TE401 & TE501 Trailer Operating Manual

For the purpose of this manual, the following safety symbols will be used.

DANGER **INDICATES A HAZERDOUS SITUATION**, which if not avoided, will result in death or serious injury if safety measures or instructions on this label are not properly followed.

WARNING **INDICATES A HAZERDOUS SITUATION**, which, if not avoided, could result in death or serious injury if safety measures or instructions on this label are not properly followed.

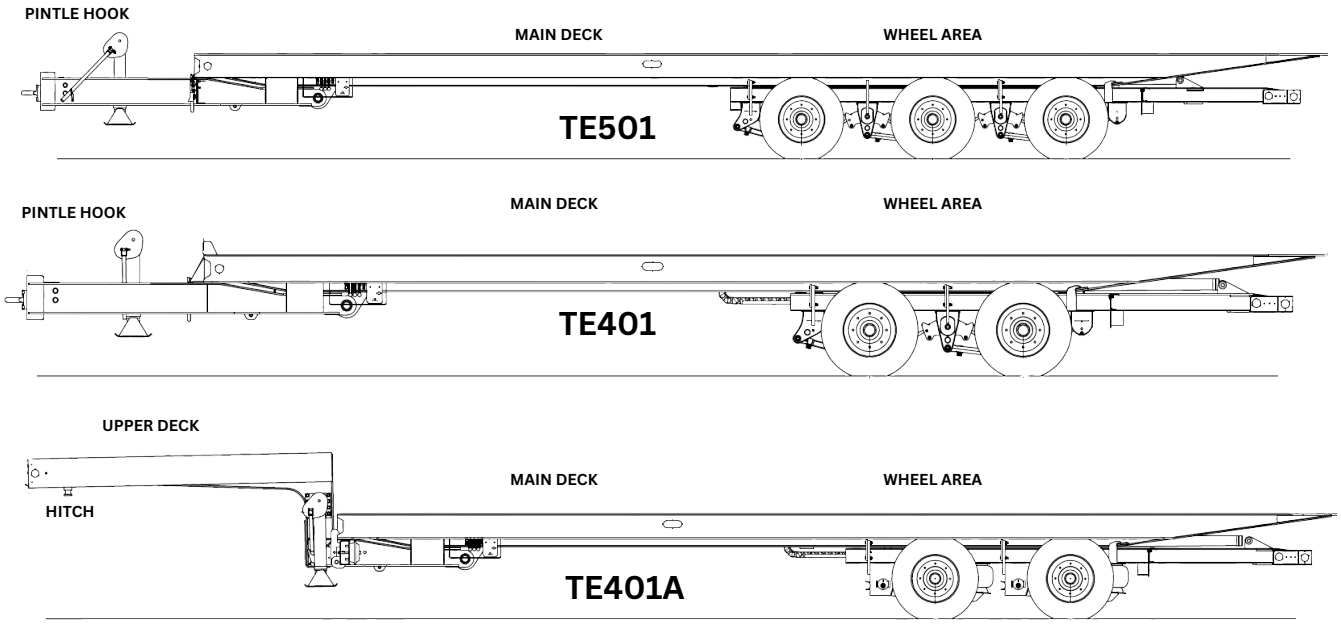
CAUTION **INDICATES A HAZERDOUS SITUATION**, which, if not avoided, could result in minor or moderate injury if safety measures or instructions on this label are not properly followed.

NOTICE: INDICATES A MESSAGE, not related to personal injury.

Comply with all WARNINGS and operating instructions. Do not follow untrained persons or children to operate the trailer. Keep decals clean and legible. If they become illegible or missing, you should order new ones from TRAIL-EZE TRAILERS.

TRAILER OVERVIEW

For the purpose of this manual, we will breakdown the Slide Axle series trailer into the following sections:



Starting at the front of the trailer and progressing to the rear

PINTLE HOOK: A kind of hitch, normally employing a vertical horn or hook, sized to accept a lunette eye, and equipped with safety latch.

LUNETTE EYE: A steel eye mounted on the drawbar of a trailer or dolly designed to couple with a pulling vehicle having a pintle hook.

HITCH: A connection device at the rear of the vehicle used to pull a full trailer with provision for easy coupling and uncoupling.

UPPER DECK: The area of the trailer extending upward and forward from the front of the MAIN DECK. A maximum of 10,000 pounds evenly distributed cargo is permitted on the UPPER DECK. Access to the UPPER DECK can be via a hydraulic upper deck ramp, manual ramps, forklift or overhead crane.

MAIN DECK: This platform area will typically be the longest section of the trailer used to transport loads.

WHEEL AREA: The platform area directly above and adjacent to the suspension and axle assemblies.

NOTICE: IF UNSURE OF PROPER OPERATION, CONTACT TRAIL-EZE TRAILERS BEFORE PROCEEDING.

TIEDOWN: A combination of securing devices which form an assembly that attaches cargo to, or restrains cargo on the trailer, and is attached to anchor point(s).

ANCHOR POINTS: An anchor point is part of the structure, fitting or attachment on a vehicle or cargo to which a tie-down is attached.

TYING DOWN LOAD: When tying down a load on the trailer, always make sure you have adequate strength tie downs to prevent a failure of the tie downs under severe stress due to sudden stops or quick changes in direction. Because rubber tired equipment is sometimes difficult to secure to the trailer, CHOCK BLOCKS ahead and behind the tires is a good safety practice.

Proper position of the load relative to the trailer wheelbase will greatly enhance handling characteristics. For instance, positioning the load to distribute the weight proportionally over the axles of the combination in a fore and aft location as well as balancing the load in a side to side position will enhance directional control, roll stability and braking.

TRAILER CAPACITY: Check axle loads against the Gross Vehicle Weight Rating (GVWR) and Gross Axle Weight Rating (GAWR) to insure that loading is within the limits of the trailer. GVWR and GAWR, each independently impose its own restriction on trailer loading. Therefore, from a structural standpoint, either maximum permissible load is determined by either the GAWR of each axle or by the GVWR-whichever is the most restrictive. You will find these ratings on the Vehicle Identification Number (VIN) plate located at the front of your trailer.

A load or force can be either concentrated or distributed; the following will help describe each.

DISTRIBUTED LOAD: A load that is spread over a large distance or area; a load that lays evenly over a structure or surface and one that is not concentrated on a point. A load that is distributed evenly over the entire length of a structural member or the surface of a floor, expressed in weight per length or weight per area. It can be uniformly distributed, wherein the amount of force is the same throughout the area to which it is applied; or non-uniform, meaning it is not evenly spread out. A distributed load will influence the design of a beam differently than a concentrated load. When your trailer is loaded with the maximum distributed payload, NO additional cargo, of any kind, can be placed on the trailer.

CONCENTRATED LOAD: A load acting on a very small distance (point) or area of the structure's surface; the exact opposite of a distributed load. A concentrated load can be applied at more than one location on a beam, and multiple loading points may exist on a single beam. When your trailer is loaded with the maximum concentrated payload, NO additional cargo, of any kind, can be placed on the trailer.

OVERLOADING A VEHICLE SHOULD NEVER BE PERMITTED!

STREET LOADING: TRAIL-EZE Trailers recommends placing a minimum of 2 traffic cones on the traffic side of the trailer loading area as illustrated below. Remove cones once the trailer is loaded and in the correct transport position and before moving the vehicle.

PREVENT SLIPS, TRIPS AND FALLS: Environmental conditions, such as the temperature and humidity, also determine how slippery a surface may be. As the temperature drops, most surfaces will become harder and more slippery. Factor in moisture from humidity and wet conditions and it becomes obvious that the environment impacts the slipperiness of a surface.

- **Pay Attention**
- **Walk carefully and slowly when you transition from one type of surface to another**
- **Adjust your walking pace and stride**
- **Slow down and take small careful steps if the surface is uneven, cluttered, slippery or inclined**
- **Oil, grease and other spilled liquids can make walking surfaces extremely slick as well as mud snow and ice**

TIRE CHANGING: Before changing wheels, park on a level surface, set brakes, chock wheels & turn on hazard warning flashers.

⚠ WARNING WHENEVER POSSIBLE, TRAILER SHOULD BE UNLOADED PRIOR TO CHANGING A TIRE. IF AN UN-LEVELED CONDITION CANNOT BE AVOIDED, EXERCISE EXTREME CAUTION AS THE JACKS OR BLOCKS COULD SLIP & CAUSE SEVERE DAMAGE TO THE UNIT AND/OR INJURY TO THE OPERATOR. BLOCK THE AXLES TO HELP PREVENT PERSONAL INJURY SHOULD THE JACK FAIL.

OPERATIONAL PROCEDURE

⚠ CAUTION YOUR TRACTOR BRAKES MUST BE SET, TO PREVENT A POSSIBLE ROLL AWAY OF THE UNIT. LEAVE YOUR TRAILER BRAKES OFF TO ALLOW SLIDING FRAME TO TRAVEL.

Couple your towing vehicle to your trailer being sure the fifth wheel assembly is securely attached. A visual inspection of the locking device is better than solely applying air to the trailer brakes and pulling against the kingpin. We recommend that you operate the trailer several times prior to an actual in field operation so you become familiar with every phase of the trailers operation.

Your tractor PTO or self-contained unit (pony motor) will be your power source for the hydraulic functions found on the trailer. Pressures and flows may change, so it will be necessary for you to confirm with the factory your specific ratings.

⚠ WARNING

SET TRACTOR BRAKES AND RELEASE TRAILER BRAKES PRIOR TO SLIDING TRAILER AXLES

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OPERATIONAL PROCEDURE

1. SET TRACTOR BRAKES
2. RELEASE TRAILER BRAKES
   (USE EMERGENCY BRAKE RELEASE LOCATED NEAR HYDRAULIC CONTROLS ON TRAILER)
3. FOLLOW LOAD OR UNLOAD INSTRUCTIONS

LOAD	UNLOAD
1.  MOVE AXLES FULLY FORWARD	1.  MOVE AXLES FORWARD, CENTER UNDER CARGO
2.  TILT BED TO GROUND	2.  TILT BED TO GROUND
3. LOAD CARGO	3.  MOVE AXLES FULLY FORWARD
4.  MOVE AXLES REARWARD, CENTER UNDER CARGO	4. UNLOAD CARGO
5.  LEVEL BED	5.  LEVEL BED
6.  MOVE AXLES FULLY REARWARD	6.  MOVE AXLES FULLY REARWARD

Older decal Instructions

1. Set the tractor brakes.
2. Release the trailer brakes.
3. Unhook the bed latches, one located on
either side of the tongue.
4. Move handle # 2 DOWN to roll the axles
forward until centered with the approximate center of gravity of your cargo.
5. Move handle # 1 DOWN to raise the front of the bed.
6. Move handle # 2 DOWN to roll the axles fully forward.
YOU MAY HAVE TO OPERATE VALVE HANDLE # 1 AT THIS TIME TO COMPLETLEY LOWER THE BED TO THE GROUND.
7. Load cargo.
8. Move hydraulic valve handle # 2 to roll the axles rearward until centered with the approximate center of the cargo.
9. Move hydraulic valve handle # 1 to lower the bed.
10. Move hydraulic valve handle # 2 to roll the axles fully rearward.
11. Hook the bed latches, one located on either side of the tongue.

Additional:

- **DON'T ALLOW UNTRAINED PERSONS OR CHILDREN TO OPERATE THE TRAILER.**
- **DON'T USE A CELL PHONE WHILE OPERATING THE TRAILER.**
- **Comply with all safety and operating instructions in this manual and decals installed on the trailer.**
- **Keep decals clean and legible.**
- **If decals become illegible or missing, you can order replacements directly from TRAIL-EZE part department.**
- **Replacement parts may be available from TRAIL-EZE part department.**
- **Contact TRAIL-EZE refurb department for specialized repair or refurb.**
- **Optional equipment may change some of these operations and sequences.**
- **Contact your sales representative or our service department for additional information if the trailer does not operate or contain the features discussed in this manual.**