

- iv. Control from Farm Bed Hydraulics
 - 1. Load sense System
 - a. Place push-pull valve in the door position (Figure 114)
 - b. Rotate the needle valve (Figure 112) to the lowest setting
 - c. Raise the handle on the door valve (second handle on dual system) (Figure 115 or 116) to the door to the desired height.
 - d. Turn off needle valve
 - 2. PTO System
 - a. Raise the handle on the door valve (Figure 115 or 116) to open the door to the desired height.

2. UPPER DOOR PROCEDURES

A. Full-Swing Door (Figures 92-96 pg.62-63)

- i. Open the lower door enough to clear the tailfins using the appropriate procedure above.
- ii. If lower door is a slide-up door release the clamps located on each side of the lower door (Figure 107-108 pg.66-67).
- iii. Remove the safety pin from the handle (Figure 102 pg.65).
- iv. Slide the door lock to the roadside of the trailer and disengage from the handle.
- v. Pull the handle to disengage the side latches.
- vi. Pull the full-swing door toward the curbside of the trailer and secure the door open with the chain and pin provided (Figure 103 pg.65).

B. Top-Hinge Door with Pneumatic Latch and Hydraulic Lift (Figure 97-99 pg.63)

- i. If equipped open the lower door enough to relieve seal from conveyor using the appropriate procedure above.
- ii. If lower door is a slide-up door release the clamp latches on each side of the lower door (Figure 107-108 pg.67-67).
- iii. Control from manifold location (Figure 118 pg.70).
 - 1. Move the toggle valve to the unlocked position (Figure 119 pg.71) or press button on solenoid valve to release the pneumatic latches.
 - 2. Push the handle on the lever labeled "Upper Door" towards the trailer to raise the door completely.
- iv. Control from optional wired remote panel (Figure 121 pg.71).
 - 1. Press the toggle switch labeled "Air Latch" to the OPEN position to release the door latches (Figure 106 pg.66).
 - 2. Hold the toggle switch labeled "Upper Door" to the OPEN position to open the door to the desired height.
- v. Control from Farm Bed Hydraulics
 - 1. Move the flipper valve up in the unlocked direction (Figure 117) to release the pneumatic latches.
 - 2. Load sense System

- a. Place push-pull valve (Figure 115) in the door position
 - b. Rotate the needle valve (Figure 113) to the lowest setting
 - c. Raise the handle on the door valve (first handle on dual system) (Figure 116 or 117) to the door to the desired height.
 - d. Turn off needle valve
3. PTO System
- a. Raise the handle on the door valve (Figure 116 or 117) to open the door to the desired height.

OPERATE THE CONVEYOR

- A. Open rear door using appropriate procedure above.
- B. Control from Manifold location
 - i. Pull the flow control lever until pressure starts to increase on gauge. If conveyor does not start moving, check the pressure reading on the gauge. If it is still increasing, wait until it reaches full operating pressure (3000 PSI). If conveyor still does not move, DO NOT increase the flow control setting. Call Trinity Trailer Mfg., Inc. at 1-800-235-6577 for assistance.
 - ii. Adjust the flow control to obtain the desired conveyor speed.
 - iii. To stop the conveyor push the flow control valve towards the trailer until it achieves the stopped position.
- C. Control from optional wired remote panel (Figure 121 pg.71)
 - i. Press and release the toggle switch labeled "Belt Speed" to the FAST position 2-3 times. If conveyor does not start moving, check the pressure reading on the gauge. If it is still increasing, wait until it reaches full operating pressure (3000 PSI). If conveyor still does not move, DO NOT increase the flow control setting. Call Trinity Trailer Mfg., Inc. at 1-800-235-6577 for assistance.
 - ii. Adjust the conveyor to the desired speed. Each press and release of the toggle switch labeled "Belt Speed" to the FAST or SLOW position will increase or decrease the conveyor speed by 10%.
 - iii. To stop the conveyor rotate the EMERGENCY STOP button clockwise.
- D. Control from Farm Bed Hydraulics
 - i. Load sense System
 - 1. Place the push-pull valve (Figure 115) into the conveyor position.
 - 2. Move needle valve (Figure 113) 1 or 2 clicks to start the conveyor. As the load is discharged, the conveyor speed can be gradually increased. If the conveyor does not start moving, check the pressure reading on the gauge. If it is still increasing, wait until it reaches full operating pressure (3000 PSI). If the conveyor still does not move, DO NOT increase the flow control setting. Call Trinity Trailer Mfg. at 1-800-235-6577 for assistance.

ii. PTO System

- 1.** Adjust the flow control valve (Figure 113) to obtain the desired conveyor speed. If the desired speed cannot be reached with flow control valve completely open, increase the engine rpm on the tractor.
- 2.** Reduce the engine rpm on the tractor to idle before trying to control the conveyor speed with the flow control valve.

CLOSE THE REAR DOOR

1. UPPER DOOR PROCEDURES

A. Full-Swing Door (Figures 92-96 pg.62-63)

- i.** Remove and store the pin and chain that is holding the door open (Figure 102 pg.65).
- ii.** Pull the full-swing door toward the roadside of the trailer.
- iii.** With the handle rotated fully to the left and the side latches pulled away from the trailer, pull the door closed.
- iv.** Push the side latches toward the trailer and rotate the handle to the right to engage the side latches.
- v.** Engage the door lock over the handle and slide to the curbside of the trailer to hold the handle tight (Figure 103 pg.65).
- vi.** Insert the safety pin in the handle to hold the door lock in place.
- vii.** If the lower door is a slide-up door engage the clamps on each side of the lower door (Figure 107-108 pg.66-67).
- viii.** Close the lower door using the appropriate procedure below.

B. Top-Hinge Door with Pneumatic Latch and Hydraulic Lift (Figure 104-106 pg.65-66)

- i.** Control from manifold location (Figure 118 pg.70).
 - 1.** Pull the handle on the door valve labeled "Upper Door" until the Door is fully closed.
 - 2.** Move the toggle valve (Figure 119 pg.71) to the locked position or press button on solenoid valve to lock the pneumatic latches. Make sure the latches are fully engaged on the pins (Figure 105 pg.66).
 - 3.** If equipped with a lower slide-up door engage the clamp latches on each side of the lower door (Figure 107 pg.66).
 - 4.** If equipped close the lower door using the appropriate procedure below.
- ii.** Control from Farm Bed Hydraulics
 - 1.** Load sense systems
 - a.** Place the push-pull valve (Figure 115) in the door position.
 - b.** Rotate the needle valve (Figure 112) to the lowest setting.
 - c.** Push the handle on the door valve (Figure 116 or 117) down until the door is in the desired position.
 - 2.** PTO System
 - a.** Push the handle on the door valve (Figure 116 or 117) down until the door is in the desired position.
 - 3.** Move the toggle valve (Figure 119 pg.71) to the locked position. Make sure the latches are fully engaged on the pins (Figure 105 pg.66).
 - 4.** If equipped with a lower slide-up door engage the clamp latches on each side of the lower door (Figure 107 pg.66).

5. If equipped close the lower door using the appropriate procedure below.

2. LOWER DOOR PROCEDURES

A. MANUAL FLIP-UP DOOR (Figure 85 pg.61)

- i. Squeeze the adjuster rod on the handle until it comes out of the adjuster ring.
- ii. Lower the handle until it engages in the retaining slot.
- iii. Release the adjuster rod.
- iv. Engage the safety latch located on the flip-up door (Figure 90 pg.61) by pushing the handle in towards the trailer door (if equipped).

B. MANUAL FLIP-UP SPUD DOOR (Figure 87 pg.61)

- i. Pull the handle out away from the trailer or remove the latch pin from the handle.
- ii. Swing the handle up until it latches on the upper latch bracket.
- iii. Replace the latch pin in door handle (Figure 89 pg.61).

C. HYDRAULIC FLIP-UP OR SLIDER DOOR (Figure 86 or 88 pg.61)

- i. Control from manifold location (Figure 118 pg.70).
 1. Pull the lever on the door valve labeled "Lower Door" (Figure 116 or 117 pg.69) away from the trailer to close the door to the desired height.
- ii. Control from optional wired remote panel (Figure 121 pg.71).
 1. Hold the toggle switch labeled "Lower Door" to the DOWN position to close the door to the desired height.
- iii. Control from optional DC unit.
 1. Make sure the electrical supply from the tractor to the trailer is properly connected.
 2. Push the down arrow button on the DC control unit (Figure 120 pg.71) to close the door to the desired height.
- iv. Control from Farm Bed Hydraulics
 1. Load sense system
 - a. Place the push-pull valve (Figure 115) in the door position.
 - b. Rotate the needle valve (Figure 113) to the lowest setting.
 - c. Push handle on the door valve (Figure 116 or 117) down until the door is at the desired height.
 2. PTO System
 - a. Lower handle on the door valve (Figure 116 or 117) until the door is at the desired height.

OPERATING LOADING ACCESS DOORS

FOLD-DOWN SPUD DOOR

Opening the Fold-Down Spud Door (Figure 100 or Figure 101 pg.64)

1. Release the two latches at the sides of the fold-down door by raising the lever and sliding the latch toward the center of the door.
2. Untie the draw rope.
3. Gently lower the door using the draw rope to keep it from falling rapidly.

Closing the Fold-Down Spud Door (Figure 100 or Figure 100 pg.64)

1. Pull on the draw rope to raise the fold-down door.
2. Tie off the draw rope to hold the fold-down door in position.
3. Secure the two latches at the sides of the fold-down door by raising the lever and sliding the latch towards the outside of the door.

FOLD-DOWN EXTENSION (SIDEBOARD) DOOR

Your trailer may be equipped with a fold-down door(s) in the sideboard of the trailer (Figure 132). Use the following instructions for operating this door. **Use caution when operating this door as it can fall rapidly (Figure 134).**



Figure 132- Fold-Down Sideboard Door



Figure 133- Fold-Down Sideboard Operator Winch



Figure 134- Fold-Down Door Decal

Opening the Door

1. Disengage the ratcheting lock on the winch (Figure 133) and unwind until the cable is slack, adhering to the warnings shown in Figures 135 and 136. Re-engage the lock.
2. Pull on the draw rope to start the door opening.
3. Disengage the winch lock again and slowly unwind the cable, allowing the door to open completely.

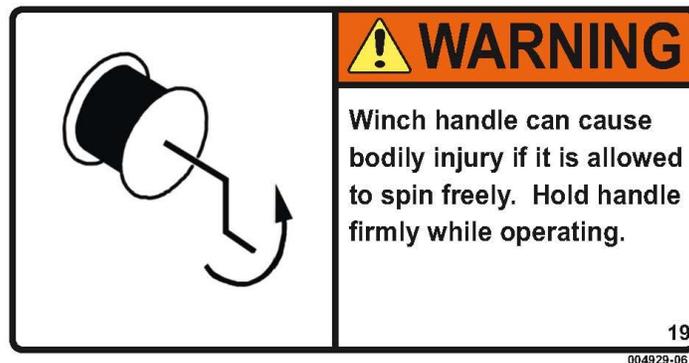


Figure 135- Moving Winch Parts Decal

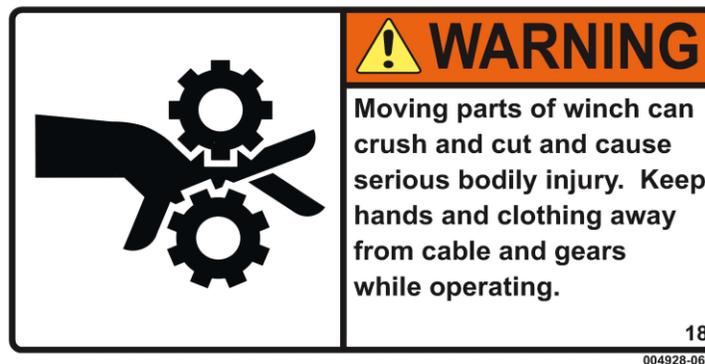


Figure 136- Winch Decal

Closing the Door

1. Engage the ratcheting lock (Figure 133).
2. Slowly wind the crank until there is a little tension on the cable.
3. Use the draw rope to pull the door out away from the trailer.
4. Continue winding the crank until the door is fully closed.

OPERATING THE PNEUMATICALLY-ACTUATED FRONT WET SEAL

Some trailers are equipped with a front wet seal (Figure 138) operated with air pressure from a pneumatic reservoir. If the reservoir does not have sufficient pressure in it to actuate the seal, the trailer should be connected to the air supply from the tractor.



Figure 137- Warning Label for Pneumatically-Actuated Front Wet Seal



Figure 138- Pneumatically-Actuated Front Wet Seal

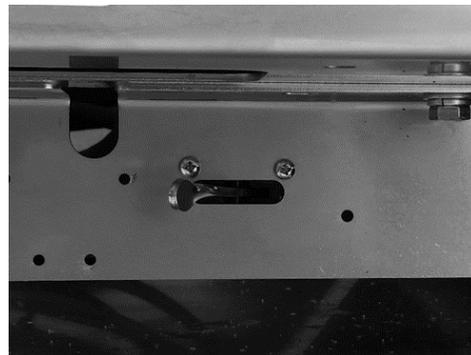


Figure 139- Control Valve for Pneumatically-Actuated Front Wet Seal located under the Manifold.

The control valve used to operate the front wet seal is located at the rear of the trailer under the controls for the conveyor and/or door for the manifold (Figure 139) or above the flow control (Figure 114) for Farm Bed Hydraulics systems. Push the toggle valve toward the rear of the trailer (manifold) or up (Farm Bed) to open the seal and toward the front (manifold) or down (Farm Bed) to close it. The rubber seal must have a chain crossbar from the conveyor system located under it in order to obtain a good seal

IMPORTANT

The applicable procedure for closing the rear door(s) must be followed before the front seal is closed.

The front seal must be opened before the trailer is unloaded.

USING THE REMOVABLE TAILFINS



Do not get behind a loaded trailer with the door(s) open. The trailer's contents could spill on you causing serious injury or death.



Moving conveyor parts can crush and cut and cause serious bodily injury or death. Keep away from all moving parts while they are in motion.

Some trailers are equipped with removable tailfins. These fins are used while unloading the trailer to help direct the load onto a hopper or an elevator. Use of these removable tailfins on the road is a violation of the federal rear impact guard law (Figure 140). Trinity Trailer is not liable for any action against the owner or operator resulting from installation of these tailfins on the trailer while the trailer is on the road. It is the responsibility of the owner or operator to verify that the tailfins are removed from the rear of the trailer before using the trailer on the road. You will find the following decal located on each tailfin.



Figure 140- Tailfin Decal



Figure 141- Tailfin Stowed



Figure 142- Tailfin Mounted

Figures 141 and 142 show how the tailfins are stowed when they are not in use and how they mount to the rear of the trailer, respectively.

TARP SYSTEMS

Your trailer may be equipped with one of three types of tarps. The standard tarp is a manual rollover tarp that is attached to the curbside of the trailer. When the tarp is rolled over the top of the trailer, secure it in place with the attached straps to the ratchets which are mounted on the roadside of the trailer. If there is a flap on the front or back of the tarp, secure with bungees to make sure the tarp seals. The handle for the tarp is removable and is stowed behind the ladder on the roadside of the trailer (Figure 143).

Do not leave the handle attached to the tarp while driving unless the trailer is equipped with crank retainers.

Do not run trailer with the tarp open. High speeds with an open tarp will result in damage to the tarp system.



Figure 143- Rollover Tarp Handle Stored.

The second type of tarp is a Shur-Lok® style roll tarp system by Shur-Co®. This tarp is similar to the standard rollover tarp; however, it does not use straps to secure it when unrolled. On the roadside of the trailer is a 4-inch latch plate, or overhang, attached to the top of the trailer. When you unroll the tarp, continue rolling it past the latch plate until it is completely unrolled. Continue to turn the crank handle in the same direction so the tarp starts rolling up underneath the latch plate. Once the tarp has tension on it, lock the handle in the crank retainer on the roadside of the trailer (Figure 145). The Shur-Co® illustration in Figure 146 shows these steps. Figure 144 shows this tarp rolled up.

The third type of tarp is an electrically operated Shur-Lok® style. This tarp has an electric motor and control arm system. A rocker switch on the front of the trailer (Figure 147) operates the system. To open the tarp, push and hold the rocker switch until the tarp rolls over the trailer and against the tarp stops. To close the tarp, push and hold the rocker switch until the tarp has rolled all the way down and rolled back up against latch plate.

Electrically operated Shur-Lok® style tarps may be equipped with a wireless SMART2™ remote control.

1. The remote will power up when the lid is opened. If the lid is open and the remote is off, power the remote by pressing either of the operational buttons.
2. When the lid is opened, the remote will default to the Main Menu screen.
3. Use the up/down arrow keys to highlight the tarp.
4. The tarp can be operated in Manual Mode by pressing and holding the Open or Close buttons.
5. While the tarp is operating the current position of the tarp will be displayed on the screen.
6. The remote will power down when the lid is closed or when the lid is left open for three minutes after the last button is pushed.

CAUTION

On Agri-Flex trailers the tarp should be left open when not in transit to prevent accumulation of water or snow.



Figure 144- Shur-Lok® Tarp Rolled Up



Figure 145- Shur-Lok® Roadside Hardware

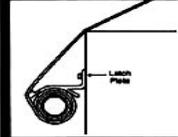
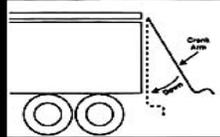
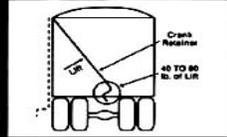
ATTENTION!

THE TARP MUST BE KEPT TO A RECOMMENDED 40-60 LBS. OF TENSION OR EXCESSIVE TARP WEAR MAY OCCUR.

DO NOT WALK OR STAND ON THE END CAPS.

DO NOT OPERATE THIS VEHICLE AT HIGHWAY SPEEDS, WHILE THE TARP SYSTEM IS IN THE "OPEN" POSITION!

OPERATING INSTRUCTIONS

<p>1. Crank The Tarp Up Under The Latch Plate.</p> 	<p>2. Bring The Crank Arm Down To A Vertical Position.</p> 	<p>3. Lift The Crank Arm Up To The Crank Retainer.</p> 	<p>To Adjust The Tarp Tension</p> <ol style="list-style-type: none"> 1. Allow The Tarp To Roll Down Away From The Latch Plate. 2. Remove The Crank Arm From The Splined Shaft. 3. Rotate The Crank One Or Two Teeth And Reassemble.
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Shur-Co., Yankton, SD 1-800-4 SHUR-LOK (1-800-474-8756) Patent No. 31746

1100361

Figure 146- Shur-Lok ® Tarp Decal

	<p>Smart 2 with Remote Part # 003278</p> <p>Kit Part # 003631</p> <p>Remote Part # 003261</p>
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Figure 147- Electric Tarp Rocker Switch

LADDER, WALKWAY AND CATWALK SAFETY

You may have one or more ladders, walkways or catwalks on your trailer. If you do, review the following information thoroughly. Trinity Trailer has made every effort to reduce or eliminate the risk involved with using these devices.

Although there is always a risk in working on elevated areas, it is a fact that the vast majority of accidents involving ladders result from the failure to exercise care. Proper training, as well as routine inspections and maintenance can substantially reduce the number or ladder related injuries.

Never stand on the top two steps of any ladder or the top cap of a ladder. This could cause you to become off-balance resulting in a fall. Always maintain at least three points of contact with the ladder (2 feet and 1 hand or 2 hands and 1 foot should be in contact with the ladder at all times). Do not over-extend sideways. Use the belt buckle rule: Keep your belt buckle positioned between the side rails at all times, this will maintain your center of gravity in the proper position.

Below are cautions and warnings about ladders, walkways and catwalks that may be on your trailer. Review each of these thoroughly before using the trailer.



Figure 148- Secure Chain Decal



Figure 149- Handhold Decal



Figure 150- Rung Warning Decal



Figure 151- Top Two Rung Caution Decal



Figure 152- Fall Protection Notice Decal



Figure 153- Slipping Ladder Warning Decal

NOTE (Figure 153)
Fall protection device connections are located at every ladder, walkway and catwalk location on Eagle Bridge™ trailers.



Figure 154- Owner Responsibility Decal



Figure 155- Above this Rung Decal



Figure 156- Maintenance Ladder Safety Decal



Figure 157- Ladder General Caution Decal

LADDER USE PROCEDURE



Figure 158- Front Ladder Showing Upper User Fall Protection Device.

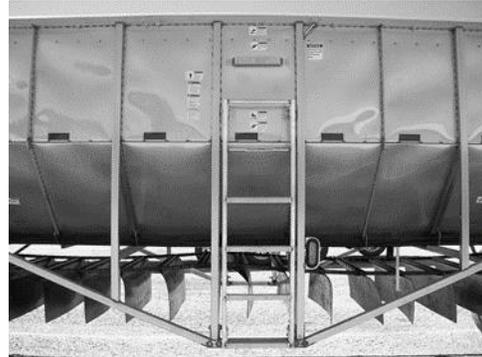


Figure 159 - Roadside Ladder



Figure 160- Roadside Ladder Showing Offset

1. Inspect the ladder, components and hardware for visual signs of wear.
2. Inspect the ladder rungs for debris or ice which may cause an unsafe condition.
3. Inspect the area around the base of the ladder to ensure a firm footing area for mounting and dismounting the ladder.
4. Review the ANSI safety labels on and around the ladder.
5. Keep at least three points of contact with the ladder at all times.
6. Keep your buckle inside the ladder frame at all times.
7. If you are at or above four feet from the ground, you must use an OSHA approved fall protection harness.
8. For your safety, a fall protection harness attachment has been provided for all ladders, catwalks and walkways on Eagle Bridge™ trailers (Figure 161).
9. Pay special attention to the “Do not step or stand on or above this rung” warning decal. The rung at which the decal is placed and above is not designed as steps but rather as hand holds (Figure 155).



Attachment Point
for User-Provided
Fall Protection
Device

Figure 161- User Fall Protection Device Attachment Point

10. Under no circumstances should there be more than one person on a ladder, catwalk or walkway on an Eagle Bridge™ trailer at any given time.
11. The ladders, catwalks and walkways found on Eagle Bridge™ trailers are designed for persons at least 5 feet tall and weighing 350 lbs. or less.
12. Never use a ladder, catwalk or walkway on an Eagle Bridge™ trailer without wearing closed toe shoes or boots.
13. Avoid loose clothing and/or jewelry around ladders, catwalks and walkways on Eagle Bridge™ trailers.
14. Do not use any ladders, catwalks or walkways on Eagle Bridge™ trailers during weather conditions that are conducive to lightning.
15. Always use both hands on the ladder, catwalk or walkway while mounting or dismounting.
16. Always inspect the ladder after use for any damage to the ladder, components or hardware.

REAR MAINTENANCE LADDER USE PROCEDURE

Maintenance Ladder - Part # F-00875
Maintenance Ladder Mounts – Part # F-00024



Figure 162- Maintenance Ladder "Stowed" Position.



Figure 163- Locking Pin "Stowed" Position



Figure 164- "In-Use" Mount



Figure 165- Ladder "In Use" Position

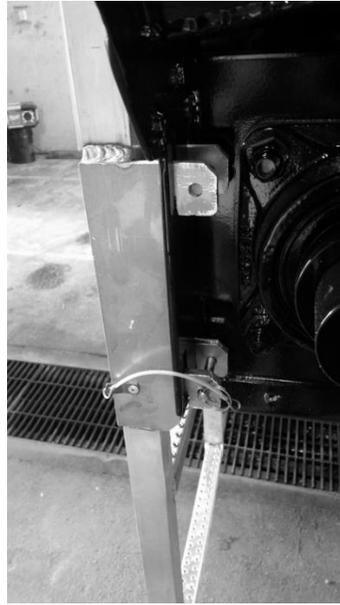


Figure 166- Locking pin "In-use" position.

! WARNING

Getting inside the trailer with the door(s) closed or the hydraulic system energized can result in serious injury or death. Open door(s) and disable all hydraulic systems before entering the trailer.

1. Open the rear door (Follow procedures on pg.76-78).
2. Disengage the hydraulic system to prevent the conveyor from being operated.
3. Remove the locking pin (Figure 163) and remove the ladder from the "Stowed" position (Figure 162).
4. Place the ladder into the "In-use" position on the mount next to the conveyor (Figure 165).
5. Replace the locking pin (Figure 166).

STOWING REAR MAINTENANCE LADDER

1. Remove the locking pin (Figure 166) and remove the ladder from the "In-use" position (Figure 165).
2. Place the ladder into "Stowed" position on the mount on the side of the trailer (Figure 162).
3. Replace the locking pin (Figure 163).

REPORTING SAFETY DEFECTS

Trinity Trailer Mfg., Inc.
7533 S. Federal Way
Boise, Idaho 83716
(208) 336-3666
(800) 235-6577
Fax (208) 336-3741

Reporting safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administrations (NHTSA) in addition to notifying Trinity Trailer Mfg., Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, your dealer or Trinity Trailer Mfg., Inc.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (336-0123 in Washington, DC area) or write to:

NHTSA
U.S. Department of Transportation
400 7th Street SW, (NSA-11)
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.

Thank You Again for Purchasing an Eagle Bridge™ Trailer.



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