



## Trailer Upkeep

**Tire Air Pressure** should be maintained at 100 lbs.

**Gearboxes, ball swivels, cam bushings, and slack adjusters** should be kept well lubricated. **Hub oil** levels can be checked routinely **while waiting to load or unload**.

**Frame Welds and Gussets** above axles should be checked daily during your walk-around for cracks. Glance in behind the tires, and look for any breaks or cracking.

**Tarps must be rolled completely** to one side or the other when the trailer is in motion. If hauling produce that requires the tarp remain open, make sure it is rolled tight against the tarp stops. If there is any play, open or closed, the wind will catch the tarp and remove it! INSPECT THE TARP REGULARLY: A small rip can turn into a disaster with no warning!

**Hopper doors should NEVER be open** except while over the pit during unloading. They must be closed before pulling off of the pit to avoid clean up fees, and can be damaged if left open while driving. (The doors can be warped from a rough ride combined with a lack of support in the open position, making them difficult to open and close.)

**When sweeping down the trailer** after unloading, crawl up through the hopper door. **DO NOT walk the side rails on top!** Your balance isn't as good as you think. Trailers must be swept out on each load.

**If your product hangs up, and requires your help to unload**, use only a rubber mallet or 'no bounce' hammer.

**ONLY hit the hammer rails!!**

**DO NOT** hit the vibrator brackets.

**DO NOT** hit hopper door or bezel around it.

**DO NOT** allow anyone else to do the above!

**Vibrators require little maintenance:** Occasionally put oil down the air fitting prior to use. Do not run a vibrator for extended periods of time, it can overheat and seize.

**When Dropping a Loaded Trailer:** Always dump the air bags BEFORE setting the trailer down. Due to the geometry of the suspension, when dumping the air, the trailer will move forward several inches. If the air bags bleed off over a day or two, while dollied down, it will put a forward force on the landing gear. This is greatly increased with the weight of the load, and WILL DAMAGE THE LANDING GEAR!

**NOTE: When setting a loaded trailer down, NEVER SET IT DOWN IN GRAVEL OR ON ASPHALT!!! Only set it down on Railroad Timbers or Concrete.**

**Air Dump and Air Gauge:** The Air Dump Valve and Air Suspension Valve are located on the left side of the Trailer. Wilson generally puts them between the hoppers, and Timpte puts them in a control box towards the rear of the back hopper. The air gauge next to the dump valve, measures the air pressure in the suspension. These are commonly referred to as gauges, which they are not. They can be used with some accuracy to determine your estimated weight. In order to do this, you must first know your loaded weight. Park the truck on level ground, and make a note of the reading on the gauge. If you have a gauge in the tractor, make a note of that reading as well. The next time you load, scale the truck and then notice these readings again. Check for consistency, and remember the air pressure reading for future reference. If you choose to use these for an estimated loaded weight, be sure the truck is on level ground when you take the reading/s. If it is not on level ground every time, the fluctuation can be as high as several thousand pounds! DO NOT USE THE AIR GAUGE TO DETERMINE YOUR WEIGHT FOR TRAVEL.