TIMPTE

EQUIPMENT TRAILERS

USER MANUAL

EZ-Load Drop Deck Models

08/24

REPORTING SAFETY DEFECTS & OTHER CLAIMS

If you believe that this vehicle contains a safety defect you may contact Timpte, Inc., the National Highway Traffic Safety Administration (NHTSA) or both.

The trailer was designed and inspected to conform to industry standards and all applicable NHTSA safety standards. Timpte, Inc. warrants this vehicle to be free from defects in materials and workmanship when manufactured per the limited warranty agreement. If you detect a defect that could cause an accident or could cause an injury or death; or if you wish to report any such accident, injury or death, or any property damage claim or other complaint not addressed to the Timpte Trailer Warranty Department, then you should contact in writing:

Timpte, Inc.
Vice President of Engineering
100 Timpte Parkway
David City, NE 68632
Phone: 402-367-3056
Fax: 402-367-4340

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 Administration (NHTSA) in addition to notifying Timpte, 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 individual problems between you, your dealer, or Timpte, Inc.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to http://nhtsa.safercar.gov; or write to: Administrator, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

Timpte reserves the right to change or clarify the warranty coverage at any time. Contact the Timpte Warranty Administration Group at 402-367-3056 for any specific questions on coverage.

IMPORTANT

This manual has been prepared to help you operate your new Timpte trailer successfully, economically, and safely. Please read your Operator's Manual carefully and have a full understanding prior to using your trailer or performing any maintenance. We urge you to contact your Timpte, Inc. factory representative or the Vice President of Engineering at Timpte (402-367-3056) immediately should you have any questions or need an explanation.

Timpte has provided several warnings in your Operator's Manual and on your trailer to help prevent personal injury. Timpte can not foresee all use or misuse of the trailer. Always use common sense judgment while using or performing maintenance to your trailer. Your safety is our primary concern.

This safety alert symbol is used throughout this manual to indicate potential personal safety hazards. Failure to heed the warnings associated with the safety alert symbol can result in property damage, serious injury or death.

Safety decals appear at various locations on your new equipment trailer. The decals are provided for your safety and should be kept clean. Replace any decal that has become worn or damaged, painted over, or otherwise difficult to read.

Information contained in this Operator's Manual is based on the latest information available at the time of publication. Changes are continually being made to improve our product lines.

We want to thank you for purchasing a Timpte trailer and to let you know that it was built for long life and low cost of operation. However, regular and proper maintenance of the trailer and your commonsense use of it are required to extend the life of the trailer.

NORMAL TRAILER OPERATION

This Timpte trailer is designed for operation within legal posted speed limits on reasonable road surfaces for the type of service it was built to perform, in accordance with the noted weight restrictions.

“Normal Service” means the loading and transportation of uniformly distributed loads of properly secured, noncorrosive cargo, in accordance with any applicable factory instructions and in a manner which does not subject the trailer or parts of the trailer to (a) concentrated loads; (b) loads in excess of the Gross Axle Weight Rating (GAWR) or Gross Vehicle Weight Rating (GVWR) stated on the Certification Plate affixed to the trailer by Timpte; and (c) accidental damage, or (d) stresses, impacts or shocks greater than those commensurate with normal, reasonable lawful use.

The GAWR (gross axle weight rating) is the structural capability of the lowest rated member of the running gear components: suspension system, hubs, brake drums, wheels, bearings, axles, brake linings or tires.

The GVWR (gross vehicle weight rating) is the structural capability of the trailer when supported by the coupler and axles with the load uniformly distributed throughout the cargo space.

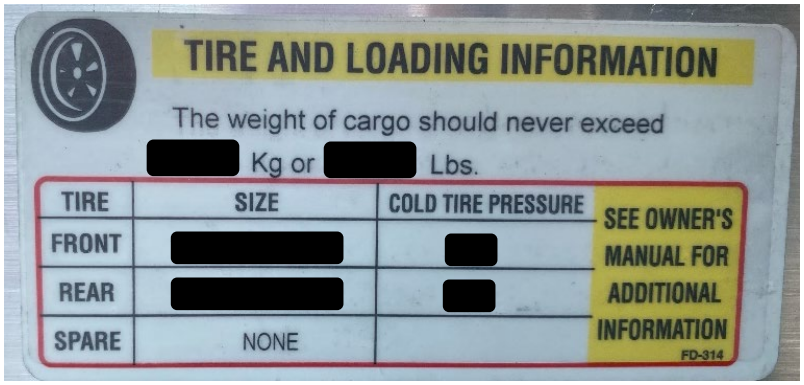
Modification of the Trailer – Any modification made to the trailer must comply with DOT and NHTSA regulations and must not compromise the gross vehicle weight rating (GVWR) of the trailer. Any modification made to the trailer without prior approval of Timpte may void the warranty. Any operation of the trailer outside the limitations stated in this manual will void any responsibility of Timpte, Inc. for any of its results.

SAFETY

⚠WARNING

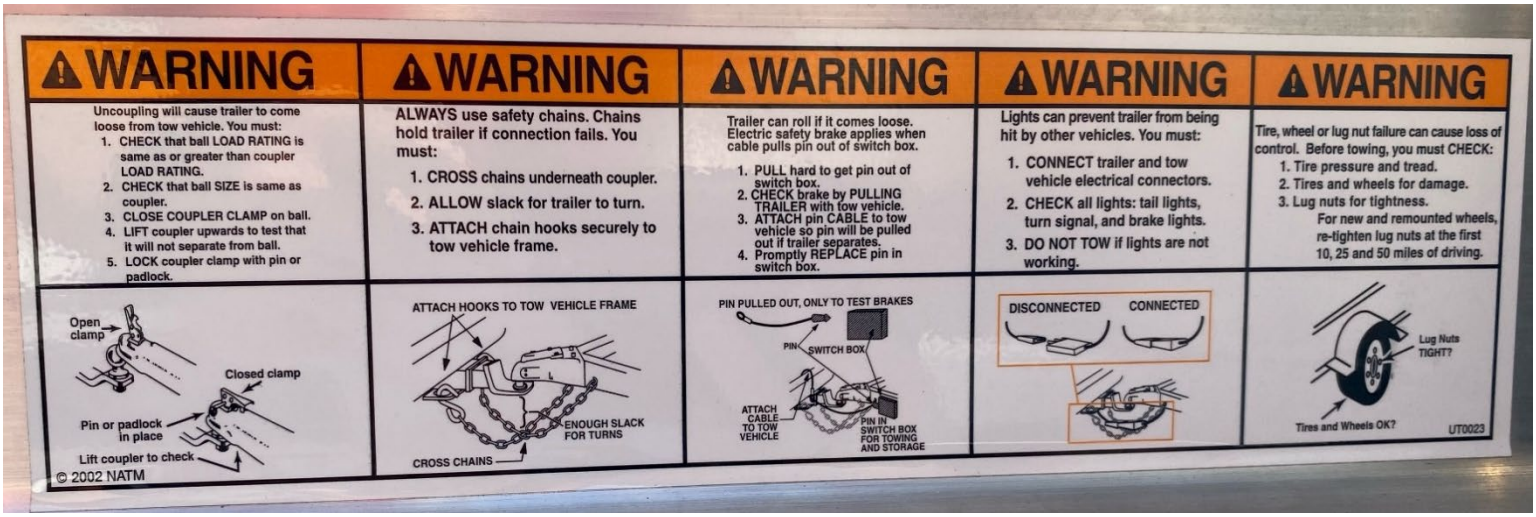
PERSONAL INJURY, DEATH, AND PROPERTY DAMAGE MAY RESULT FROM IMPROPER OPERATION OR UNSAFE PRACTICES. BE SURE TO READ AND FOLLOW ALL DECALS AND EMBLEMS CAREFULLY.

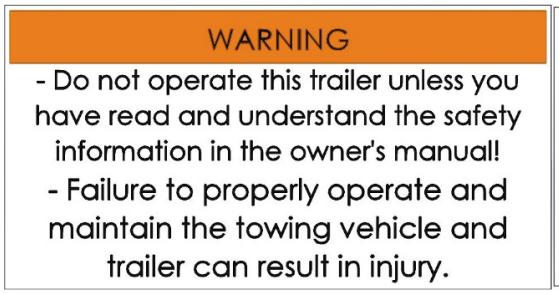
The following section contains the decals and emblems used on the Timpte Equipment Trailers. Due to differences in configurations and equipment, your trailer may or may not use all the decals and emblems shown. Newer trailers may also have decals and emblems that differ from older trailers. Replace damaged or missing decals promptly. Replacement decals for this trailer are available without charge by calling Timpte, Inc. at 402-367-3056.

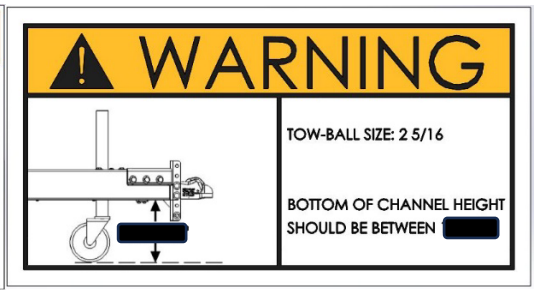


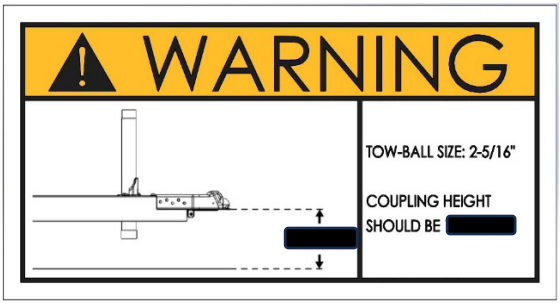

ELECTRICAL
SHOCK
HAZARD


ATTENTION
FILL RESERVIOR WITH PETRO-CANADA
HYDREX EXTREME FLUID OR UNITED
ZINC FREE ARCTIC HYDRAULIC FLUID


WARNING
Uncoupling will cause trailer to come loose from tow vehicle. You must:
1. CHECK that ball LOAD RATING is same as or greater than coupler LOAD RATING.
2. CHECK that ball SIZE is same as coupler.
3. CLOSE COUPLER CLAMP on ball.
4. LIFT coupler upwards to test that it will not separate from ball.
5. LOCK coupler clamp with pin or padlock.
Open clamp
Closed clamp
Pin or padlock in place
Lift coupler to check
© 2002 NATM
WARNING
ALWAYS use safety chains. Chains hold trailer if connection fails. You must:
1. CROSS chains underneath coupler.
2. ALLOW slack for trailer to turn.
3. ATTACH chain hooks securely to tow vehicle frame.
ATTACH HOOKS TO TOW VEHICLE FRAME
ENOUGH SLACK FOR TURNS
CROSS CHAINS
WARNING
Trailer can roll if it comes loose. Electric safety brake applies when cable pulls pin out of switch box.
1. PULL hard to get pin out of switch box.
2. CHECK brake by PULLING TRAILER with tow vehicle.
3. ATTACH pin CABLE to tow vehicle so pin will be pulled out if trailer separates.
4. Promptly REPLACE pin in switch box.
PIN PULLED OUT, ONLY TO TEST BRAKES
PIN
SWITCH BOX
ATTACH CABLE TO TOW VEHICLE
PIN IN SWITCH BOX FOR TOWING AND STORAGE
WARNING
Lights can prevent trailer from being hit by other vehicles. You must:
1. CONNECT trailer and tow vehicle electrical connectors.
2. CHECK all lights: tail lights, turn signal, and brake lights.
3. DO NOT TOW if lights are not working.
DISCONNECTED
CONNECTED
WARNING
Tire, wheel or lug nut failure can cause loss of control. Before towing, you must CHECK:
1. Tire pressure and tread.
2. Tires and wheels for damage.
3. Lug nuts for tightness.
For new and remounted wheels, re-tighten lug nuts at the first 10, 25 and 50 miles of driving.
Lug Nuts TIGHT?
Tires and Wheels OK?
UT0023


WARNING
- Do not operate this trailer unless you have read and understand the safety information in the owner's manual!
- Failure to properly operate and maintain the towing vehicle and trailer can result in injury.


WARNING
TOW-BALL SIZE: 2 5/16
BOTTOM OF CHANNEL HEIGHT SHOULD BE BETWEEN


WARNING
TOW-BALL SIZE: 2-5/16"
COUPLING HEIGHT SHOULD BE

You, the operator, have the Greatest Control over Safe Operation.

1. You, the operator, have control of the most important factors that affect safe trailer operation and vehicle stability. Trailers are a tool and, like any tool, are safe only when properly used by a conscientious, trained and qualified operator.
2. The coupler should be securely mounted to the trailer frame and proper connection between the tow vehicle and trailer verified.
3. The driver should be familiar with the characteristics of the particular trailer and of the load to be transported.
4. The driver should be familiar with the nature of the roads and traffic which may be encountered during the trip.
5. Stability – **Caution - like any other vehicle, trailers can tip or slide out of control if turns are negotiated at too high a speed or when making violent maneuvers such as abrupt lane changes or other evasive actions to avoid obstacles.**
6. Within the relatively narrow confines of road laws limiting vehicle size and weight, together with the characteristics of available tires, suspensions, and other components, there is little that a manufacturer can do to affect the inherent stability of a trailer other than keeping the load as low as feasible, considering the requirements for loading space and adequate tire clearance. This means that the major factors affecting operational stability are the knowledge and skill of the driver. The predominant causes of rollover accidents are:

a. Excessive speed
b. Violent swerving or turning
c. Application of brakes or tow vehicle power while turning.
d. Entering curves at too high a speed

7. Tire Characteristics: High pressure truck/trailer tires have different characteristics under high-speed cornering conditions than do passenger car tires. Truck/trailer tires are designed for carrying high loads over long distances. Their lateral stability becomes unpredictable when lateral forces approach .04g. This means that commercial vehicles must be operated in a conservative manner when cornering.
8. Braking and Acceleration: Either braking or accelerating while cornering can significantly reduce the stability of the vehicle and should be avoided. The best driving practice is to decelerate to a safe conservative speed before entering a corner or approaching congested traffic, and then to apply only moderate power until a straight path has been re-established.

EQUIPMENT TRAILERS

Congratulations on your recent purchase of the Timpte Motorsport Equipment Trailer. Here at Timpte, we take pride in the quality of our trailers and hope your experience with our company meets all expectations and standards. If at any time you experience issues, please do not hesitate to contact your Authorized Dealer for service or warranty.

This user's manual contains safety information and instructions for your trailer. Make sure to read this manual along with owner's manual prior to loading or towing of trailer. Timpte advises that all safety precautions and instructions be followed.

Timpte Equipment Trailers

Timpte Equipment Trailers are designed specifically for carrying a variety of equipment. It is recommended that wheel tie straps be used to secure the load with the tie straps connected to the tie-downs. The load must be placed as far forward on the trailer as possible, so the loaded tongue weight is 10-15% of the total load. Do not load cargo in the towed vehicle once it is on-board the trailer, as this may change the load distribution and overload the trailer.

Do not exceed the load stated on the trailer's tire and loading information plate. Apply the towed vehicle park brake and always ensure towed vehicle is correctly secured to the trailer using over the wheel straps before towing. Replace straps if worn.

Loaded tongue weight must be 10-15% of total load. Incorrectly loaded equipment may result in trailer sway or whipping and lead to a total loss of control. For correct weight distribution rear engine equipment may require loading backwards.

Tire, wheel, or lug nut failure can cause loss of control. Before towing you must check tire pressure and tread. Check tires and wheels for damage. Re-tighten lug nuts for new and re-mounted wheel after first 10, 30, and 50 miles.

Do not work under the trailer when it is loaded. Before working under the trailer ensure the battery switch is off, the manual cylinder lock is engaged and all lifting arms, the tongue, and rear of trailer are safely supported.

Hooking Up the Tow Vehicle

Adjust Hitch Height

The height of the hitch on the trailer must be adjusted so that the trailer, when loaded to rated capacity, is level while connected to the tow vehicle. A level trailer allows equal weight distribution on the axles.

Your dealer or a trailer service center can perform this adjustment, or you can use the following steps to adjust the hitch height yourself.
If the trailer is not equipped with an adjustable hitch, an offset ball mount may be available from your hitch manufacturer.

⚠ WARNING

Improper hitch height adjustment can result in overloaded tire, blowout and loss of control, leading to death or serious injury.

Adjust the hitch height so that the loaded trailer is level.

1. Connect trailer to tow vehicle and load the trailer to rated capacity. See Loading and Unloading.
2. Park the tow vehicle and trailer on a firm level surface.
3. Stand away from the trailer and visually verify if the trailer is level front-to-rear. If the front of the trailer is higher than the rear, the adjustable coupler must be raised. If the front of the trailer is lower than the rear, the adjustable coupler must be lowered.
4. Uncouple trailer from tow vehicle. See Coupling and Uncoupling.
5. Remove the lock nuts and bolts on hitch. Discard lock nuts. Inspect bolts for damage and replace if necessary. Contact your dealer for the correct size and grade of bolts. Reinstall hitch using specified nuts and bolts.

Hooking Up the Tow Vehicle

Ball Hitch Coupler

A ball hitch coupler connects to a ball that is located on or under the rear bumper of tow vehicle.

We have utilized a ball hitch coupler that is suitable for the size and weight of the trailer. The load rating of the coupler and the necessary ball size are listed on the trailer tongue.

You must provide a hitch and ball for your tow vehicle, that meets or exceeds the GVWR of the trailer.

The ball size must be the same as the coupler size. If the hitch ball is too small, too large, is underrated, is loose or is worn, the trailer can come loose from the tow vehicle, and may cause death or serious injury.

The tow vehicle, hitch and ball must have a rated towing capacity equal to or greater than the trailer gross vehicle weight rating (GVWR).

It is essential that the hitch ball be the same size as the coupler.

The ball size and load rating (capacity) are marked on the ball; hitch capacity is marked on the hitch.

With the tow vehicle park brake engaged, connect the tow vehicle to the trailer and install the provided hitch pin.

Hooking Up the Tow Vehicle

Safety chains are provided so that control of the trailer can be maintained if your trailer comes loose from the hitch.

Next, attach the trailer safety chains to tow vehicle. Cross chains underneath hitch and coupler with enough slack to permit turning and to hold tongue up if the trailer comes loose.

WARNING

-Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle, leading to death or serious injury, if the trailer uncouples from the tow vehicle.
-Cross chains underneath hitch and coupler with enough slack to permit turning and to hold tongue up, if the trailer comes loose.
-Fasten chains to frame of tow vehicle.
-Do not fasten chains to any part of the hitch unless the hitch has holes or loops specifically for that purpose.

Connect the trailers electrical hookup to the tow vehicle.

Hooking Up the Tow Vehicle

If equipped with brakes, your trailer will be equipped with a breakaway brake system that can apply the brakes on your trailer if your trailer comes loose from the hitch. The breakaway brake system, including battery, must be in good condition and properly rigged to be effective.

Attach the break-away safety cable to the tow vehicle.

WARNING

- An ineffective or inoperative breakaway brake system can result in a runaway trailer, leading to death or serious injury if the coupler or hitch fails.
- Breakaway lanyard must be connected to the tow vehicle, NOT to any part of the hitch.
- Before towing trailer, test function of the breakaway brake system. If the breakaway brake system is not working, do not tow the trailer. Have it serviced or repaired.

Hooking Up the Tow Vehicle

Raise jack leg by cranking jack handle. Once leg is fully raised, remove caster wheel and stow.

Drop Deck Operation

The deck of the EZ-Load trailer models is moveable from a horizontal position (transport mode) to an inclined position (loading mode). This is accomplished by a hydraulic cylinder system rotating the axles and “kneeling” the trailer to the ground to provide a four-degree loading angle.

For transport the deck is secured in place with a manually operated lock. **NEVER OPERATE THE TRAILER ON A PUBLIC ROADWAY WITHOUT THE DECK SECURED IN THE HORIZONTAL ORIENTATION / TRANSPORT MODE BY USING THE MANUAL CYLINDER LOCKING SYSTEM – FAILURE TO DO SO WOULD BE A SAFETY HAZARD AND COULD SERIOUSLY DAMAGE THE TRAILER.**

The hydraulic cylinder system is powered by a hydraulic pump connected to a 12V battery. It is important to ensure that the reservoir has hydraulic fluid, and the battery is charged prior to operation. When the trailer is in the loading position the fluid level in the hydraulic reservoir should be at the max fill line. The hydraulic system is controlled by either the toggle switch located inside the toolbox or the wireless remote.

Ideal battery voltage is between 12.2V and 13V. Trailer may not operate correctly if voltage is under 12V.

CAUTION

If breakaway switch is activated it will drain battery.

Loading the Trailer

MAKE SURE THAT THE TRAILER IS SECURELY ATTACHED TO AN ADEQUATE TOW VEHICLE, THAT THE TOW VEHICLE IS IN THE "PARK" POSITION AND THAT THE PARKING BRAKE IS SET PRIOR TO LOADING THE TRAILER. FAILURE TO DO SO COULD CAUSE SERIOUS INJURY OR DEATH.

WARNING

Trailer must be coupled to tow vehicle before loading trailer.

Improper trailer loading causes many accidents and deaths. To safely load a trailer, you must consider:

- Overall load weight
- Load weight distribution
- Proper tongue weight
- Securing the load properly

To determine that you have loaded the trailer within its rating, you must consider the distribution of weight, as well as the total weight of the trailer and its contents. The trailer axles carry most of the total weight of the trailer and its contents (Gross Vehicle Weight, or "GVW"). The remainder of the total weight is carried by the tow vehicle hitch.

It is essential for safe towing that the trailer tongue and tow vehicle hitch carry the proper amount of the loaded trailer weight, otherwise the trailer can develop an undesirable sway at towing speeds, or the rear of the towing vehicle can be overloaded.

The load distribution must be such that no component part of the trailer is loaded beyond its rating. You must consider the rating of the tires, wheels, and axles. For tandem axle trailers, you must make sure that the front-to-rear load distribution does not result in overloading any axle.

Towing stability also depends on keeping the center of gravity as low as possible. Load heavy items on the floor and over the axles. When loading additional items, be sure to maintain even side-to-side weight distribution and proper tongue weight. The total weight of the trailer and its contents must never exceed the total weight rating of the trailer (Gross Vehicle Weight Rating, or "GVWR").
Do not transport people, containers of hazardous substances, or flammable liquids. The exception is fuel in the tank of vehicles or equipment being hauled.

Preparing Trailer for Loading

1. Inspect the floor of the trailer.
2. Inspect the tie down rings and track system for damage, looseness, or signs of bending before loading trailer.
3. Park the tow vehicle and trailer on a firm level surface.
4. Clear the area around the trailer.

Loading the Trailer

If trailer is equipped with manual locking system located on the driver's side of the trailer in front of the front tire, continue with this step.

If equipped with automatic locking system, proceed to the next step.

Release pin on manual cylinder lock and rotate the manual lock handle out, towards the coupler, to release the manual cylinder lock.

Turn master switch, located inside the toolbox, to the on position.

Lower trailer to loading position using the toggle switch inside the toolbox or wireless remote. To turn on the wireless remote hold both buttons until the light turns on.

Loading the Trailer

Load equipment in a safe and controlled manner to avoid damage to deck and fenders.

Position load so 10-15% of total load is on coupler. Proper weight distribution is **IMPORTANT**.

Once equipment is loaded, raise trailer using toggle switch or remote.

Loading the Trailer

If trailer is equipped with manual locking system located on the driver's side of the trailer in front of the front tire, continue with this step.

If equipped with automatic locking system, proceed to the next step.

After trailer is raised, place manual lock handle back into its original position and put safety pin back in to remain locked.

Secure the load per state, local & federal load securement standards.

⚠ WARNING

Shifting cargo can result in loss of control of the trailer, and can lead to death or serious injury.

Tie down all loads with proper sized fasteners, chains, straps, etc.

If you drive onto the trailer, take the remote with you to raise and stay inside the vehicle as you may not be able to open your door in lowered position. If not in vehicle stand clear of trailer while raising.

Safety

While loading and unloading please be cautious near any pinch points.

Stay clear of potential crush zone areas or remain in loaded vehicle while lowering or raising. Never touch moving parts when in operation. Make sure trailer is parked on level ground.

Do not tow trailer without verifying the manual cylinder lock handle is in place. Damage may occur to lock handle during travel.

Service & Maintenance

- Check wheel lug nut torque to 90 ft-lb at 50 to 100 miles and before each tow.
- Check wheel bearings for heat and excessive play at 10, 25, and 50 miles and before each tow.
- Check tire pressure before each tow.
- Lubricate wheel bearings every 12 months or 10,000 miles.
- Check lights are in working order.
- Check breakaway switch operation before each tow.

CHECKING HYDRAULIC FLUID LEVEL

To check the hydraulic fluid level in reservoir trailer deck must be in the lowered position. When the trailer is in the lowered position the hydraulic fluid level should be at the max fill line. Over filling the reservoir may result in hydraulic fluid spilling out of the vent cap during operation. Fill the reservoir with Petro-Canada Hydrex Extreme fluid or United zinc free arctic hydraulic fluid.

Reservoir at max capacity
when trailer is lowered.

Trouble Shooting Guidelines

TROUBLE SHOOTING GUIDE 7K/5K/10K EZ TORSION MODELS		
Symptoms	**Check List**	**Emergency Action**
System does not power on/does not operate properly	Verify battery is fully charged	If battery voltage is below 12V charge battery
Power Unit not operating	Check Master Switch is on	Disconnect power wires to motor and use jumper cable to each pole on pump. Reverse cables to operate in other direction.
	Check Electrical connection at motor	
	Check Electrical connection at Solenoid	
	Check Electrical connection at master switch	
	Check Electrical connection at battery	
	Verify battery is fully charged	
Pump runs but cylinders do not operate	Check reservoir fluid level	Fill reservoir with Petro-Canada Hydrex Extreme Fluid or United Zinc Free Arctic Hydraulic Fluid.
	Verify manual lock is in unlocked position	Pull lock handle out until it is perpendicular to trailer
	Check relief valve setting on power unit, relief set to low	See Operators Manual for "Adjusting Pressure Relief Valves"
Cylinders "spongy" or "Jerking" when operating. Trailer won't raise completely with load	Check reservoir fluid level	Fill reservoir with Petro-Canada Hydrex Extreme Fluid or United Zinc Free Arctic Hydraulic Fluid.
	Check for air present in system	Bleed system/cycle system to remove air
	check for loose fittings	Tighten fittings and cycle system to remove air
	Inspect/Replace hydraulic reservoir vent cap (See Figure 1)	Clean out debris or replace with part 035-56070
	Check Pilot valve on pump assembly for contamination (See Figure 2)	Clean out debris or replace with part 103373
	Check Pilot valve on Blocking valve for contamination (See Figure 3)	Clean out debris or replace with part 029-302205
	Verify hydraulic hose routing (See Figure 4 & 5)	See Operators Manual for schematic
	Remove hydraulic reservoir from pump unit and inspect intake screen for debris (See Figure 6)	Clean as necessary and replace hydraulic fluid with Petro-Canada Hydrex Extreme Fluid or United Zinc Free Arctic Hydraulic Fluid.

Trouble Shooting Guidelines

Trailer creeping down while sitting	Check for air present in system	Bleed system/cycle system to remove air
	Check Pilot valve on pump assembly for contamination	Clean out debris or replace with part 103373
	Check Pilot valve on Blocking valve for contamination	Clean out debris or replace with part 029-302205
	Verify hydraulic hose routing	See Operators Manual for schematic
Wireless remote not working	Verify remote is on	Hold raise and lower buttons simultaneously until red light comes on.
	Verify Master switch is on	Check to see if you are getting 12 volts to the red and black terminals at solenoid. If you have 12 volts check the blue and yellow wires at pump for 12 volts while pushing corded switch in raise position.
	Check Electrical connection motor	
	Check Electrical connection at Solenoid	
	Check Electrical connection at master switch	
	Check Electrical connection at battery	
	Check battery in remote	Try to operate trailer with corded switch, if trailer operates change batteries in remote (CR2032)
Corded switch not working	Verify Master switch is on	Check to see if you are getting 12 volts to the red and black terminals at solenoid. If you have 12 volts check the blue and yellow wires at pump for 12 volts while pushing corded switch in raise position.
	Check cord connection at solenoid	
	Check Electrical connection motor	
	Check Electrical connection at Solenoid	
	Check Electrical connection at master switch	
	Check Electrical connection at battery	
Manual Lock hard to open or will not fully engage	Verify trailer is in full raised position	Raise trailer with switch or wireless remote
Trailer lights not working	Check fuse in tow vehicle	Reference tow vehicles Owners Manual
	Check junction box for proper wiring and loose terminals	

Trouble Shooting Guidelines

Figure 1

Hydraulic Reservoir Vent Cap

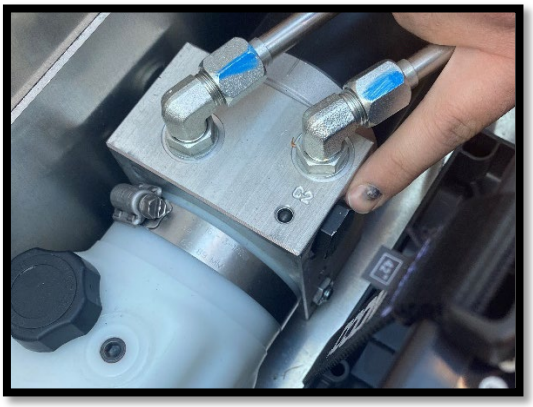


Figure 2

Pilot Valve on Pump Assembly

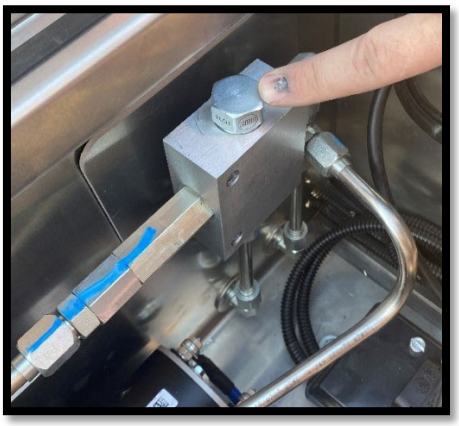


Figure 3

Pilot Valve on Blocking Valve

Trouble Shooting Guidelines

7K/10K Hydraulic Line Layout

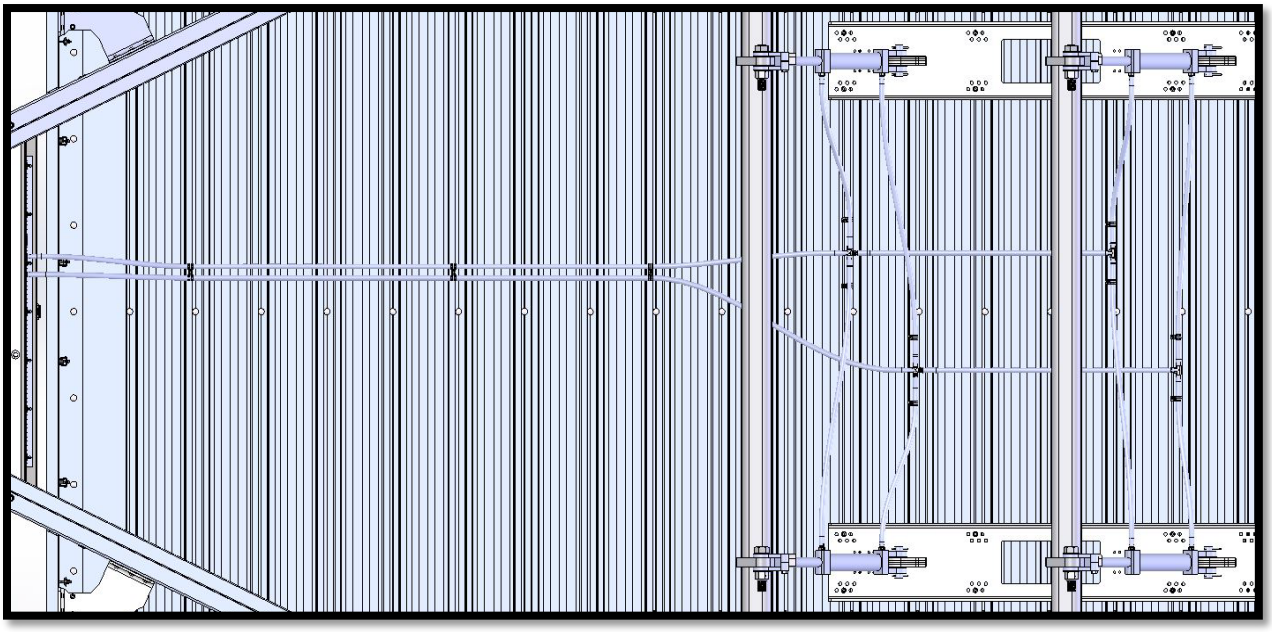


Figure 4

5K Hydraulic Line Layout

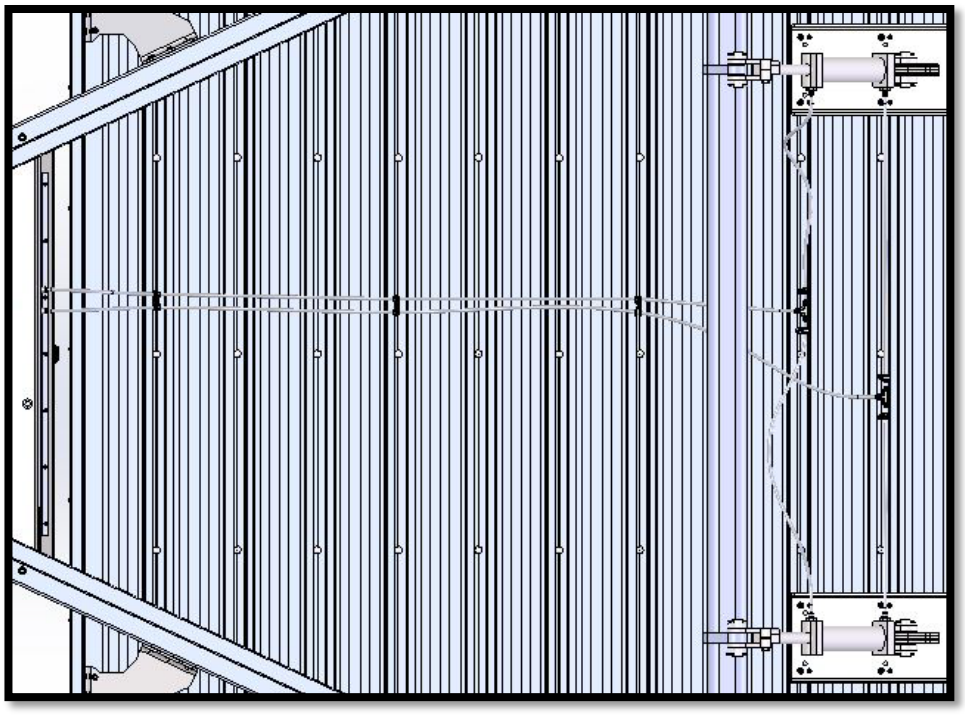
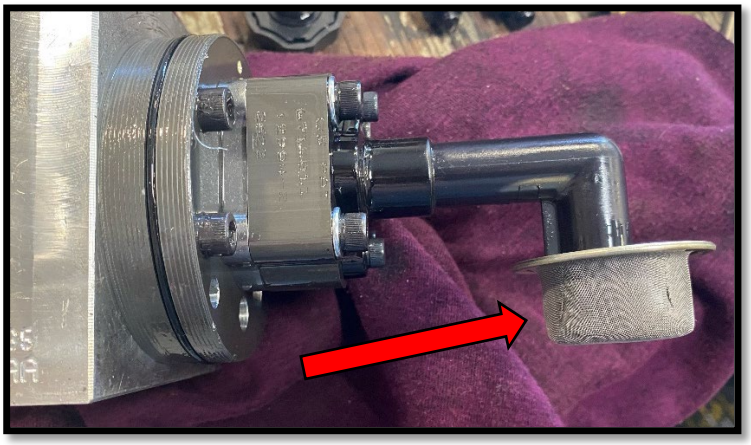


Figure 5

Trouble Shooting Guidelines

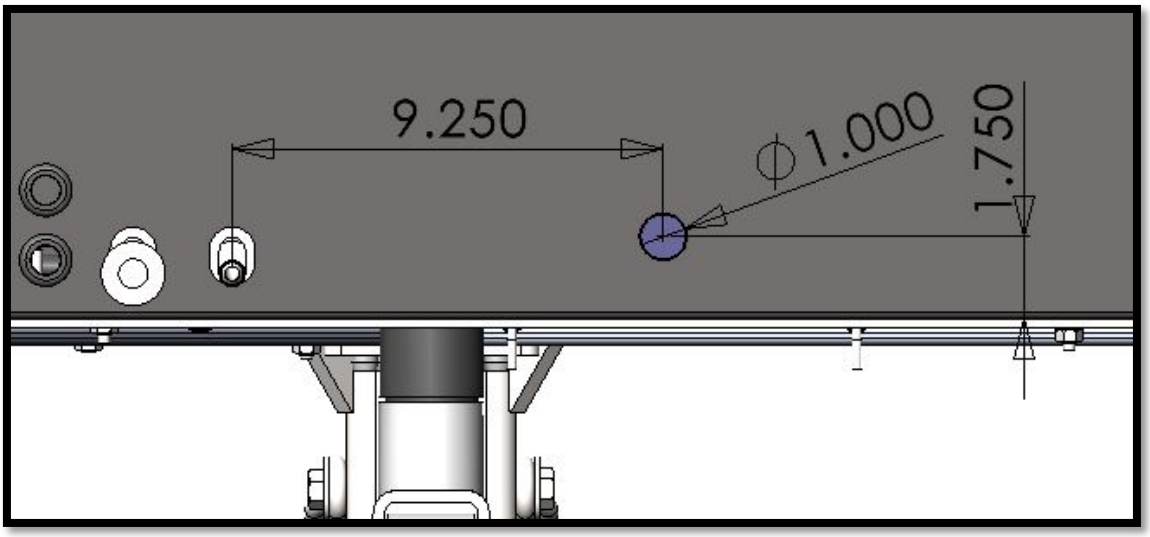


Intake Screen

Figure 6

Adjusting Pressure Relief Valves

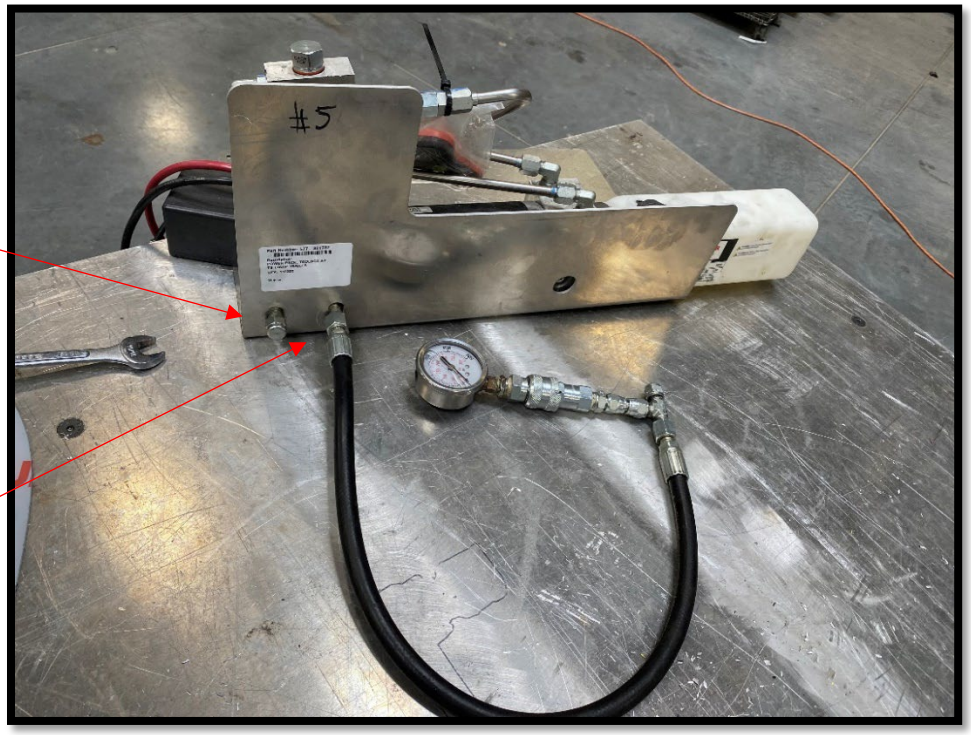
In order to access pressure relief set screw, either drill a 1” diameter hole in rear facing panel of toolbox, underneath front deck rail (see image below for approximate dimensions). Or remove pump from toolbox assembly.



- The hydraulic power unit has two pressure relief valves; pressure relief on the “C2” port, back, sets the pressure for raising the trailer and the relief on the “C1” port, front, sets the pressure for lowering trailer.

C1 Port Plugged

C2 Port Attached to Pressure Gauge



Adjusting Pressure Relief Valves

- Install gauge to C1 fitting and install plug to C2 fitting as seen above.
- Run until pump dead heads and record the pressure gauge reading.
- Using a 9/16” socket wrench, loosen the jam nut on the relief valve. Do not remove relief valve jam nut.
- Use a 3/16” hex wrench to turn the relief inward (clockwise) ½ turn to increase pressure and outward (counterclockwise) to decrease pressure.
- While holding the relief in place, tighten jam nut on the relief valve that has been adjusted.
- Note: Approximately ¼ turn or 90 degrees equals approximately 250 psi adjustment.

CAUTION: Do not tighten (clockwise) relief valve all the way as bottoming out will damage the valve seat.

Inspection Procedures Before Each Trip

WARNING! **Be careful when making inspections, hookups, and repairs to avoid personal injury. Make sure parking brakes are properly activated or that wheel chocks are in place to avoid sudden or unexpected movement of the trailer which could result in bodily injury.**

NOTICE:

It is the Operator's responsibility to conduct a safe and accurate pre-trip inspection of the vehicle. Per Federal Motor Carrier Statute 49 CFR 392.7 Equipment, Inspection and Use - No motor vehicle shall be driven unless the driver thereof shall have satisfied himself that the following parts and accessories are in good working order, nor shall any driver fail to use or make use of such parts and accessories when and as needed.

Service Brake, including trailer brake connections
Parking Brake
Steering Mechanism
Lighting devices and reflectors
Tires/Tire Pressure
Horn
Windshield Wiper or wipers
Rear-vision mirror or mirrors
Coupling devices
Hoses
Hub Maintenance

WHEEL NUT TORQUE

Proper torquing and retorquing the wheel nuts are critical to prevent the loss of wheel equipment. Wheel nuts should be torqued to 90 ft. lbs. (dry).

Wheels must be checked and retorqued after the first 50 to 100 miles of use. This is important every time you change a wheel. Check the fastener torque on a regular on-going basis.

LIGHTS AND REFLECTORS

The surfaces of the lights and reflectors need to be checked and cleaned. Inspect all lights to see if they are working and check all brake and signal functions.

ELECTRICAL WIRING

Inspect all visible wiring to see that it is not frayed and is properly supported and protected, and that all connections are tight. Inspect the electrical hookup for a clean and secure connection.

TRAILER WASHING

Washing the trailer is an important step in decreasing future maintenance. The trailer should be washed with soap and water using a relatively soft bristle brush. Various chemicals can cause severe corrosive damage to aluminum. The use of acid in any concentration to clean the trailer will void the warranty.

There are many different types of chemicals used today to de-ice the roadways. Many of these can cause severe damage to the steel componentry of the trailer and diminish the appearance of the aluminum and stainless-steel components if not kept properly and regularly washed away.

CUSTOMER RESPONSIBILITIES

The First Purchaser* shall regularly inspect and check the trailer and follow all recommended maintenance procedures and intervals.

The First Purchaser* shall contact the Timpte Trailer Warranty Department immediately at 402-367-3056 upon detection of any perceived defect in the materials or workmanship. Any continued use of the trailer after discovery of a defect that could in any way aggravate the defect or otherwise damage the trailer will void the warranty on that part of the trailer.

Absolutely no work should be performed to the trailer prior to receiving authorization as evidenced by a valid claim number, from the Timpte Warranty department. Any work performed prior to receiving authorization will not be covered under warranty.

The First Purchaser* shall comply with the instructions of the Warranty Department related to a claim within 30 days of the date of those instructions or the warranty on that part of the trailer is voided. The Timpte Warranty Department will issue a claim number as Authorization for approved warranty repair. Timpte will not pay for any warranty work that was performed without a valid claim number. All transportation charges in connection with a warranty claim will be the sole responsibility of the First Purchaser*.

The First Purchaser's* sole and exclusive remedy against Timpte, arising from the Purchase and use of the trailer, is limited to repair or replacement of defective materials and workmanship, as provided herein.

Timpte may at its option require that the defective part or trailer be returned to a Timpte facility or a Timpte authorized service shop, as Timpte may determine.

All warranty work must be performed at the location designated and approved in advance by Timpte and to the specifications dictated by Timpte.

* "First Purchaser" means the first purchaser in good faith for a purpose other than resale.

** "Normal Service" means the loading and transportation of uniformly distributed legal loads of properly secured, noncorrosive or abrasive cargo, in accordance with any applicable factory instructions and in a manner which does not subject the trailer or parts of the trailer to (a) concentrated loads; (b) loads in excess of the Gross Axle Weight Rating (GAWR) or Gross Vehicle Weight Rating (GVWR) stated on the Certification Plate affixed to the trailer by Timpte; and (c) accidental damage, or (d) stresses, impacts or shocks greater than those commensurate with normal, reasonable lawful use.

*** "Severe Duty" may include, but is not limited to the transportation of High concentrated loads; Abrasive and Non-Agricultural commodities; Frequency of use; On and Off Road conditions.

**** "Normal and Customary Charges" are a sum not exceeding the price charged by Timpte for such work.

Liability Limitations

TIMPTE SHALL NOT BE LIABLE TO THE FIRST PURCHASER* OR ANY OTHER PRSON FOR DAMAGES, DIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE, OR OTHERWISE FOR BREACH OF WARRANTY, FAILURE OR DELAY MAKING DELIVERY, OR ANY OTHER CAUSE, EXCEPT AS SPECIFICALLY SET FORTH IN THIS WARRANTY. IN NO EVENT WILL TIMPTE'S CUMULATIVE LIABILITY FOR BREACH OF THIS WARRANTY EXCEED THE PRICE CHARGED BY TIMPTE FOR ANY PART TO BE REPLACED PLUS NORMAL AND CUSTOMARY CHARGES ***FOR REPAIRS TO BE MADE UNDER THIS WARRANTY.

WITHOUT LIMITING FOREGOING, TIMPTE SHALL NOT BE LIABLE FOR ANY DAMAGES WHATSOEVER AS A RESULT OF CARGO LOSS, DOWNTIME, DRIVER, ROAD SERVICE, TOWING EXPENSE, TIRE REPAIR SERVICE, LOSS OF PROFIT, RENTAL OR SUBSTITUTE EQUIPMENT OR ANY OTHER TYPE OF LOSS DUE TO TRAILER PERFORMANCE. PREMIUM LABOR RATES (I.E. OVERTIME, SERVICE CALLS, ROAD SIDE/MOBILE SERVICE) WILL NOT BE PAID FOR WARRANTY REPAIRS.

THE WARRANTIES SET FORTH HEREIN ARE THE ONLY WARRANTIES APPLICABLE TO TIMPTE EQUIPMENT TRAILERS AND ARE EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EITHER EXPRESSED OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

TIMPTE'S OBLIGATION

In the event of a defect in material or workmanship covered by this warranty, Timpte Inc. in its sole discretion will:

- Correct the defective work or replace the defective parts at Timpte's factory or at a Timpte CSC or dealer assigned by Timpte.
- Or reimburse the ***First Purchaser**** by paying a sum not exceeding the price charged by Timpte for such work or part,
- Or provide for repair of the defective parts by an authorized Timpte service facility.
- Or supply a replacement part to the First Purchaser*, who will install at his own expense.

Filing a Warranty Claim

To file a warranty claim with Timpte Trailer Co. pursuant to the Timpte Limited Warranty – contact the Warranty Department at Timpte Trailer Co. at 402-367-3056 or write;

Timpte Inc.

Warranty Department

100 Timpte Parkway

David City, NE 68632

When filing a warranty claim several steps can be taken to aid the quick response to your request.

1. **Have the Serial Number of the Trailer** – Everything is registered and logged off of the serial number. (Last six of the VIN#)
2. **Know the In-Service Date** – This will help in determining what warranty coverage is available per the Timpte Limited Warranty.
3. **Have Contact Information Available** – The correct name of the owner, and phone numbers are important to aid in the confirmation process and timely transfer of information.