



Thank You for Purchasing a Trinity EagleBed

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 truck bed 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 EagleBed truck bed. Because of this, some sections are not applicable to your truck bed. Thoroughly review the manual and any attached supplements to determine what is applicable to your truck bed.

Notice: Contents of this manual are subject to change without notice!

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LIMITATION OF WARRANTIES

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.

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 truck bed (i.e. Exceeded the GVWR* or the GAWR*)
- Not Side loaded the truck bed.
- Adequately restrained the load
- Loaded the truck bed 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.

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, Belts, 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:

- **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.

Important Safety Information

Before attempting to operate, load, unload or do anything with or to the truck bed, 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 truck bed. Do not use the truck bed 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 truck bed 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 truck bed 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 truck bed. 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 truck bed or its operating area. Be constantly alert to possible hazards on or around the truck bed.
5. Keep a safe distance at all times from any moving parts, including the conveyor.
6. When unloading the truck bed:
 - 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 truck bed.
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 truck bed 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 truck bed. 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 truck bed. 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 truck bed so the responsibility for safety will not be lost.
13. The truck bed 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 truck bed without first getting written approval from Trinity Trailer Mfg. Inc.

15. The cleanliness and tidiness of the truck bed and its surrounding area must be ensured through appropriate instructions, routine inspections and cleaning.

WARNING SYMBOLS USED IN THIS MANUAL

Truck beds 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 truck bed.



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.



DANGER

This indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



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 truck bed 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 truck bed. To help ensure they are visible, the truck bed 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 truck bed 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.

INSPECTION, SERVICE AND MAINTENANCE

It is important that your truck bed 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.

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 truck bed is used in overly humid or dusty conditions.

AFTER THE FIRST 20 HOURS OF OPERATION

- Check torque of pulley bushing bolts (Figure 11).

AFTER THE FIRST 50 HOURS OF OPERATION

- Replace the hydraulic oil and filter and check oil levels in all DC power units. Make certain all air is out of the systems to ensure proper operation
- Replace the oil in the planetary gearbox
- Check truck bed to truck mounting bolts for tightness
- Check rubber strip between the truck bed and truck frame for movement

ONCE A MONTH

- Wash thoroughly with a mild detergent and water
- Check general structural condition for corrosion or cracks
- Check condition of lights
- Check wiring harness for cracking or chafing
- Check hydraulic and pneumatic lines for signs of leakage or wear
- Check hinges on rear and side door(s) for signs of damage
- Lubricate hinges, latches and bearings (if applicable) on rear and side door(s)
- 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 truck to truck bed mounting bolts for tightness
- Check rubber strip between the truck bed and truck frame for movement

ONCE A YEAR

- 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)

TRUCK BED INSTALLATION GUIDELINES

CAUTION: Please read carefully. The following guidelines cover important points for safe and proper installation of standard configuration Truck Beds.

Before installing the truck bed:

- Make certain that the width of the truck bed frame rails and the width of your truck frame rails are compatible. If they are not, please call Trinity Trailer Mfg., Inc. at 1-800-235-6577 for installation assistance.
- Place the provided 3"x 3/8" rubber strip (cut to the length of the truck bed frame) to the top of the truck frame (on both sides). Once the mounting is complete these rubber strips will help stabilize and cushion the truck bed on the truck frame rails.
- Place the truck bed on the truck chassis, such that, the front cover is 1 inch behind the rear of the truck cab or most rearward truck cab protrusion. The rear of the truck frame should allow the truck bed to lay flat on top of the frame rails with no interference with the tail section.
- Make certain the Truck Bed ribs clear all tires (including lift axle tires).
- **DO NOT WELD MOUNTING BRACKETS TO TRUCK FRAME**

TRUCK BED TO TRUCK FRAME RUBBER STRIP

Before installing the truck bed to your truck, you must first place the provided 3"x 3/8" rubber strip (cut to the length of the truck bed frame) to the top of the truck frame (on both sides). Once the mounting is complete these rubber strips will help stabilize and cushion the truck bed on the truck frame rails.

MOUNTING BRACKETS & BOLTS

Locate the front mounts as far forward as possible and the rear mounts as far back as possible on both sides of the truck bed. Center mounts should be located approximately halfway between the front and rear mounts.

If the truck frame is wider than the truck bed frame, spacers will need to be placed behind the respective mounts. Enough 1/8" (0.125") spacers are required so that the mounts make minimal contact with the truck frame.

Because of the variations in truck beds/trucks, the required 5/8" bolts (Grade 5 minimum), washers and nyloc nuts used to connect these components are not supplied and must be purchased in order to correctly mount the truck bed to the truck frame.

Open Channel Frame Mounting



*Figure 1- Truck Bed
(Open Frame) Mount*

- 1) Line up the holes in the top “L” shaped bracket with the ones on the truck bed frame rail and place a Grade 5, 5/8” nut and bolt. Do not tighten the nut and bolt at this time.



Figure 2- Truck (Open Frame) Mount

- 2) Place the bottom bracket (with the pivot bolts loose) onto the bottom flange of the truck’s frame and push it up against the frame rail.



Figure 3- Completed Install

- 3) Use an appropriate Grade 5, 5/8 bolt, washers, and nyloc nut to attach the top “L” bracket to the swivel on the bottom clamp.
- 4) When the mount is in place, as shown, tighten all nuts and bolts, including the pivot bolt.

Closed/Box Frame Trucks

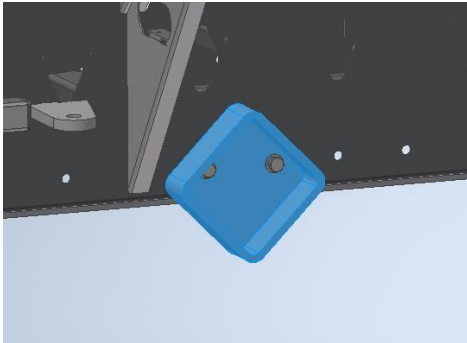


Figure 4- Bed Bracket (Closed Frames) Installed.

- 1) The bed mounted components will be bolted to each side using pre-existing holes in the bed frame rails. The truck mounted components are bolted to the rails of the truck frame. **Note: holes will need to be drilled in the truck frame rails.**
- 2) Attach the truck bed mounts to the truck bed with 2 grade 5, 5/8" bolts, of the appropriate length. Secure with 2 (one on each side) flat washers and nyloc nuts.

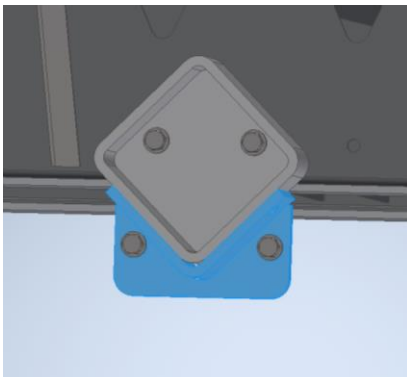


Figure 5- Truck Mount Installed (Blue)

- 3) Clamp one truck bracket to each of the already installed bed brackets. The truck brackets will be used as a drill guide to put the mounting holes in the truck frame.
- 4) After the holes are drilled, mount the truck bracket to the truck frame with Grade 5, 5/8" bolts of an appropriate length. Secure with flat washers (one on each side) and nyloc nuts.

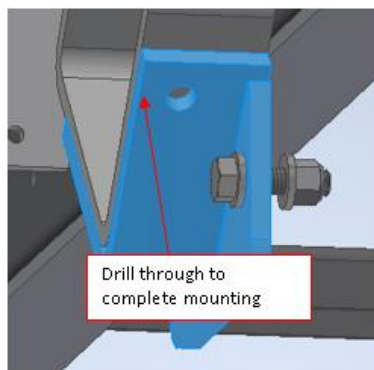


Figure 6- Drill guide to complete Closed Frame Mount.

- 5) The truck bracket is used as a drill guide to complete the mounting holes in the bed bracket.
- 6) Fasten the bed bracket to the truck bracket with Grade 5, 5/8" bolts of an appropriate length. Secure with a flat washer on each side of the bracket, and secure with a nyloc nut.
- 7) Tighten all bolts sufficiently tight that the assembly does not shift.

HYDRAULIC AND ELECTRICAL CONNECTIONS

HYDRAULIC PTO CONNECTION

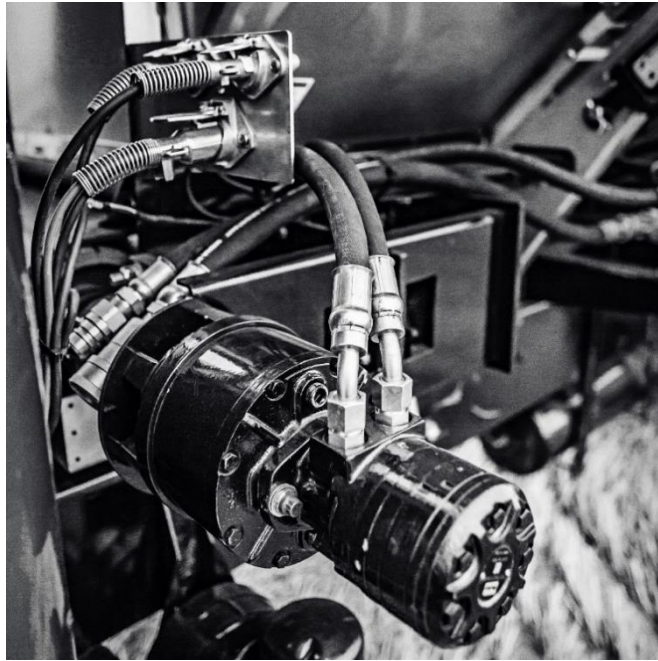


Figure 7- Front PTO & Electric Connections

No PTO hoses or pump are supplied with customer installed truck beds because of the variation in truck bed mounting. These parts are available for purchase and installation through the Trinity Service department. **It is strongly advised that if your PTO system does not have a pressure relief valve and filter that these items be installed before using your truck bed to ensure system protection.**

PTO PUMP PRESSURE LINE

If your truck bed has PTO system, the pressure line from the PTO pump connects to the 3/4" hose (coming from the flow control valve located at the rear of the truck bed) terminating at the front of the truck bed. A capped 1" NPT Male hose fitting is supplied for this connection.

PTO PUMP SUCTION LINE

If your truck bed has PTO system, the suction line from the PTO pump connects to the 1" hose (coming from the oil tank) terminating at the front of the truck bed. A capped 1" NPT Male hose fitting is supplied for this connection.

ELECTRICAL CONNECTIONS

TRUCK BED LIGHTS

Your truck bed wiring terminates at the end with a pre-wired 7-way socket. A companion pre-wired 7-way plug is included in the ship loose package and must be wired into the truck wiring system. Once wired in simply plug both ends together and check your lights for correct operation.

Some Eagle Bed models have a 16-2 wire, terminated near the front driver side, which must be wired into the truck wiring system. Once wired in check your lights for correct operation.

TRUCK BED DC POWER UNITS

In the front of the truck bed there is a pre-wired 2-way socket. A companion pre-wired 2-way plug is included in the ship loose package and must be wired into the truck wiring system. The red wire must be connected to the battery positive post. A 200-amp breaker and the black wire must be connected to the battery negative post. It is recommended that the 200-amp breaker be installed in the battery box.

TRUCK BED DOOR CONTROLS

Located in the front of the truck bed are two pre-wired 4-way sockets. Two companion 4-way plugs, pre-wired with 16-3 wire, are included in the ship loose package and must be wired into the cab mounted switches for the side and rear doors. Once the DC Power Units and Cab Switches are wired, test the door controls for correct operation. Note: a third pre-wired switch, located at the driver side rear of the bed, must also be tested at this time. No additional wiring is required for this third switch.

TRUCK BED CONTROLS AND OPERATIONS

CONTROL LOCATIONS

The controls to operate the rear door are located in the cab and on the driver side rear tail fin. The conveyor control is also located on the driver side rear. The switch to control the side door (if equipped) is located inside the truck cab. This unit is designed for use by a single operator.

OPERATING INSTRUCTIONS

1. Make sure area is clear when backing up to equipment. Make sure discharge tail fins are properly aligned with other equipment.

2. Make sure all hydraulic controls are in the off position. (Flow control valve off.)

PTO



Figure 8- Rear PTO Controls

1. Engage PTO.
2. Conveyor operation is now controlled with the flow control valve located on the rear tail fin.
3. After load is discharged return the flow control handle to the off position.



Figure 9- Rear PTO/Electric Controls

ELECTRIC/PTO OPTION

1. Connect pigtail to power source.
2. Switch on the electric motor with the power switch located on the shaft mount.
3. Open rear door slowly, the toggle switch to operate the door is located on the tail fin above the power switch.
4. To operate the conveyor, slowly move the flow control valve handle located on the rear tail fin until the desired speed is obtained.
5. When load has fully discharged, close the flow control handle, turn off the power switch and disconnect pigtail from the power source.

ADJUSTING AND LUBRICATING THE CONVEYOR SYSTEM



Figure 10- Continuous Belt Adjuster Ratchet

TENSIONING CONTINUOUS BELT

- Front nominal ratchet length of 21.5”.
- Rear nominal ratchet length of 25.75”.
 - May be less due to variations in belt stretch.
- With these initial values set, and the rear doors open, run the belt and observe the belt tracking.
- Turn the system off, and adjust the 4 ratchets.
- Repeat the above steps until the belt tracks straight and does not rub the sidewalls at any point.

BEARINGS AND PULLEYS

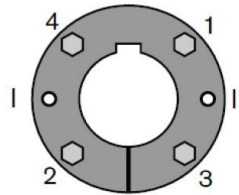
The bearings on the belt rollers must be inspected and lubricated at regular intervals using an NLGI Grade 2 general-purpose grease. The amount of lubrication is dependent upon the amount of use.

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

HUB	# Bolts	Bolt Diameter (UNC)	Bolt Length	Torque (in lbs)
XT25	4	3/8	2	350

XT25 Torque Value Table

Diagram B



XT15 to XT80

Diagram B – Star Sequence

Figure 11- Torque value and pattern for pulleys.**WARNING**

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 lower of the two plugs to check the level of the oil on 48" belt truck beds and on 25" and 31" belt truck beds use the 1/8" plug. 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 conveyor 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.

LUBRICATION OF THE DOOR(S)

Door hinges and bearings must be lubricated regularly, especially if the truck bed 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 and side doors, as with the entire truck bed, “if it moves, lubricate it.” Use an 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.

DOOR OPERATIONS



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



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

Opening the Fold-Down Spud Door (Figure 12)

- a) Release the two latches at the sides of the fold-down door by raising the lever and sliding the latch towards the center of the door.
- b) Untie the draw rope.
- c) Gently lower the door using the draw rope to keep it from falling rapidly.

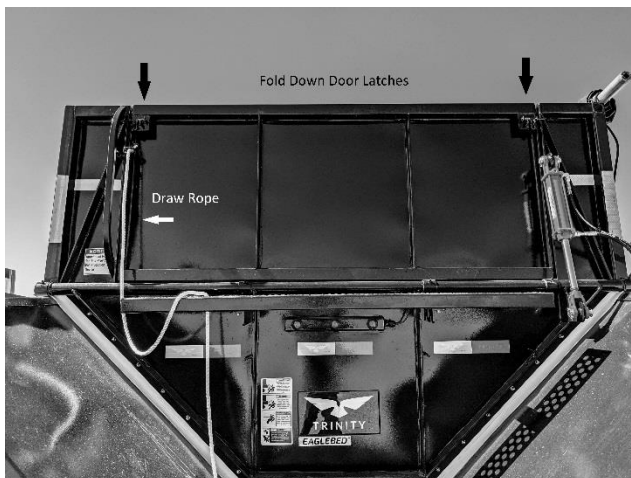


Figure 12- Rear Upper Door Diagram



Figure 13- Lower Door Switch

Closing the Fold-Down Spud Door (Figure 12).

- (1)** Pull on the draw rope to raise the fold-down door.
- (2)** Tie off the 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 door

1. LOWER DOOR PROCEDURES

- a.** Make sure the electrical supply from the tractor to the truck bed is properly connected.
- b.** Push the rubber booted switch on the rear tail fin, above the conveyor electric switch. See the red circle in Figure 13 above, to close or open the door to the desired height.

SIDE DOOR OPERATION



Figure 14- Sideboard Door Operation

The side door is operated by a switch generally located on the dashboard of the truck. The door will function in either the opening or closing motion as long as the switch is held in that position.

COATING CARE AND CORROSION PREVENTION

Your truck bed may be coated with a high-performance polyurethane paint. This paint is designed to give you durable performance in the rugged environments encountered by your truck bed.

The best way to preserve the finish on your truck bed and help prevent corrosion is to wash it regularly, especially after it has been used around road salt or other ice melting

agents, road oil or tar, or any other potentially corrosive material. Use warm water with a mild detergent and allow the truck bed 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 truck beds, 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 truck or the truck bed will void the paint warranty. Frequent use of the truck bed on gravel roads will also void the paint warranty.

STAINLESS STEEL BODIES

Truck beds with stainless steel bodies require the same care as painted truck beds. 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 truck bed 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 truck bed 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 truck bed.

CLEANING THE INTERIOR

Under no circumstances should you get into the truck bed with the conveyor system running or enabled (See Figure 15). For your safety, completely disable the hydraulic system before entering the truck bed (See Figure 16).



Figure 15- Entering Truck Bed Warning.

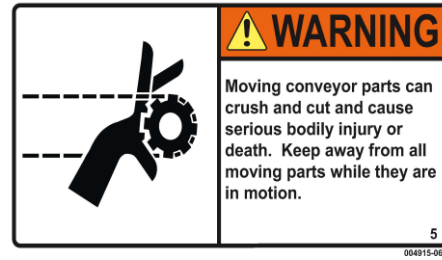


Figure 16- Moving Conveyor Crush Warning

HYDRAULIC SYSTEM SERVICING

TRACTOR HYDRAULIC SYSTEM REQUIREMENTS

<u>Gear Pump Requirements (Volume):</u>	10-30 GPM (Gallons per Minute)
<u>Reservoir capacity:</u>	Minimum 5 Gallons
<u>Hyd. Pressure Requirements/Bypass Settings:</u>	2500 PSI/3000 PSI
<u>Filtration Requirement:</u>	10 μ m

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

If the truck bed was ordered with “Food Grade” hydraulic oil the tractor must also have “Food Grade” hydraulic oil or it will contaminate the truck bed’s hydraulic system.

Contact our parts department toll free at 800-235-6577 to order a replacement filter (Figure 18).



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



Figure 17- Filter Location

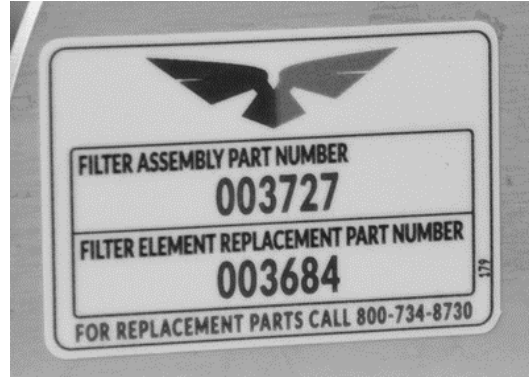


Figure 18- Filter Part Number Label

HYDRAULIC CYLINDER MAINTENANCE

The hydraulic cylinders which operate the rear door and side door (if installed) should be inspected before each use. See figures (19) and (20) 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.

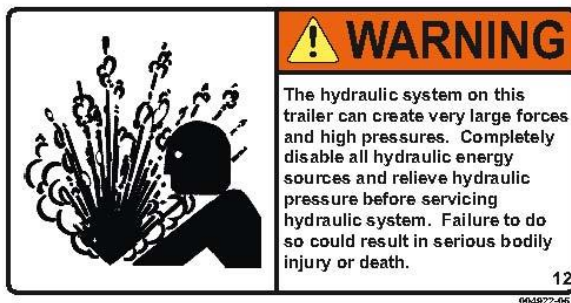


Figure 19- Disable Hydraulics before Maintenance Label

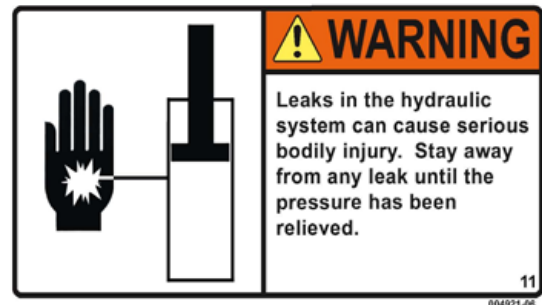


Figure 20- Hydraulic Leak warning.

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. 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 changed 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.

DRIVE AND HYDRAULIC SYSTEMS

SUPPLYING POWER TO THE ELECTRIC MOTOR

Because there are various types of receptacles, truck beds 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 21, 22 & Table 1). If a longer cord is necessary, use a plug to make the connection between the pigtail and the cord – **DO NOT** splice the conductors!

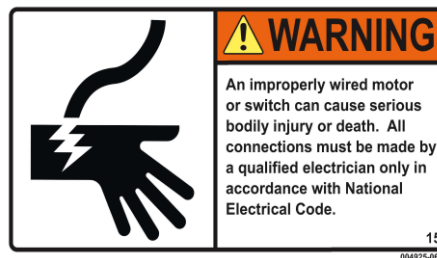


Figure 21- Motor Wiring Decal

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

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

Table 1 – Maximum Length for Electrical Motor Cord Size, 1Ø 220 VAC

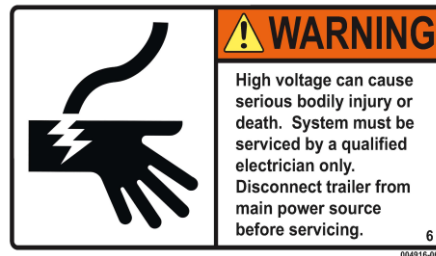


Figure 22- Electrical Servicing Decal

UNLOADING THE SYSTEM

GENERAL DOOR SAFETY

Figures 23 through 27 are decals that were installed on your truck bed 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 23- Getting Behind the Trailer Decal



Figure 24- Overhead Door Decal

GENERAL CONVEYOR SAFETY

The conveyor system on your truck bed can be very dangerous if it is not operated safely. Figures 25 through 27 show decals that were placed on your truck bed when it was built. Read and understand each of them before operating the conveyor system.



Figure 25- Do not Operate Conveyor with Doors Closed Label.

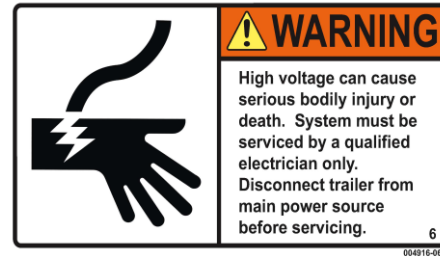


Figure 26- High Voltage Warning Label



Figure 27- Hydraulic Pressure Leak Warning Label.

UNLOAD OPERATING PROCEDURES



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.

ENGAGE HYDRAULIC SYSTEM

1. ELECTRIC MOTOR-DRIVEN HYDRAULIC SYSTEM

- i. Make sure the electric motor is in the 'off' position.
- ii. Rotate the needle valve (Figure 9, Page 13) so the lever is toward the front of the truck bed.
- iii. Plug the electric motor into an approved receptacle which is appropriately sized and has the necessary safety mechanisms to properly operate the motor.
- iv. Switch the electric motor on.

2. TRACTOR-DRIVEN PTO HYDRALUIC SYSTEM

- i.** Make sure the PTO is off.
- ii.** Make sure the flow control valve (Figure 8, Page 13) is shut off.
- iii.** Check the connections between the tractor and the truck bed 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 above this procedure.*)
- v.** Engage the PTO on the tractor.

OPERATE THE CONVEYOR

PTO

- 1) Open rear door using appropriate procedure above.
- 2) Adjust the flow control valve (Figure 8, Page 13) to obtain the desired conveyor speed. If the desired speed cannot be reached with the flow control valve completely open, increase the engine rpm on the tractor.
- 3) Reduce the engine rpm on the tractor to idle before trying to control the conveyor speed with the flow control valve.

Electric

- 1) Open rear door using appropriate procedure above.
- 2) Adjust the flow control valve (Figure 9, Page 13) to obtain the desired conveyor speed

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.

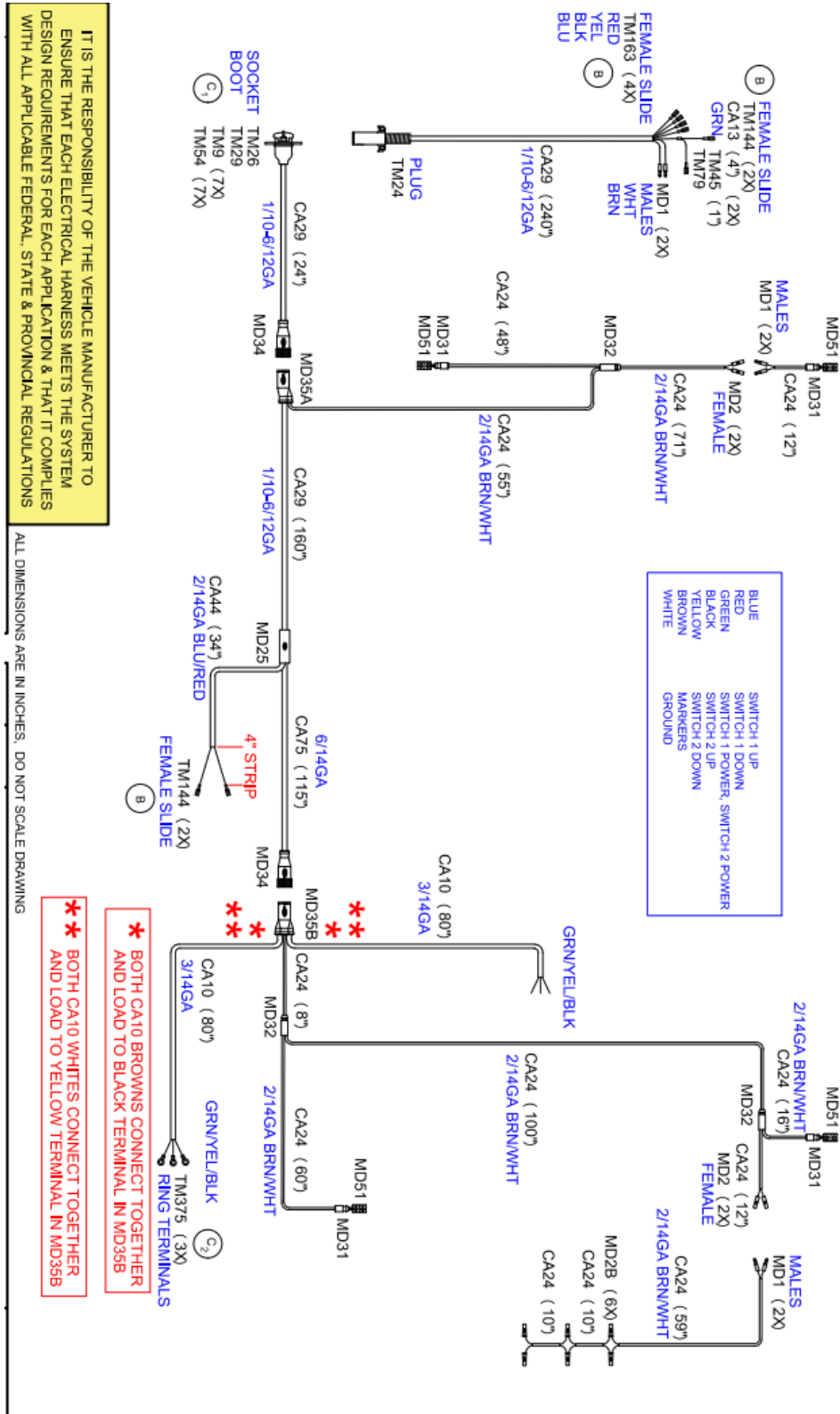
To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (336-0123 in Washington, DC area) or write to:

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 Bed™ Truck Bed.





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