

Test Surge Brakes (If Equipped)

Hydraulic surge actuator systems provide automatic and smooth trailer braking without special application by the tow vehicle driver. While this is extremely convenient it can sometimes be difficult to determine if the surge setup is functioning properly. The following steps provide a quick field-test to confirm that the trailer brake system is operational.

WARNING

The field-test procedure indicates only if the trailer brake system is functional, but DOES NOT provide information on how efficiently it will operate.

Regular inspection, maintenance, and adjustment of all brake system components (including the surge actuator, tubing, hoses, brake clusters, drums, and associated hardware/support structure) are still required to ensure maximum brake performance and smooth, even brake operation.

Move the trailer to flat, level ground, pulling FORWARD several feet before parking. This forward motion will ensure trailers equipped with free-backing brakes are in their normal operating mode. Disconnect the trailer from the tow vehicle and jack up the trailer's tongue until it is horizontal. Hook the trailer's safety chains (NOT the actuator's breakaway cable) together to form a loop, which is centered below the actuator's coupler. Place wheel chock blocks two feet behind the trailer to prevent a runaway trailer.

Place a sturdy board, such as a 2 inch by 4 inch piece of lumber, into the chain loop below the coupler. The board should be 4 feet or longer so it will extend several feet above the actuator. Keep the end of the board a few inches off the ground, and position it to press against the front end of the actuator's coupler. Press the board towards the rear of the trailer.

Keep pressing the top of the board to stroke the actuator and its internal master cylinder. If the trailer brake system is operational, the brakes will apply and keep the trailer from rolling away from you. Properly adjusted uni-servo or duo-servo type brakes will prevent you from moving the trailer back more than a few inches. Free-backing type brakes will initially provide rolling resistance, but continued force on the board will switch them into free-backing mode, and you'll be able to move the trailer backwards.

If you have uni-servo or duo-servo brakes, and stroking the actuator (as described above) causes the trailer to roll away from you freely or with only minimal resistance, the brakes are NOT applying properly. If you have free-backing brakes and stroking the actuator (as described above) causes the trailer to roll away without initial resistance, then the brakes are NOT applying properly. The brake system MUST be evaluated to determine the cause of the problem and corrective action MUST be taken before the trailer is used. Use this procedure each time you tow your trailer to check your surge brake system operation.

Test Surge Breakaway System

Before towing, check that the breakaway lever and lanyard are properly positioned. If the breakaway lever and lanyard are not located correctly due to either the lanyard being pulled during use or by accident, it MUST be reset prior to the trailer being moved. See the Surge Brake Actuator manual for the correct resetting and testing procedure.

Test Air Brake System

The trailer's ABS light (located on the side of the trailer) indicates the status of the ABS system. If the light comes ON and stays ON when you apply the brakes to a moving vehicle, there is an ABS malfunction. It is normal for the lamp to come ON and go OFF to perform a bulb check, but it should not stay ON when the vehicle is moving above 4 mph. It is important not to ignore this light. When a fault exists in the ABS system, standard breaking returns to the affected wheel, and the ABS still controls other monitored wheels. This lets you complete the trip. You should not ignore the light and should have the vehicle serviced as soon as possible after the light comes ON and stays ON.



Hydraulic Dump/Hoist Operation

Hydraulic Hoist Operation (If equipped)

- 1.) Open the end-gate and secure to trailer prior to raising a loaded body. Ensure that the trailer and tow vehicle are on level ground prior to raising the body. Ensure that ramp tray constraints (if equipped) are secured prior to raising the body. Be careful of any overhead objects prior to raising the body.
- 2.) To Raise Hoist: Tow Vehicle must be in park with emergency brake set. Push "UP" button on remote.
- 3.) To Hold Hoist: When button is released hoist will hold current position.



WARNING

Do Not Move Tow Vehicle While Hoist Is In Use. Moving the tow vehicle while the body and hoist are raised, could cause a roll-over resulting in injury or death.

Hydraulic Dump/Hoist Operation

- 4.) To Lower Hoist: Push “DOWN” button on remote. For safe operation, DO NOT move vehicle until trailer body is completely down. Do not allow debris in the area where the box rests on frame. Ensure the end-gate and ramp tray constraints are secured prior to moving the trailer and tow vehicle.



Hoist Remote

⚠ CAUTION

1. Stay out from under body when hoist is operating.
2. During dump operation, no one must be allowed to stand in or move through the area where the body and hoist operate or into an area where load might fall.
3. Operator must remain at controls during dumping operations.
4. Never leave body raised or partly raised while vehicle is unattended or while performing maintenance or servicing under body-unless body is braced to prevent accidental lowering.

Safety Prop Operation (use only when body is empty)

- 1.) Raise the body to full “UP” position.
 - 2.) Lift prop rod and swing back to align with pocket.
- NOTE:** Larger capacity hoists have a prop on both sides. Both props must be used.
- 3.) Lower the body until resting on safety props.



Maintenance

Prior to performing any maintenance to the hoist, be sure to place support in place securely. (see picture on the upper right.) For detailed maintenance of Hoist, see manufacturers manual. Be sure to read and follow all warnings in manufacturer’s manual and on trailer.

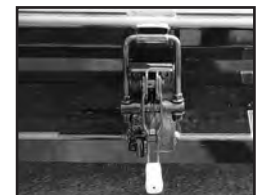
Utility Pan Tilt Trailer Operation

Utility Pan Tilt Trailer Operation

- 1.) The Utility Tilt trailer operates on a pivot point tilt system. To lower the trailer bed to the ground, unlatch the bed by depressing the bracket and lifting the lever. After lifting the lever, the bottom bracket will detach.
- 2.) Manually apply weight to the back of the trailer until it reaches the ground.
- 3.) Load equipment onto trailer. As the equipment moves onto the trailer bed, the trailer will raise up into transport position. When the trailer is empty, manually raise the trailer bed to transport position by walking from the back to the front of the trailer bed.
- 4.) Once the trailer bed is in the upright/transport position, secure the latch and secure any equipment to the trailer bed.



Pivot Point



Bed Latch



⚠ WARNING

When raising/ lowering/latching the tilt bed keep hands clear of “Pinch Area” indicated by the “Pinch Area” decal. Failure to do so could result in injury or death.