



DUMP TRAILER

USERS MANUAL



REV. A - 03/11/2026



REPORTING SAFETY DEFECTS AND 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 cannot 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 symbol is used throughout the 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.

REQUIRED WARRANTY REGISTRATION

-WARRANTY WILL BE VOID IF TRAILER IS NOT REGISTERED WITHIN 14 DAYS OF PURCHASE

-SCAN THE QR CODE TO REGISTER YOUR TRAILER



SCAN ME

<https://timpte.com/equipment-trailer-registration/>Timpte #N-055-30225





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.

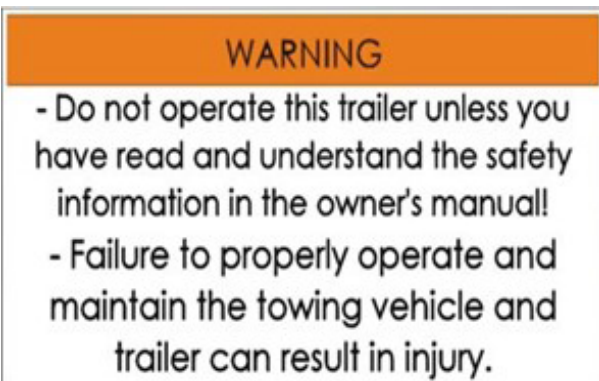
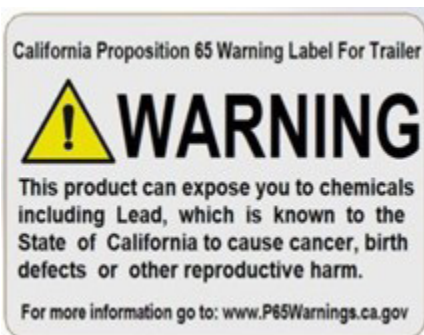
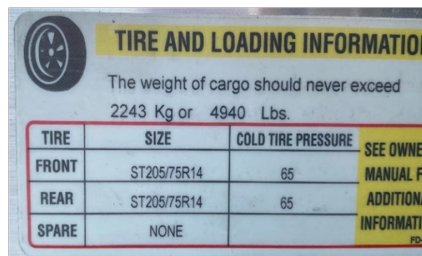
Modification of the Trailer – Any modification made to the trailer must comply with DOT and NHTSA regulations and must not compromise the gross vehicle weight rating [GVWR] of the trailer. **Any modification made to the trailer without prior approval of TimpTE may void the warranty.** Any operation of 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 INSTRUCTIONS, 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.



SAFETY

⚠ DANGER

AVOID SERIOUS INJURY OR DEATH!

1. Stand clear of dump body when operating.
2. Do not allow others to stand near operating area or in an area where an upset load might fall.
3. Before dumping, make sure doors are open fully and securely latched to the sides of the dump bed.
4. Do not leave raised dump bed unattended.
5. Do not raise a loaded bed if trailer is on uneven ground.
6. Never get under dump bed unless safety prop is in position.
7. When not in use, store control switch inside toolbox.

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⚠ WARNING	⚠ WARNING	⚠ WARNING	⚠ WARNING	⚠ WARNING
Unreighting 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.	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.	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.	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.	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.
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SAFETY

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 nature of the roads and traffic which may be encountered during the trip.
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 steering 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.



CONGRATULATIONS

Congratulations on your recent purchase of the Timpte Powerhouse Equipment Dump 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 operator's instructions for your trailer. Make sure to read this manual along with the owner's manual prior to loading or towing of trailer. Timpte advises that all safety precautions and instructions be followed.

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 becomes detached from the tow vehicle.



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



Release the jack handle by lifting upward.



Raise the jack leg by turning the jack handle. Once the trailer is supported by the tow vehicle, pull the lower jack pin to raise the jack plate all the way up.

Keep fingers clear of the jack plate.

DUMP BED OPERATION

The bed of the Dump Trailer model is movable from a horizontal position [transport mode] to an inclined position [dumping mode]. This is accomplished by a hydraulic cylinder system lifting the bed to provide a 45-degree dumping angle.



NEVER OPERATE THE TRAILER ON A PUBLIC ROADWAY WITHOUT THE BED SECURE IN THE HORIZONTAL ORIENTATION / TRANSPORT MODE - 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 transport mode, the hydraulic reservoir should be at the max fill line. The hydraulic system is controlled by remote located inside the toolbox.



Ideal resting battery voltage between 12.2V and 12.8V. Trailer may not operate correctly if voltage is under 12V.

CAUTION



If breakaway switch is activated, it will drain battery.

DUMP BED OPERATION



Unlock and open toolbox to access the hydraulic controls.



Raise the bed to dumping position using the remote inside the toolbox.

There are (3) modes for raising or lowering the box:

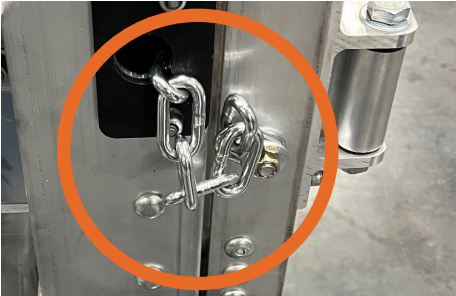
- **Powered Up:** Raises bed (top button)
- **Powered Down:** Lowers bed using pump (middle button)
- **Gravity Down:** Allow bed to lower under gravity (bottom button)

There are two rear gate functions, spreader gate and barn doors.



FAILURE TO UNLATCH REAR DOORS OR SPREADER GATE BEFORE OPERATING TRAILER MAY RESULT IN DAMAGE TO REAR GATE.

SPREADER GATE OPERATION



Adjust chain to desired maximum opening angle.
Make chains equal length on both side of spreader gate.



Remove pin from spreader latch handle.



Unlatch spreader gate.



Raise dump bed until material begins to flow at desired rate and pull forward slowly over desired unloading area.



STAND CLEAR OF REAR OF TRAILER WHEN UNLOADING, SERIOUS INJURY OR BODILY HARM MAY OCCUR.

WATCH FOR OVERHEAD STRUCTURES AND POWER LINES.

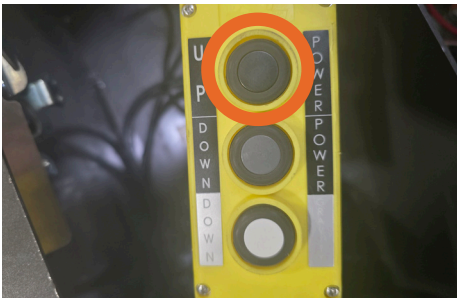
DUMP BED SERVICE STOP OPERATION



TRAILER MUST BE EMPTY BEFORE ATTEMPTING TO USE THE SERVICE STOP.



Unlock and open toolbox.



Raise the bed using the remote inside the toolbox high enough to allow for the service stop to rise to its vertical position.



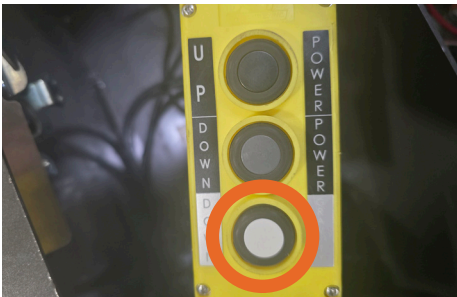
DUMP BED SERVICE STOP OPERATION



Remove pin from service stop.



Rotate stop upward and rest in the vertical position.



Using the gravity down button, allow bed to drop and rest on service stop.



⚠ DANGER

AVOID SERIOUS INJURY OR DEATH!

1. Stand clear of dump body when operating.
2. Do not allow others to stand near operating area or in an area where an upset load might fall.
3. Before dumping, make sure doors are open fully and securely latched to the sides of the dump bed.
4. Do not leave raised dump bed unattended.
5. Do not raise a loaded bed if trailer is on uneven ground.
6. Never get under dump bed unless safety prop is in position.
7. When not in use, store control switch inside toolbox.

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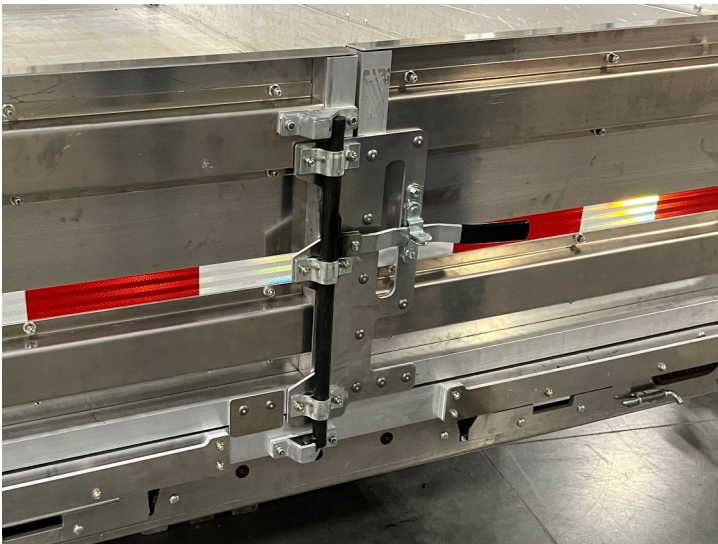
LOADING RAMPS



FAILURE TO INSTALL THE RAMPS PROPERLY MAY RESULT IN DAMAGES, SERIOUS INJURY, AND DEATH.



The loading ramps are located at the rear of the trailer.



Release the cam latch.

LOADING RAMPS



Open doors to the fully locked position



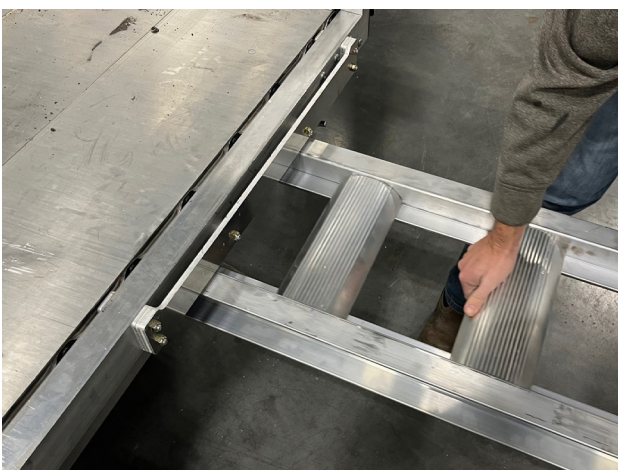
LOADING RAMPS



The ramps are secured to the trailer with a spring-loaded pin.



To remove the ramps, pull back pin and rotate 90 degrees to lock in place.



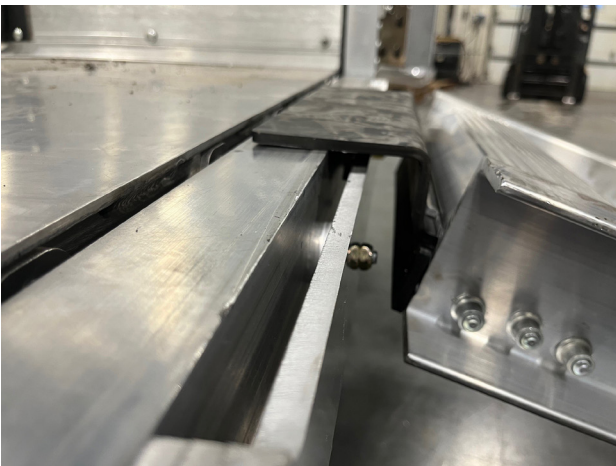
Remove the ramps from the ramp track.

LOADING RAMPS



Ensure that the ramp retainer leg engages with the rear of the trailer.

Proper engagement is required.



Ramp hook will rest on rear tube. Clear any debris from retainment that may prevent proper engagement.

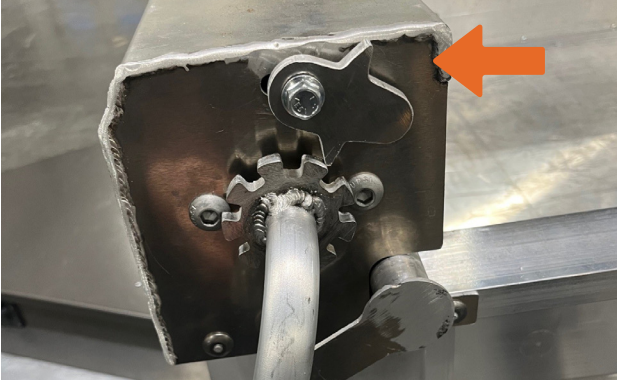


Adjust position of ramps by sliding side to side in the ramp tracks.



ALWAYS ENSURE PROPER RAMP ENGAGEMENT BEFORE LOADING.

TARP OPERATION



Rotate pawl to unlock tarp.

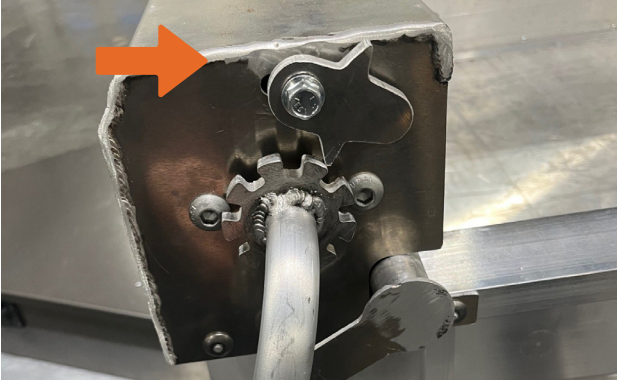


Pull tarp rearward to cover load.



Place tarp pipe into tarp retaining hooks at rear of trailer.

TARP OPERATION



Rotate pawl to lock tarp.



Rotate tarp crank handle clockwise to tighten tarp.

LOADING THE TRAILER



WARNING

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.

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 for damage, looseness, or signs of bending before loading trailer.
3. Park tow vehicle and trailer on a firm level surface.
4. Clear the area around the trailer.

LOADING EQUIPMENT OR VEHICLES WITH RAMPS



- Trailer must be securely connected to tow vehicle and on solid level ground
- Verify ramps are properly installed on the trailer and stabilizer jacks are lowered as close to the ground as possible.
- In a controlled manner, drive the equipment up on the deck.
- Once equipment is loaded securely store ramps and raise stabilizer jack to full up position.



- Carefully, drive equipment slightly past the front axles to have proper load distribution on trailer. 10-15% of the total load weight should be on the tongue of the trailer.

Proper weight distribution is IMPORTANT.



- Secure the load per local, state, and federal load securement standards.



WARNING

SHIFTING CARGO CAN RESULT IN LOSS OF CONTROL OF THE TRAILER AND CAN LEAD TO SERIOUS INJURY OR DEATH. SECURE ALL LOADS WITH PROPER SIZED FASTENERS, CHAINS, STRAPS, ETC.

LOADING BULK MATERIALS



- Trailer must be securely connected to tow vehicle and on solid level ground.
- Close and lock doors.
- In a controlled manner, load the material and evenly distribute from front to back and side to side.

Carefully, load the material and evenly distribute so there is proper load distribution on trailer. 10-15% of the total load weight should be on the tongue of the trailer.

Proper weight distribution is **IMPORTANT**.

Loading Stationary Cargo:

- Trailer must be securely connected to tow vehicle and on solid level ground.
- Carefully, load the cargo slightly past the front axles to have proper load distribution on trailer. 10-15% of the total load weight should be on the tongue of the trailer. Proper weight distribution is **IMPORTANT**.
- Close and lock doors.



**SHIFTING CARGO CAN RESULT IN LOSS OF CONTROL OF THE TRAILER AND CAN LEAD TO SERIOUS INJURY OR DEATH.
SECURE ALL LOADS WITH PROPER SIZED FASTENERS, CHAINS, STRAPS, ETC.**

UNLOADING BULK MATERIALS WITH SPREADER GATE

- Trailer must be on solid level ground.
- Clear area around trailer.
- Set metering chains to desired number of links to control opening distance of gate. Set both chains to equal lengths.
- Unlatch spreader gate.



CAUTION

LOADED MATERIAL CAN PUT LOAD AGAINST SPREADER GATE. THIS MAY CAUSE SPREADER GATE TO OPEN WHEN UNLATCHED, CAUSING SERIOUS INJURY. STAND CLEAR OF REAR OF TRAILER WHEN UNLATCHING GATE.



WARNING

**TRAILER MUST BE UNLOADED ON SOLID LEVEL GROUND.
FAILURE TO DO SO MAY RESULT IN SERIOUS INJURY OR DEATH.**

**STAND CLEAR OF THE REAR OF THE TRAILER
AND VERIFY THERE ARE NO OVERHEAD OBSTRUCTIONS OR POWER LINES.**

- Slowly raise the trailer until the material starts to shift to the rear of the trailer.
- Watch for overhead obstructions and power lines and slowly drive the tow vehicle and trailer forward to spread the material. You may need to raise the dump box higher after a portion of the load has been spread for the remaining material to flow to the rear of the trailer.
- If the load has not completely unloaded DO NOT drive forward and stop quickly to release the load.
- Once the material is unloaded, lower the trailer to the full down position and secure the spreader gate in the locked position prior to moving the trailer.

UNLOADING BULK MATERIALS WITH REAR DOORS

- Trailer must be on solid level ground.
- Clear area around trailer.
- Open rear doors and securely latch in the open position.



WARNING

**TRAILER MUST BE UNLOADED ON SOLID LEVEL GROUND.
FAILURE TO DO SO MAY RESULT IN SERIOUS INJURY OR DEATH.**

**STAND CLEAR OF THE REAR OF THE TRAILER
AND VERIFY THERE ARE NO OVERHEAD OBSTRUCTIONS OR POWER LINES.**

FAILURE TO DO SO MAY RESULT IN DAMAGE TO TRAILER, SERIOUS INJURY, OR DEATH.

- Start to raise the trailer until the material starts to unload, continue to raise the trailer slowly as material is unloading making sure there is room behind the trailer for the material to unload.
- If more room is required to unload material, lower the trailer then pull forward. Raise the trailer to unload the remaining material.
- Once the material is unloaded lower the trailer to the full down position and secure the rear doors to the closed position prior to moving the trailer.

SAFETY



While operating dump bed please be cautious near any pinch points.



Do not operate dump bed near overhead power lines. Failure to avoid power lines may result in damage to trailer, serious injury, or death.

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

Do not tow trailer without verifying the bed is fully lowered. Failure to do so may result in damage to the trailer.

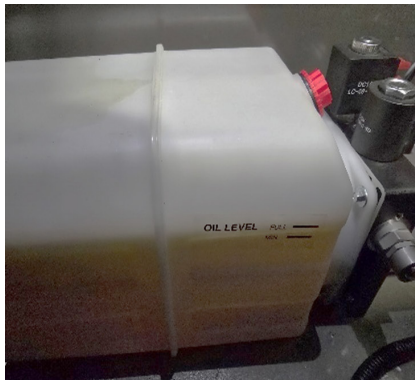
Do not use service stop while trailer is loaded, attempting to service trailer while loaded can result in serious injury or death.

INSPECTION

- Check wheel lug nut torque at 50 to 100 miles after any service and before each tow. 90 ft-lbs. for 14K models and 120 ft-lbs. for 16K models.
- Check wheel bearings for heat and excessive play at 10, 25, and 50 miles and before each tow.
- Check tire pressure before each tow. Refer to the tire placard inside the frame rail.
- Lubricate wheel bearings every 6 months or every 6,000 miles.
- Lubricate grease zerks.
- Check lights before each tow.
- Check breakaway switch operation before each tow.

Checking Hydraulic Fluid Level:

To check the hydraulic fluid level in the reservoir the trailer bed must be lowered to the loading position. Once the bed is lowered, look at the decal applied on the front of the reservoir. The decal should show fluid up to the full mark. Over-filling the reservoir will result in hydraulic fluid spilling out of the vent cap during operation. If fluid must be added, remove the fill cap from the reservoir. Use a funnel with a flexible tube to fill to the appropriate level with Petro-Canada Hydrex Extreme fluid or United Zinc Free Arctic hydraulic fluid.



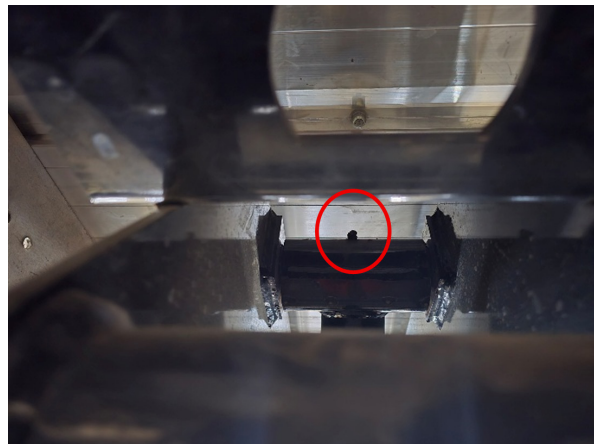
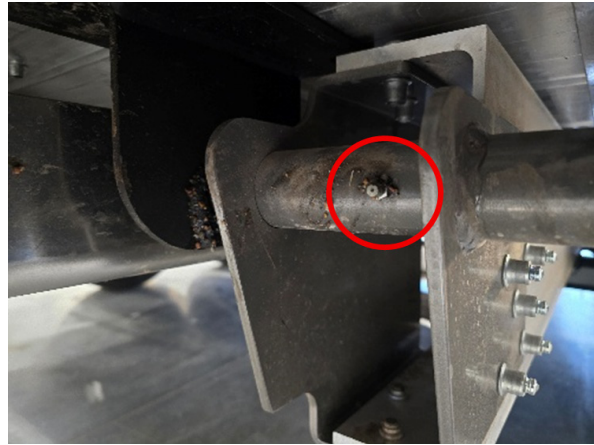
Fluid level decal showing full.



Reservoir fill location

INSPECTION

Grease Zerk Locations:



INSPECTION



WARNING

BE CAREFUL WHEN MAKING INSPECTIONS, HOOKUPS, AND REPAIRS TO AVOID PERSONAL INJURY. MAKE SURE PARKING BRAKES ARE PROPERLY ACTIVATED OR THAT THE WHEEL CHOCKS ARE IN PLACE TO AVOID SUDDEN OR UNEXPECTED MOVEMENT OF THE TRAILER WHICH COULD RESULT IN BODILY INJURY.

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
- Hub Maintenance
- Windshield Wiper or Wipers
- Rear-Vision Mirror or Mirrors
- Coupling Devices
- Hoses

Wheel Nut Torque:

Proper torquing and re-torquing the wheel nuts are critical to prevent the loss of wheel equipment. Wheel nuts should be torqued to 90 ft-lbs. for 14K models and 120 ft-lbs. for 16K models (dry).

Wheels must be checked and re-torqued 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.



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, Inc. 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 on the trailer prior to receiving authorization as evidenced by a valid claim number, from the TimpTE, Inc. 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 TimpTE, Inc. 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, Inc. Warranty Department will issue a claim number as authorization for approved warranty repair. TimpTE, Inc. will not pay for any warranty work that was performed without a valid claim number. All transportation charges in connection to a warranty claim will be the sole responsibility of the First Purchaser*.

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

TimpTE, Inc. may at its option require that the defective part or trailer be returned to an authorized Customer Support Center as determined by TimpTE, Inc.

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

*"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 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; (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 and on or off-road conditions.

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



LIABILITY LIMITATIONS

TIMPTE SHALL NOT BE LIABLE TO THE FIRST PURCHASER* OR ANY OTHER PERSON 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.

- **Have the Serial Number of the Trailer:** Everything is registered and logged off of the serial number. [Last six of the VIN#]
- **Know the In-Service Date:** This will help in determining what warranty coverage is available per the Timpte Limited Warranty.
- **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.