

AVALANCHE

WOOD CHIP B-TRAIN TRAILER

OPERATOR'S MANUAL



Manual Information

Manual ID 1100-8028

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Introduction

About this Manual

This operator's manual is intended to provide basic operational instructions, safety precautions, and maintenance information. Read this manual and fully understand all safety hazards around the trailer prior to operation. It is recommended that a copy of this manual be kept with the equipment at all times. The most recent manual revisions will be posted on the TYCROP Trailers website.

For detailed information on the operation and maintenance of components made by other manufacturers, see the corresponding manufacturer's maintenance schedule and/or operator's manual on the TYCROP Trailers website.

Contact

TYCROP Trailers provides part sales, warranty, and product support worldwide. Please have your VIN number ready when calling for support.

Customer Care

Phone: 1.800.663.2393

Email: customercare@tycrop.com

Web: www.tycroptrailers.com

Hours: 8:30 am - 4:30 pm (PST)
Monday - Friday

Parts



Support



Warranty



Trailer Identification

Fill in your trailer VIN below for your record.

VIN	
-----	--

One Year Warranty

Manufacturer's Responsibility

TYCROP Manufacturing Ltd. (on behalf of TYCROP Trailers) warrants each item of its own manufacture to be free from defects in material or workmanship. Should any part be found under normal use and service to be defective, the Manufacturer will repair or replace said parts, F.O.B. Factory. This is provided said parts are returned to the Manufacturer's plant (freight pre-paid) and that such parts are judged by the Manufacturer to be defective.

Warranty Start Date

The starting date shall be determined as that date shown on the Invoice or Bill of Sale entered into at time of sale to the owner.

Labour Consideration

If TYCROP Manufacturing Ltd., in its sole discretion, determined that a repair facility other than the factory shall perform the warranty work, TYCROP will pay a specified labour amount for repair or replacement as determined and approved by TYCROP, before any such work has started.

Components by Other Manufacturers

TYCROP Manufacturing Ltd. does not warranty items, parts or machinery furnished by it but not of its own manufacture, except for any warranties extended by the manufacturer of such parts or machinery.

Product Owner Responsibilities

Owner is solely responsible for pre-operation inspection, daily inspections, periodic inspections, maintenance and use of the product in accordance with government requirements and manufacturer's specifications as established at the time of manufacture.

Owner is responsible for communication expenses, meals, lodging and incidental costs incurred by owner or employees of the owner as a result of warrantable failure.

Owner is responsible for "down time" expenses, cargo damage, and all business costs and losses resulting from a warrantable failure.

Owner is responsible to provide TYCROP Manufacturing Ltd. with accurate information, concerning the specification of a particular piece of equipment, and accurate details on the environment it will operate in. The owner is required to approve the final design of the piece of equipment, and its suitability for a particular application.

Special Order Equipment

Owner is responsible to provide TYCROP Manufacturing Ltd. with accurate information concerning accurate specification of a particular piece of equipment, and accurate details on the environment it will operate in. The owner is required to approve the final design of the piece of equipment, and its suitability for a particular application. A statement of vehicle or machine usage is included with this documentation.

Additional Warranty Limitation

The foregoing warranty does not apply to equipment that has been altered, changed, or repaired in any manner whatsoever.

The above mentioned warranty is void in all respects when in the manufacturer's judgment the equipment has been subject to misuse, negligence, or accident, or used for an application other than outlined in the Statement of Machine Usage without prior approval of the manufacturer.

These warranties are the sole warranties of TYCROP Manufacturing Ltd. There are no other warranties expressed or implied.

Warranty Claim Procedures

Claims can be made by phoning TYCROP Trailers at 1.800.663.2393.

For a claim to be considered, it must contain adequate documentation which states vehicle mileage, the starting date and the trailer or product serial number.

Note: Absolutely no claims will be considered unless the repair has been approved and a TYCROP claim number assigned before the repair is initiated.

Safety

General Safety

Read this operator's manual and fully understand all safety hazards around the trailer prior to operation.

- Always ensure that the surrounding area is clear of personnel and debris before connecting or disconnecting the truck and trailer or performing work on the truck and trailer.
- Tarping platform maximum capacity is 350 lbs / 158 kg.
- Maximum one person on tarping platforms.
- Do not deploy platforms when pup trailer is disconnected due to fall hazard.
- Never go under the trailer during operation.
- Exercise caution when using the ladders and platform with which the trailer is equipped. There is an inherent risk of falling or personal injury when using the ladders or platforms, as with any situation where the operator is working at a height.
- Never shift the gears of the landing gear while under load.
- While using the landing gear, always lift or lower the trailer in low gear. Serious injury may occur from lifting or lowering while in high gear.

Hazard Classifications Legend

DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

Addresses practices which may cause equipment damage. "Notice" is not related to personal injury.

Truck and Trailer Connection

Truck and Trailer Connection

⚠ CAUTION

Ensure that surrounding area is clear of personnel and debris / obstructions before connecting truck and trailer.

1. Back the truck up to the trailer, centering the fifth wheel with the kingpin. Stop before contact is made with the trailer (Figure 01 - 1).



Figure 01 - 1

2. Check to see that the trailer clears the back of the truck. Adjust the trailer height using the landing gear as needed (Figure 02 - 1). The fifth wheel should make contact with the trailer approximately 6" inches behind the bracket pin (Figure 03 - 1). Now connect the tractor.



Figure 02 - 1



Figure 03 - 1

3. Perform a pull test and visually check that the fifth wheel jaws have fully locked around the kingpin (Figure 04 - 1).



Figure 04 - 1

4. Connect the air lines (Figure 05 - 1), and electrical line (Figure 06 - 1) from the truck to the trailer.

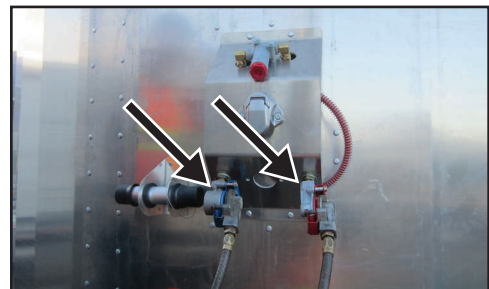


Figure 05 - 1

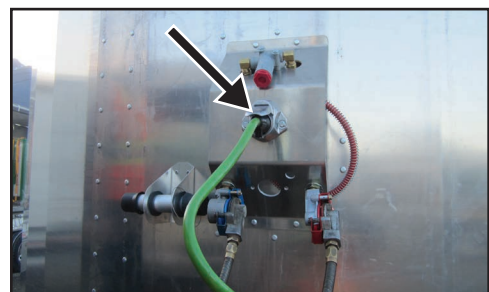


Figure 06 - 1

1 - Truck and Trailer Connection

5. Raise the lead landing gear until fully retracted and stow the crank handle (Figure 07 - 1).



Figure 07 - 1

6. Back the lead trailer up to the pup trailer, centering the fifth wheel with the kingpin. Stop before contact is made with the trailer (Figure 08 - 1).



Figure 08 - 1

7. Check to see that the trailer clears the back of the pup trailer frame. Adjust the trailer height using the landing gear as needed (Figure 09 - 1). The fifth wheel should make contact with the trailer approximately 6" inches behind the bracket pin (Figure 10 - 1). Now connect the lead and pup trailer.



Figure 09 - 1



Figure 10 - 1

8. Perform a pull test and visually check that the fifth wheel jaws have fully locked around the kingpin (Figure 11 - 1).



Figure 11 - 1

9. Ensure that the ball valves are closed (Figure 12 - 1). The ball valves are located on the rear driver side corner of the lead trailer (Figure 13 - 1).

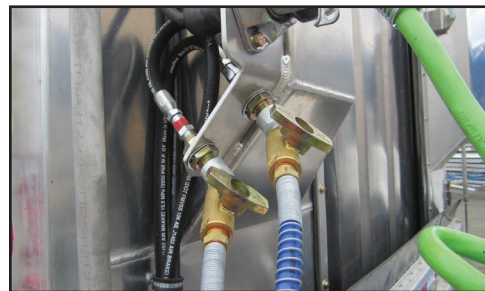


Figure 12 - 1



Figure 13 - 1

10. Connect the air lines (Figure 14 - 1) and electrical line (Figure 15 - 1) to the trailer. Open the ball valves. The ball valves are located on the rear driver side corner of the lead trailer (Figure 16 - 1).

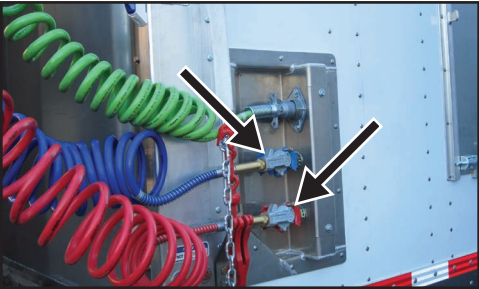


Figure 14 - 1

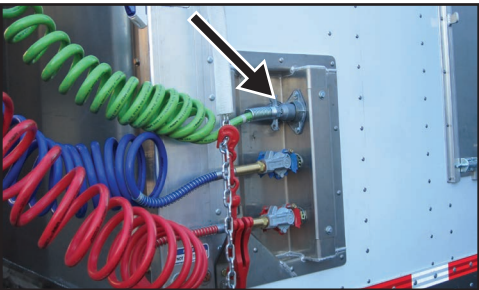


Figure 15 - 1



Figure 16 - 1

11. Ensure that the ride height control is set to normal and inflate the lead and pup suspension, by using the air spring valves (Figure 17 - 1). The valves are located in on the driver side rear corner of the lead and pup trailer (Figure 18 - 1) and (Figure 19 - 1).



Figure 17 - 1



Figure 18 - 1



Figure 19 - 1

NOTICE
Ensure that the air lines and electrical line are on the inside of the cinch and cable (Figure 15 - 1).

CAUTION
Trailer will be over height when the dual ride height control is set to raised.

1 - Truck and Trailer Connection

Lead and Pup Trailer Disconnection

⚠ CAUTION

Ensure that surrounding area is clear of personnel and debris / obstructions before connecting truck and trailer.

1. Position trailer in its appropriate location and apply the trailer brakes.
2. Deflate the pup trailer suspension by using the air spring valve (Figure 20 - 1). The valve is located on the rear driver side corner of the pup trailer (Figure 21 - 1).

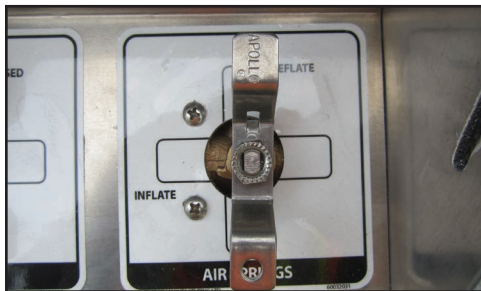


Figure 20 - 1



Figure 21 - 1

3. Lower the pup landing gear. When the landing gear pads are fully planted on the ground, crank an additional 4 to 8 turns. Always stow the crank handle when not in use (Figure 22 - 1).



Figure 22 - 1

⚠ CAUTION

- Failure to deflate air bags prior to disconnect can cause the landing gear to fail.
- Never shift the gears of the landing gear while under load.
- While using the landing gear, always lift or lower the trailer in low gear. Serious injury may occur from lifting or lowering while in high gear.

4. Close the two ball valves (Figure 23 - 1). The ball valves are located on the rear driver side corner of the lead trailer (Figure 24 - 1). Now disconnect the electrical line (Figure 25 - 1) and air lines (Figure 26 - 1) from the front driver side corner of the trailer.



Figure 23 - 1



Figure 24 - 1

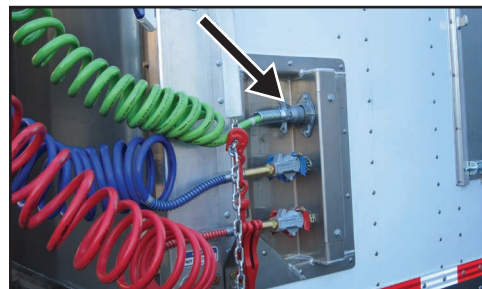


Figure 25 - 1

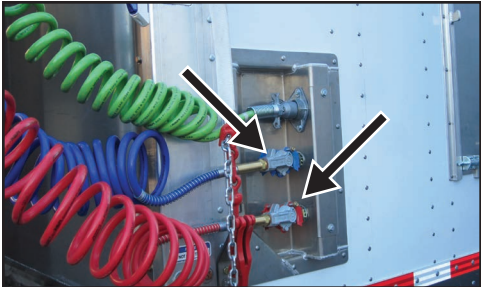


Figure 26 - 1

⚠ CAUTION

Air and hydraulic lines may be under pressure.

- 5. Disengage fifth wheel by pulling the lever out (Figure 27 - 1). Now pull lead trailer forward until it is clear of pup trailer (Figure 29 - 1)

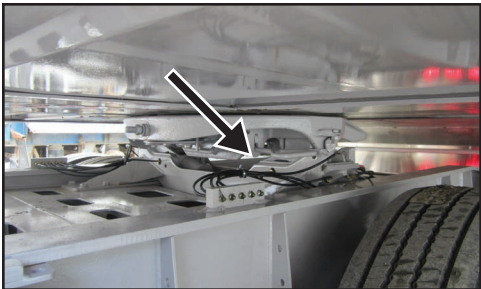


Figure 27 - 1

Truck and Lead Trailer Disconnection

CAUTION

Ensure that surrounding area is clear of personnel and debris / obstructions before connecting truck and trailer.

1. Position trailer in its appropriate location and apply the trailer brakes.
2. Deflate the lead trailer suspension by using the air spring valve (Figure 28 - 1). The valve is located in front of the first axle on driver side of the trailer (Figure 29 - 1).

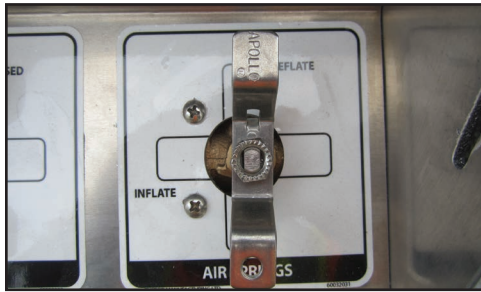


Figure 28 - 1



Figure 29 - 1

3. Lower the pup landing gear (Figure 30 - 1). When the landing gear pads are fully planted on the ground, crank an additional 4 to 8 turns. Always stow the crank handle when not in use.



Figure 30 - 1

CAUTION

- Failure to deflate air bags prior to disconnect can cause the landing gear to fail.
- Never shift the gears of the landing gear while under load.
- While using the landing gear, always lift or lower the trailer in low gear. Serious injury may occur from lifting or lowering while in high gear.

4. Disconnect the electrical line (Figure 31 - 1) and air lines (Figure 32 - 1) from the front of the trailer.

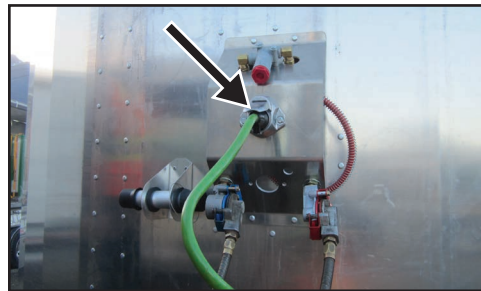


Figure 31 - 1

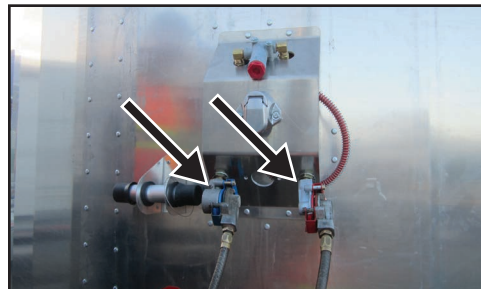


Figure 32 - 1

CAUTION

Air lines may be under pressure.

5. Disengage fifth wheel by pulling the lever out (Figure 33 - 1). Now pull truck forward until it is clear of lead trailer.

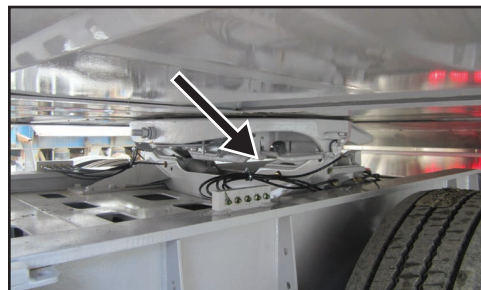


Figure 33 - 1

Loading and Unloading

Loading

1. Ensure that loading location is on hard-packed and level ground, then position trailer accordingly. Apply the trailer brakes.
2. Close and secure lead (Figure 01 - 2) and pup doors (Figure 02 - 2) and (Figure 03 - 2). (Refer to Door Operation on page 21)

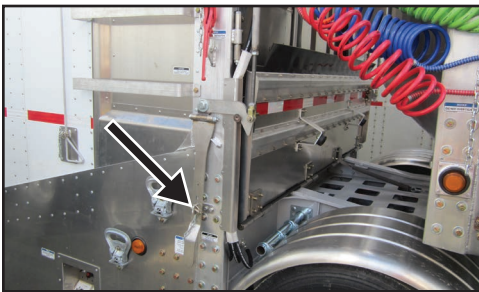


Figure 01 - 2

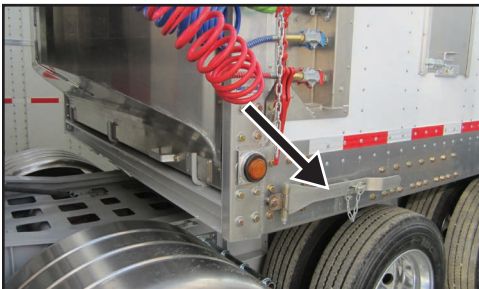


Figure 02 - 2



Figure 03 - 2

WARNING

Doors must be closed and secured prior to loading trailer from above.

CAUTION

Ensure that the over load doors and access doors are closed along the driver side of the trailer.

3. Deploy swing-out ladder (if equipped) and platforms (Figure 04 - 2). (Refer to Deploying Swing-Out Ladder on page 26) and (Refer to Deploying Tarping Platform on page 27)



Figure 04 - 2

4. Open tarp lead and pup (Figure 05 - 2). (Refer to Opening Tarp on page 25)



Figure 05 - 2

2 - Loading and Unloading

5. Stow platforms (Figure 06 - 2) and swing-out ladder (if equipped) (Figure 07 - 2). (Refer to Stowing Tarping Platform Using Air Platform Valve on page 29) and (Refer to Stowing Swing-Out Ladder on page 30)



Figure 06 - 2



Figure 07 - 2

6. Load the trailer.

CAUTION

Ensure that surrounding area is clear of personnel and debris / obstructions before connecting truck and trailer.

WARNING

Do not exceed the maximum allowable GVWR / KG and GAWR as indicated on the VIN plate. The VIN plate is located on the front driver side corner of the trailer.

WARNING

Mechanically compressing the load may result in damage to the trailer

7. Deploy swing-out ladder (if equipped) and platforms (Figure 08 - 2). (Refer to Deploying Swing-Out Ladder on page 26) and (Refer to Deploying Tarping Platform on page 27)



Figure 08 - 2

8. Close tarp lead and pup. (Refer to Closing Tarp on page 31)



Figure 09 - 2

9. Stow the platforms (Figure 06 - 2) and swing-out ladder (if equipped) (Figure 07 - 2). (Refer to Stowing Tarping Platform Using Air Platform Valve on page 29) and (Refer to Stowing Swing-Out Ladder on page 30)

10. Perform pre-road checks.

Dump-Through Unloading

CAUTION

Ensure that surrounding area is clear of personnel and debris before backing onto tipper.

CAUTION

Please note that depending on the conditions of operation and application, it may be required to open your tarp prior to dumping. Failure to do so may result in damage to the trailer.

1. Back onto tipper, being sure rear bumper gently contacts back stop.

NOTICE

Do not allow unit to slide back to take up clearance between bumper and back stop. Failure to contact back stop with bumper may result in damage to the trailer if unit slides into back stop.

2. Ensure that the ride height control is set to normal and deflate the lead and pup suspension, by using the air spring valve (Figure 10 - 2). The valves are located in on the driver side rear corner of the lead (Figure 11 - 2) and pup trailer (Figure 12 - 2).



Figure 10 - 2



Figure 11 - 2



Figure 12 - 2

CAUTION

Failure to deflate suspension could result in trailer clearing tipper back stop.

3. Unlatch lead doors (Figure 13 - 2), pup bubble door (Figure 14 - 2) and pup rear doors (Figure 15 - 2). (Refer to Opening Lead Rear Doors on page 21), (Refer to Opening Pup Bubble Door on page 22) and (Refer to Opening Pup Rear Door on page 23)

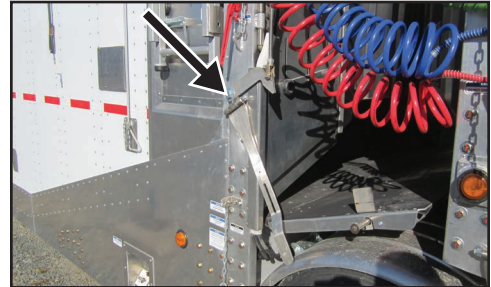


Figure 13 - 2



Figure 14 - 2



Figure 15 - 2

CAUTION

Depending on the material being hauled, the load may put extreme pressure on the rear doors. Use caution when opening.

4. Raise tipper to dump payload and then lower tipper.

2 - Loading and Unloading

- Inflate the lead and pup suspension by using the air spring valve (Figure 16 - 2). The valve is located in on the driver side rear corner of the lead (Figure 17 - 2) and pup trailer (Figure 18 - 2).



Figure 16 - 2



Figure 17 - 2



Figure 18 - 2

- Latch lead doors (Figure 19 - 2), pup bubble door (Figure 20 - 2) and pup rear doors (Figure 21 - 2). (Refer to Closing lead rear doors on page 21), (Refer to Closing Pup Bubble Door on page 22) and (Refer to Closing Pup Rear Door on page 24)

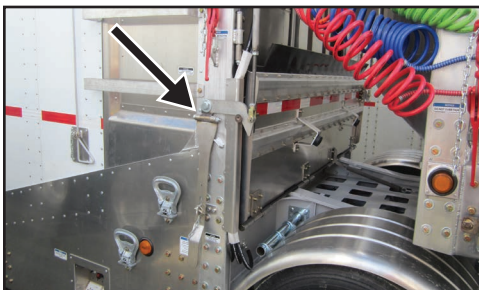


Figure 19 - 2

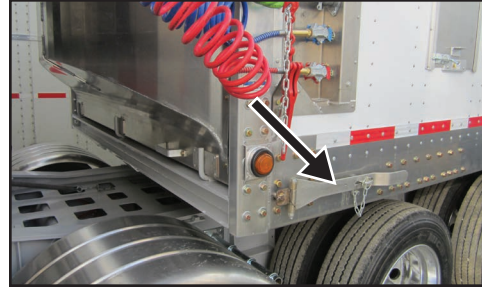


Figure 20 - 2



Figure 21 - 2

⚠ CAUTION

Always secure door latches with provided linchpin.

Split Dump Unloading

⚠ CAUTION

Please note that depending on the conditions of operation and application, it may be required to open your tarp prior to dumping. Failure to do so may result in damage to the trailer.

Pup Unloading

- Back onto tipper, being sure rear bumper gently contacts back stop.

NOTICE

Do not allow unit to slide back to take up clearance between bumper and back stop. Failure to contact back stop with bumper may result in damage to the trailer if unit slides into back stop.

⚠ CAUTION

Failure to deflate suspension could result in trailer clearing tipper back stop.

2. Disconnect the lead from the pup trailer. (Refer to Lead and Pup Trailer Disconnection on page 12)
3. Unlatch the rear pup door (Figure 23 - 2). (Refer to Opening Pup Rear Door on page 23)

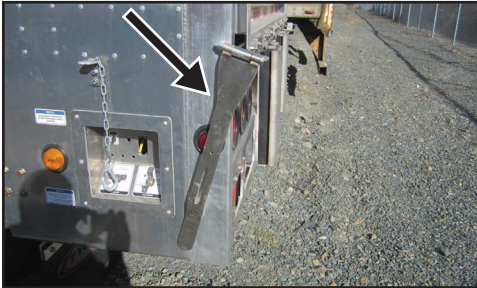


Figure 23 - 2

2. Ensure that the ride height control is set to normal and deflate the lead suspension by using the air spring valve (Figure 25 - 2). The valves are located on the driver side rear corner of the lead trailer (Figure 26 - 2).

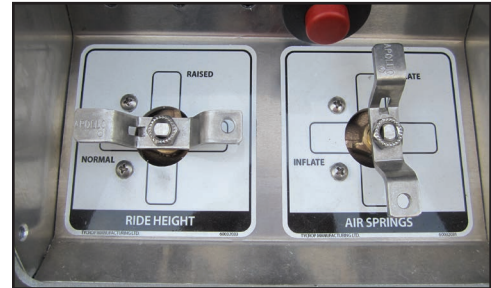


Figure 25 - 2

CAUTION

Depending on the material being hauled, the load may settle and put extreme pressure on the rear doors. Use caution when opening.

4. Remove the truck and lead from tipper
5. Raise tipper to dump payload and then lower tipper.
6. Latch the rear pup door (Figure 24 - 2). (Refer to Closing Pup Rear Door on page 24)



Figure 26 - 2



Figure 24 - 2

CAUTION

Failure to deflate suspension could result in trailer clearing tipper back stop.

3. Deploy the split dump fenders (Figure 27 - 2). (Refer to Deploying Split Dump Fenders on page 41) (if equipped)

7. Remove pup from tipper.

Lead Unloading

1. Back onto tipper, being sure rear bumper gently contacts back stop.



Figure 27 - 2

NOTICE

Do not allow unit to slide back to take up clearance between bumper and back stop. Failure to contact back stop with bumper may result in damage to the trailer if unit slides into back stop.

4. Unlatch rear doors (Figure 28 - 2). (Refer to Opening Lead Rear Doors on page 21)

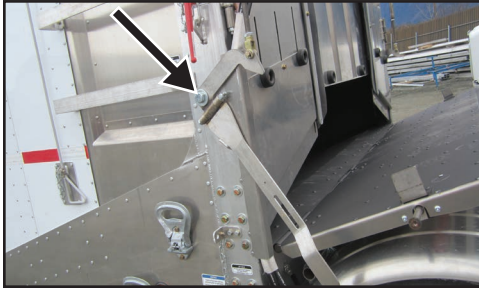


Figure 28 - 2

⚠ CAUTION

Depending on the material being hauled, the load may settle and put extreme pressure on the rear doors. Use caution when opening.

5. Raise tipper to dump payload and then lower tipper.
6. Latch and secure rear doors (Figure 29 - 2). (Refer to Closing lead rear doors on page 21)

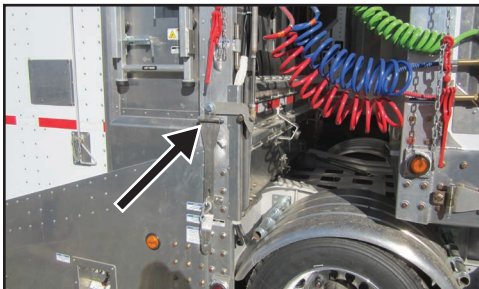


Figure 29 - 2

7. Stow split dump fenders (Figure 30 - 2). (Refer to Stowing Split Dump Fenders on page 42) (if equipped)



Figure 30 - 2

8. Remove the truck and lead from tipper and connect to pup.

Door Operation

Opening Lead Rear Doors

CAUTION

Depending on the material being hauled, the load may settle and put extreme pressure on the rear doors. Use caution when opening.

1. Remove the securement (Figure 01 - 3) and pull lever back (Figure 02 - 3) until the hook end releases the pins on the drawbridge (Figure 03 - 3). Secure lever on the provided tab. The drawbridge will fall open (Figure 04 - 3).



Figure 01 - 3



Figure 02 - 3



Figure 03 - 3

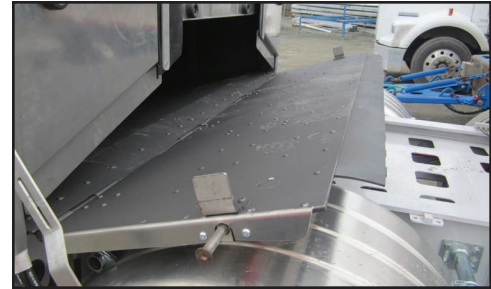


Figure 04 - 3

NOTICE

Drawbridge secures the side doors and center door closed.

Closing lead rear doors

1. Use the tarp hook (Figure 05 - 3) to pull the passenger side lead door closed (Figure 06 - 3). Push the driver side lead door closed.



Figure 05 - 3

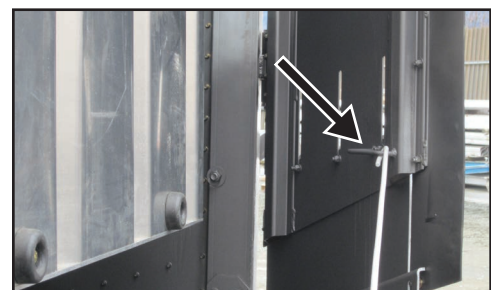


Figure 06 - 3

3 - Door Operation

2. Push the drawbridge (Figure 07 - 3) UP until the tabs are inserted into the provided slots (Figure 08 - 3). Release the lever and push down until the hooks grasp the provided pins (Figure 09 - 3). Secure the lever in place with the provided securement (Figure 10 - 3).

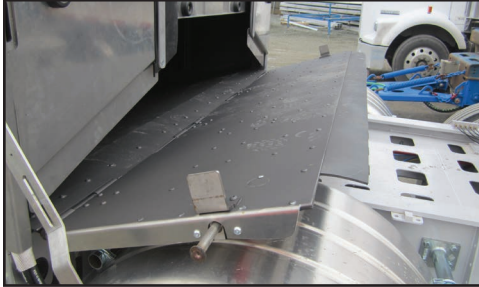


Figure 07 - 3



Figure 08 - 3



Figure 09 - 3

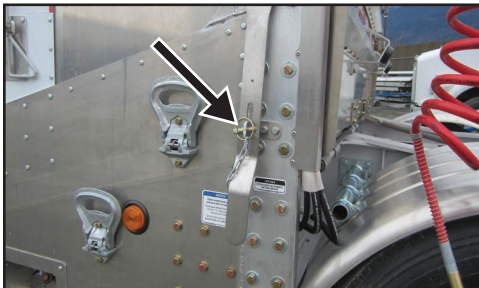


Figure 10 - 3

Opening Pup Bubble Door

1. Remove the securement (Figure 11 - 3) and push the lever down (Figure 12 - 3).

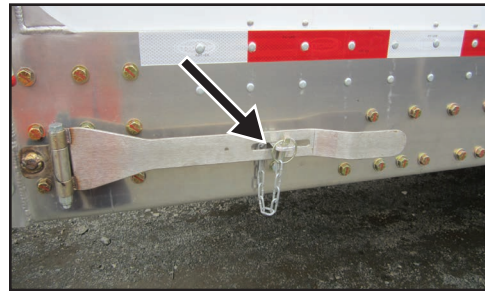


Figure 11 - 3



Figure 12 - 3

Closing Pup Bubble Door

1. Pull door closed (Figure 13 - 3) and push the lever (Figure 14 - 3) up. Secure lever in place with securement (Figure 15 - 3).

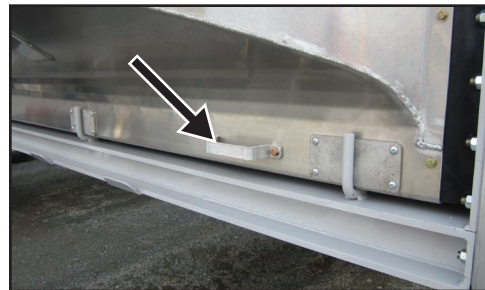


Figure 13 - 3



Figure 14 - 3

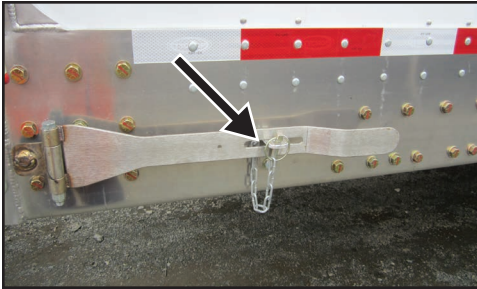


Figure 15 - 3

Opening Pup Rear Door

1. Remove the securement (Figure 16 - 3) and rotate the lever back (Figure 17 - 2) until the tabs release the rear door (Figure 18 - 3).

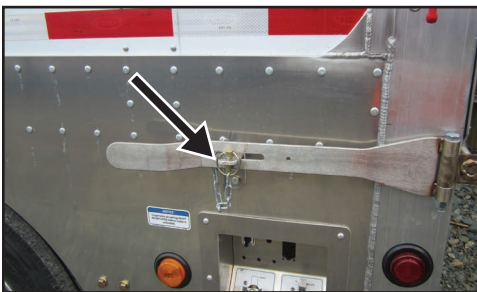


Figure 16 - 3



Figure 17 - 3

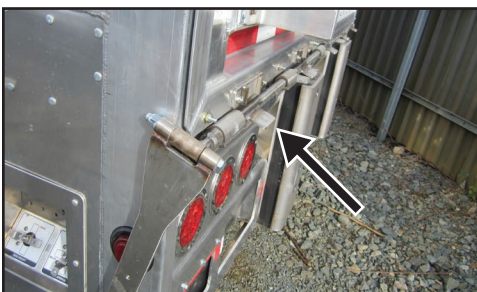


Figure 18 - 3

CAUTION

Depending on the material being hauled, the load may settle and put extreme pressure on the rear doors. Use caution when opening.

Securing Pup Rear Door Open

1. Rotate the lever up until the tabs are pointing up (Figure 19 - 3). Now fold lever back and insert the end into the slot provided on the rear door (Figure 20 - 3).

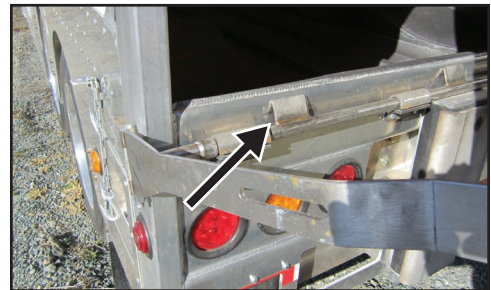


Figure 19 - 3



Figure 20 - 3

3 - Door Operation

Closing Pup Rear Door

1. Rotate the lever (Figure 21 - 3) UP until the tabs engage the rear door (Figure 22 - 3) and secure with the securement (Figure 23 - 3).

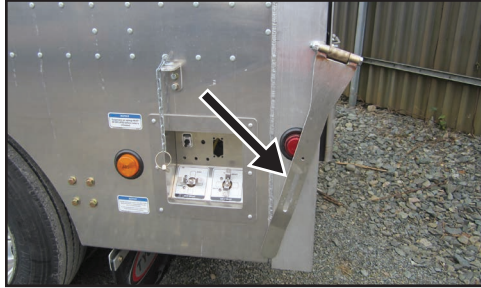


Figure 21 - 3

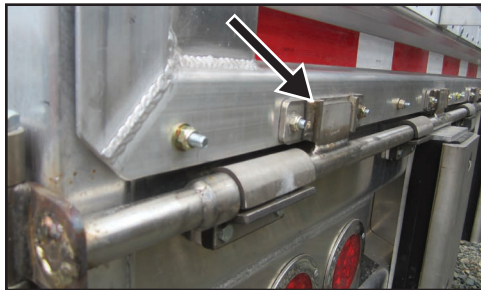


Figure 22 - 3

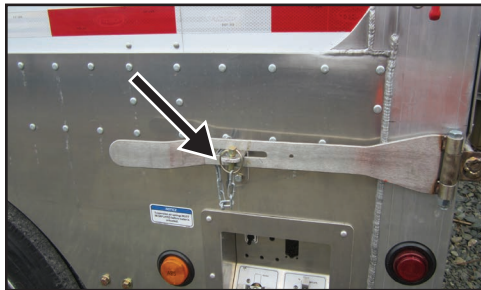


Figure 23 - 3

NOTICE

To avoid subjecting rear corner post to excessive stress, rear door side-to-side movement should not exceed 1/4 inch.

In order to maintain these tolerances, re-shimming of the rear door pads (Figure 24 - 3) may be necessary on the rear pup door driver side and passenger side. Contact TYCROP parts at 1.800.663.2393 for replacement pads and shims.

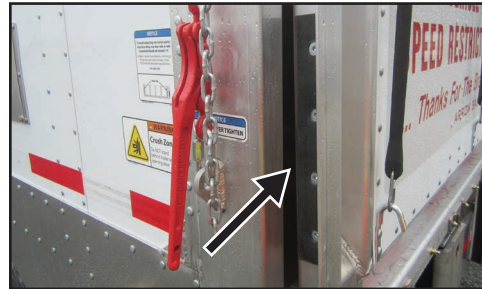


Figure 24 - 3

Tarp Operation

Opening Tarp

⚠ WARNING

Risk of falling and personal injury when using ladders and tarping platform. If equipped, deploy safety rail.

1. Remove tarp securements, e.g. bungee cords (Figure 01 - 4) , cinches, and cables (Figure 02 - 4) along the driver side and rear of the trailer. Cinches should be hung on nearby hooks to avoid damaging the trailer lead (Figure 03 - 4) and pup (Figure 04 - 4).



Figure 01 - 4



Figure 02 - 4

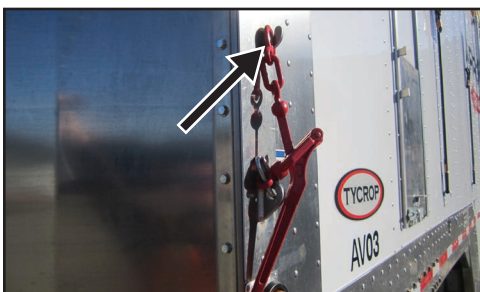


Figure 03 - 4

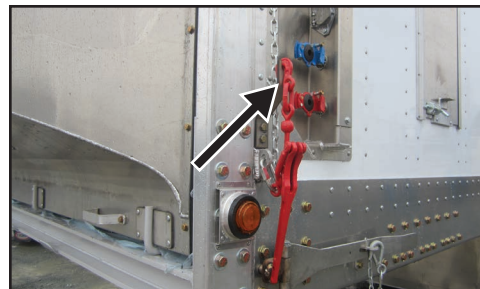


Figure 04 - 4

⚠ CAUTION

The tarp securements are under tension.

NOTICE

If equipped, remove tarp pull rope from storage hooks on driver side. Throw the tarp pull rope over to the passenger side of trailer.

2. Climb fixed ladder (Figure 05 - 4) and deploy tarping platform (Refer to Deploying Tarping Platform on page 27).



Figure 05 - 4

or

Deploy and climb the swing-out ladder (Figure 06 - 4), if equipped. (Refer to Deploying Swing-Out Ladder on page 26)



Figure 06 - 4

4 - Tarp Operation

NOTICE

Ladders and tarping platforms should only be used when opening and closing the tarp.

CAUTION

Ladder must be fully extended and secure in the safety holder before climbing.

Deploying Swing-Out Ladder

3. Remove the safety pin that secures the ladder to the trailer (Figure 07 - 4).

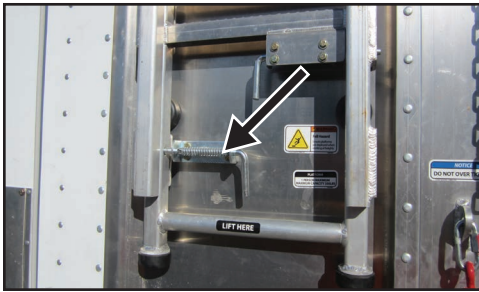


Figure 07 - 4

4. Now remove the safety pin that secures the ladder extension in the up position (Figure 08 - 4). Swing the ladder out while lowering it at the same time in order to clear the tarp. Engage the same safety pin in the bottom hole (Figure 09 - 4).



Figure 08 - 4



Figure 09 - 4

5. Swing the ladder (Figure 10 - 4) around until the ladder support bracket is securely in the safety slot (Figure 11 - 4).



Figure 10 - 4

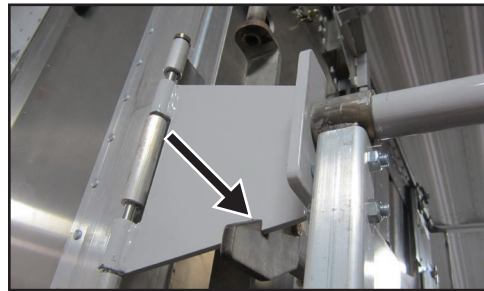


Figure 11 - 4

6. Remove the safety latch (Figure 09 - 4) that secures the ladder extension and fully extend the ladder (Figure 12 - 4).



Figure 12 - 4

CAUTION

The ladder is fully extended when the tabs on the ladder extension make contact with the extension guide (Figure 13 - 4). Ensure that both feet of ladder are evenly planted on firm ground.

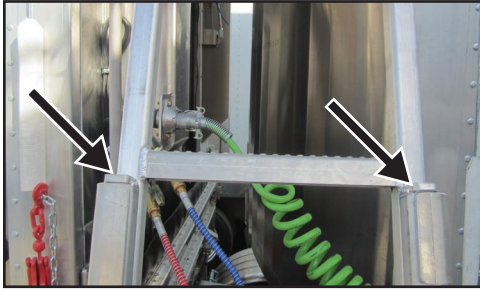


Figure 13 - 4

Deploying Tarping Platform

NOTICE

Tarping platforms should only be used when opening and closing the tarp.

WARNING

- Tarping platform maximum capacity is 350 lbs / 158 kg.
- Maximum one person on tarping platform at a time.
- Do not deploy tarping platforms when pup trailer is disconnected due to fall hazard.

CAUTION

Ensure that the air platform valve (if equipped) is in the down position (Figure 14 - 4) prior to lowering platform.

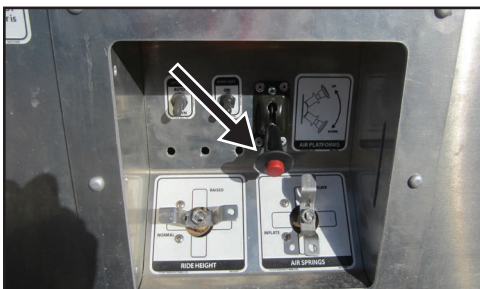


Figure 14 - 4

DANGER

Do not engage the air valve to the up position while platforms are in use. **When the air system is charged with air, the platforms will fold up.**

7. Fold first platform down by pushing the slam latch up (Figure 15 - 4) and lowering the platform (Figure 16 - 4). Repeat for the remaining platforms.

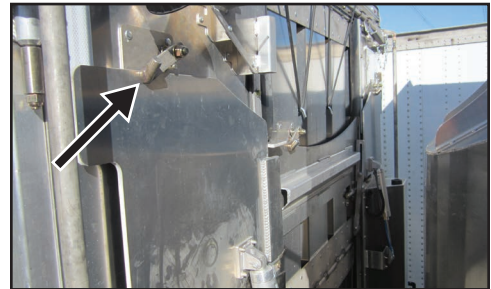


Figure 15 - 4



Figure 16 - 4

CAUTION

Risk of falling and personal injury when using ladders and tarping platform. If equipped, deploy safety rail.

4 - Tarp Operation

Deploying Safety Rail

CAUTION

Ensure that the air platform valve is in the down position.

8. Remove the safety pin (Figure 17 - 4) and pull rail holder out on both driver side and passenger side (Figure 18 - 4).

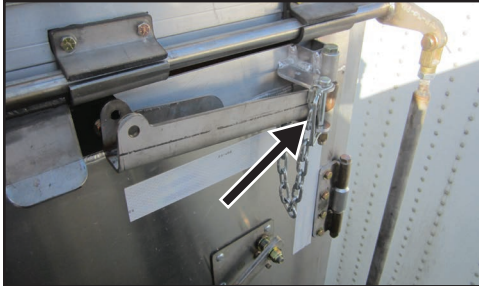


Figure 17 - 4



Figure 18 - 4

9. Fold the handrail up (Figure 19 - 4) and place each end in the rail holder (Figure 20 - 4) on both the driver side and passenger side. Now secure with the safety pin (Figure 21 - 4).



Figure 19 - 4



Figure 20 - 4

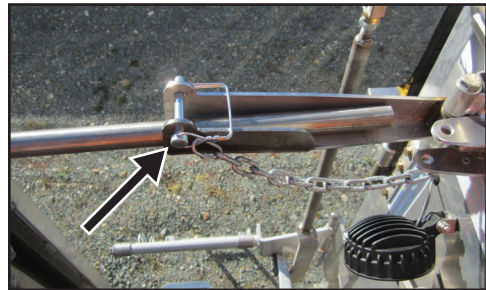


Figure 21 - 4

10. Roll up the tarp using the crank handle located in the holder on the rear driver side door (Figure 22 - 4). Connect the crank handle by inserting the square end of the handle into the tarp tube (Figure 23 - 4). Roll the tarp up until it is rolled up against the tarp stops (Figure 24 - 4). Store tarp crank handle back in the holder (Figure 22 - 4).

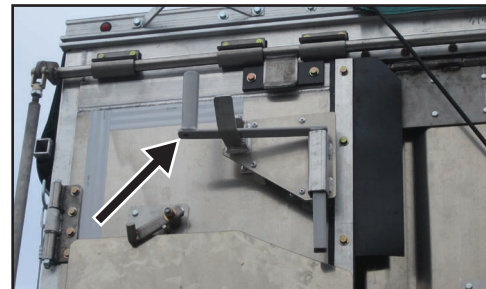


Figure 22 - 4



Figure 23 - 4



Figure 24 - 4

Stowing Safety Rail

11. Remove the safety pin (Figure 21 - 4) from rail holder. Remove the rail from each holder and fold rail down (Figure 19 - 4).
12. Fold rail holder in on both the driver side and passenger side and secure with safety pin (Figure 17 - 4).

NOTICE

Failure to stow safety rail and rail holder will result in equipment damage.

Stowing Tarping Platform Using Air Platform Valve (if equipped)

⚠ DANGER

Do not engage the air valve to the up position while platforms are in use. **When the air system is charged with air, the platforms will fold up**

13. Flip the air platform valve to the up position (Figure 25 - 4). The platform will flip up and engage the slam latches (Figure 26 - 4).



Figure 25 - 4



Figure 26 - 4

NOTICE

Check that all three platforms have engaged the slam latches.

Failure to stow platforms will result in equipment damage.

Stowing Tarping Platform Manually

⚠ WARNING

Risk of falling and personal injury when using ladders and tarping platform.

14. Fold the farthest platform up (Figure 27 - 4) and engage the slam latch (Figure 26 - 4). Repeat for the remaining platforms.



Figure 27 - 4

NOTICE

Ensure that all three platforms have engaged the slam latches.

Failure to stow platforms will result in equipment damage.

4 - Tarp Operation

Stowing Swing-Out Ladder

15. Push ladder extension up (Figure 28 - 4), until safety pin can be inserted into the bottom slot (Figure 29 - 4).



Figure 28 - 4

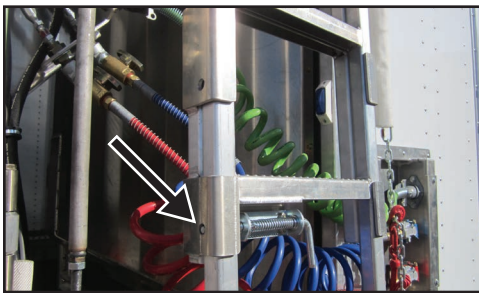


Figure 29 - 4

16. Lift the ladder up until the ladder support bracket is clear of the safety slot (Figure 30 - 4) and swing ladder around (Figure 31 - 4).



Figure 30 - 4



Figure 31 - 4

17. Remove the safety latch that holds the ladder extension up (Figure 09 - 4). Now push the extension up so that the top of the extension slides under the tarp (Figure 32 - 4). Engage the latch in the top hole (Figure 33 - 4).



Figure 32 - 4

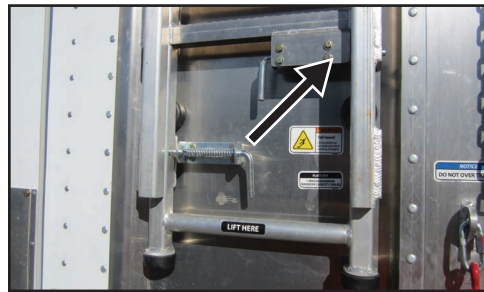


Figure 33 - 4

18. Engage the safety pin (Figure 34 - 4) that secures the ladder to the trailer.

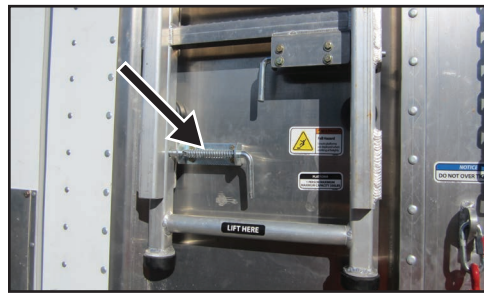


Figure 34 - 4

Closing Tarp

Using Tarp Pull Rope (if equipped)

1. Remove tarp pull rope (Figure 35 - 4) and throw it over to the driver side of the trailer. Pull the tarp until it is fully unrolled. If the trailer has a full load, extend the rope guide pole (Figure 36 - 4) until the handle can be placed in the provided slot (Figure 37 - 4). Lower the pole when the tarp make contact and secure the handle on the provided hook (Figure 38 - 4). Continue to unroll the tarp out until it is fully unrolled.



Figure 35 - 4



Figure 36 - 4

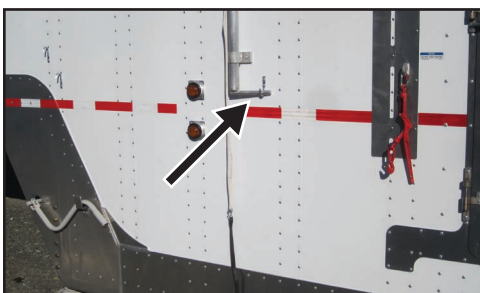


Figure 37 - 4

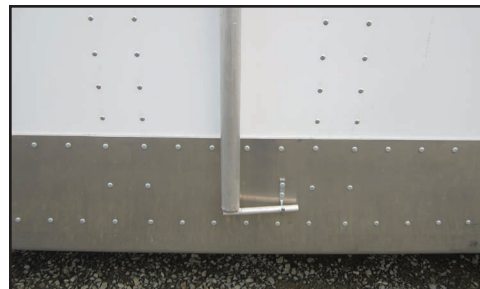


Figure 38 - 4

NOTICE

The tarp pull rope can be stored on the driver side or passenger side when the tarp is closed.

Store the pull rope by throwing it back over to the passenger side of the trailer. Now coil the rope around the provided hooks.

2. Secure tarp with provided securements.

Using Tarp Crank Handle

3. Climb fixed ladder (Figure 39 - 4) or swing-out ladder, if equipped (Figure 40 - 4), and deploy platform (Figure 41 - 4). (Refer to Deploying Swing-Out Ladder on page 26) and (Refer to Deploying Tarping Platform on page 27)



Figure 39 - 4

4 - Tarp Operation



Figure 40 - 4



Figure 43 - 4

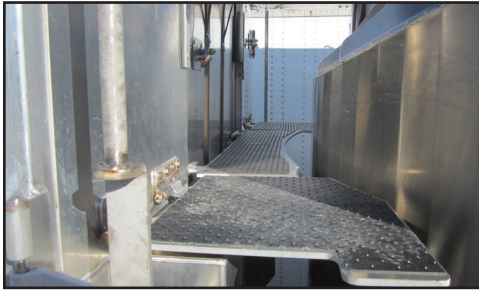


Figure 41 - 4



Figure 44 - 4

CAUTION

Risk of falling and personal injury. Ensure that the ladder is securely latched. Deploy safety rail, if equipped.

4. Roll out the tarp by using the crank handle located in the holder on the rear driver side door (Figure 42 - 4). Connect the crank handle by inserting the handle into the tarp tube (Figure 43 - 4). Roll the tarp out until it is fully unrolled (Figure 44 - 4). Store crank handle in holder (Figure 42 - 4).

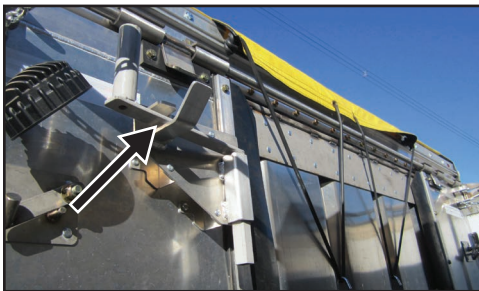


Figure 42 - 4

Tarp Hook and SecUREMENTS

5. Use the tarp hook (Figure 45 - 4) to pull the tarp secUREMENTS down from the top of the tarp. The tarp hook is located on the driver side rear corner beside the ladder (Figure 46 - 4) on the lead trailer.

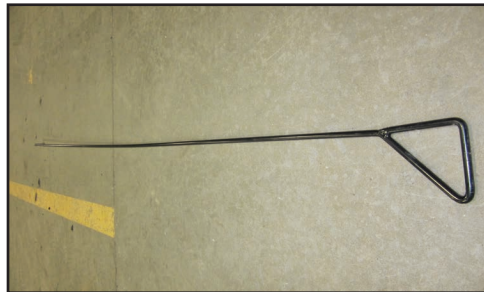


Figure 45 - 4

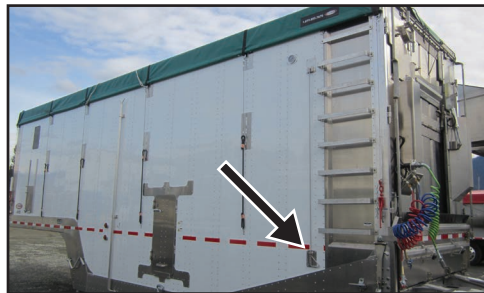


Figure 46 - 4

- To stow the tarp hook (Figure 45 - 4), insert the hook end into the holder on the upper side wall (Figure 47 - 4) and secure the handle end in the clevis on the lower side wall with the provided securement (Figure 48 - 4).



Figure 47 - 4

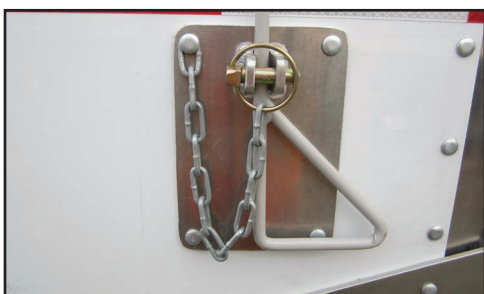


Figure 48 - 4

- Re-attach tarp securements (see below).

Bungee Cords

Secure the bungee cords to the supplied hooks along the driver side and rear of trailer (Figure 49 - 4). If equipped with rear tarp flaps, secure the bungee cords along the rear doors (Figure 50 - 4) and (Figure 51 - 4).



Figure 49 - 4

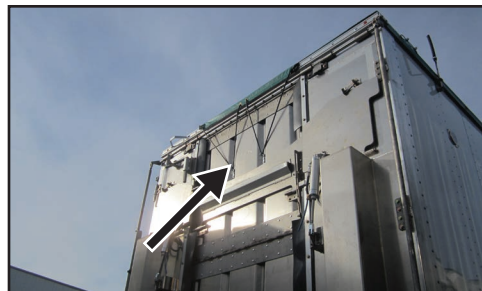


Figure 50 - 4



Figure 51 - 4

Cinches and Cables (if equipped)

Raise cinch handle and connect cinch hook to chain. Pull down handle to lock cinch (Figure 52 - 4). Do not over-tighten cinches. Do not use load bar. The free end of the chain may be hung on the provided hook to avoid excessive swinging.



Figure 52 - 4

NOTICE

Over-tightening tarp cinches may lead to premature tarp wear.

4 - Tarp Operation

NOTICE

Ensure that the air lines and electrical line are on the inside of the cinch and cable (Figure 53 - 4).

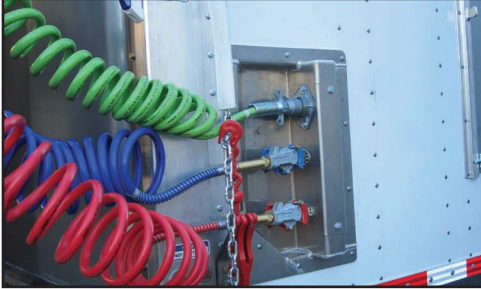


Figure 53 - 4

Tarp Pull Rope (if equipped)

Wrap the rope around the provided hooks and secure with the bungee cord (Figure 54 - 4) located on the passenger side of the lead and pup trailer (Figure 55 - 4).



Figure 54 - 4



Figure 55 - 4

8. Stow safety rail (Figure 56 - 4), tarping platform (Figure 57 - 4) and swing-out ladder (Figure 58 - 4). (Refer to Stowing Safety Rail on page 29), (Refer to Stowing Tarping Platform Using Air Platform Valve on page 29) and (Refer to Stowing Swing-Out Ladder on page 30).



Figure 56 - 4



Figure 57 - 4



Figure 58 - 4

Option: Automatic Lift Axle

Switch and Connection

The operation switch (Figure 01 - 5) for the lift axles are located on the driver side rear corner of the lead (Figure 02 - 5) and pup (Figure 03 - 5) trailer. The electrical wire (7 pin) and glad hands (blue and red) (Figure 04 - 5) must be connected from the truck to the trailer, and the lead (Figure 05 - 5) to the pup (Figure 06 - 5) in order for the lift axle to function.



Figure 01 - 5



Figure 02 - 5

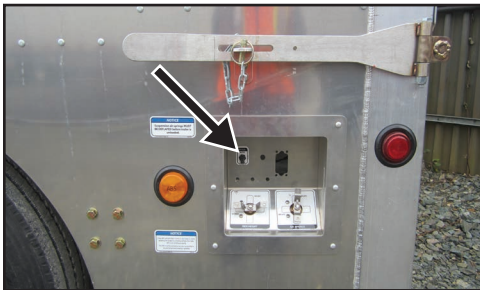


Figure 03 - 5

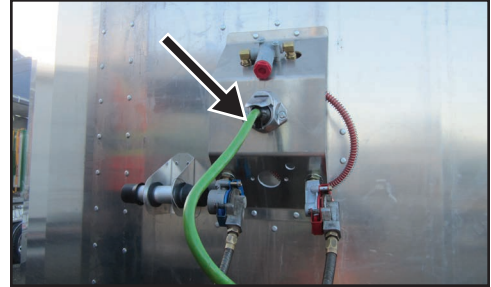


Figure 04 - 5

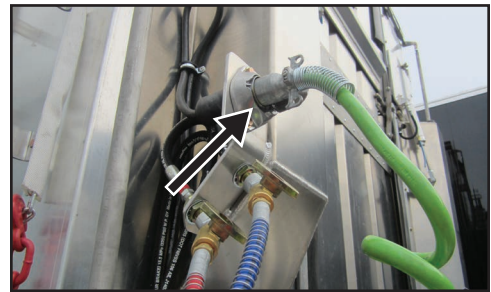


Figure 05 - 5

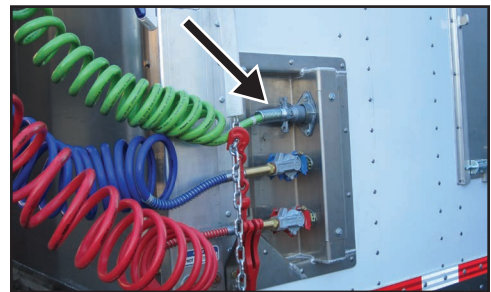


Figure 06 - 5

NOTICE

Ensure that the air lines and electrical line are on the inside of the cinch and cable (Figure 06 - 5).

5 - Option: Automatic Lift Axle

Position Indicator Light

When the lift axle is in the raised position, the blue indicator light will be illuminated. The blue indicator lights are located on the driver side in front of the lead (Figure 07 - 5) and pup (Figure 08 - 5) trailer.

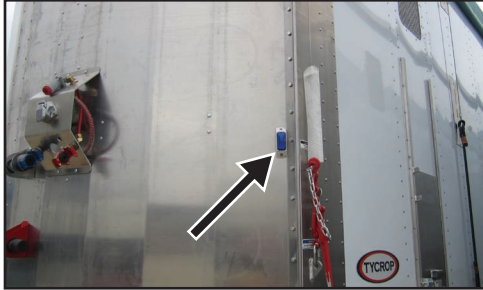


Figure 07 - 5

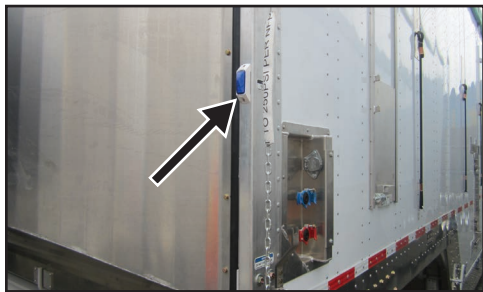


Figure 08 - 5

Control Switch

Automatic

When the switch is toggled to "auto" (Figure 09 - 5), the axle will automatically raise and lower, depending on the weight of the load in the trailer.



Figure 09 - 5

Down

When the switch is toggled to "down" (Figure 10 - 5), the axle will lower and stay lowered.



Figure 10 - 5

Option: Dual Ride Height Control

Control Valves

The mill ride height control valve is located on the driver side rear of the lead (Figure 01 - 6) and pup trailer (Figure 02 - 6).

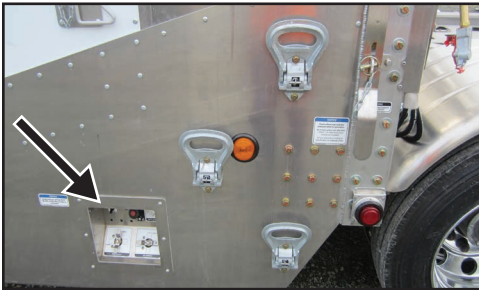


Figure 01 - 6

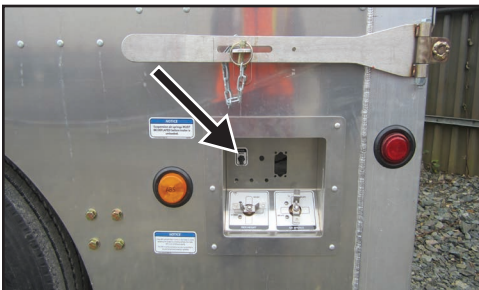


Figure 02 - 6

Normal Ride Height

Normal ride height must be used when traveling on all public roads (Figure 03 - 6).



Figure 03 - 6

Raised Ride Height

Raised ride height is to be used when traveling off road or through loading yards with uneven ground (Figure 04 - 6).



Figure 04 - 6

⚠ CAUTION

Trailer will be over height when the dual ride height control is set to raised

NOTICE

If the ride height is not engaged prior to driving on uneven ground, damage may occur to the belly of the trailer.

Option: Man Door

Opening Man Door

1. Remove the safety latch (Figure 01 - 7). Lift the door using handle until the tabs clear their holder along the side and bottom (Figure 02 - 7). Pull door open and fold access step down (Figure 03 - 7).



Figure 01 - 7



Figure 02 - 7



Figure 03 - 7

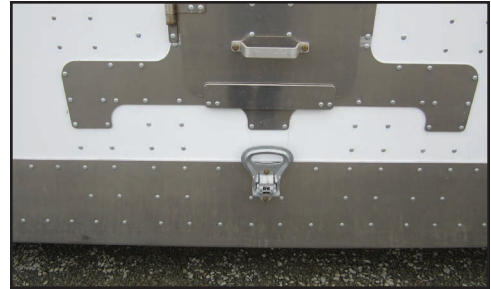


Figure 04 - 7

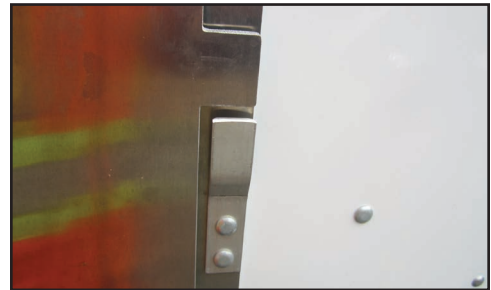


Figure 05 - 7



Figure 06 - 7

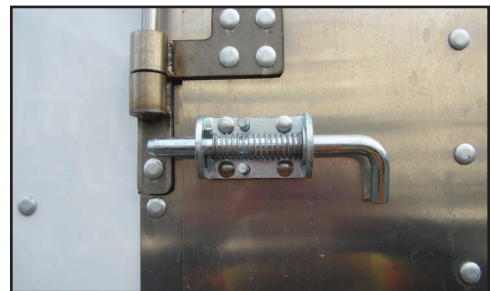


Figure 07 - 7

Closing Man Door

1. Fold access step up (Figure 04 - 7). Close door and lift until the tabs (Figure 05 - 7) can be lowered into their holder (Figure 06 - 7) along the side and bottom. Close safety latch (Figure 07 - 7).

NOTICE

Ensure step is folded up prior to transport (Figure 07 - 4).

Option: Split Dump Fenders

Deploying Split Dump Fenders

1. Unfold the rubber flap (Figure 01 - 8) to cover the fifth wheel.



Figure 01 - 8

2. Remove the securement (Figure 02 - 8) and rotate the rear fender to the vertical position (Figure 03 - 8).



Figure 02 - 8



Figure 03 - 8

3. Extend the fender extension (Figure 04 - 8) and place free end on the provided ledge (Figure 05 - 8).

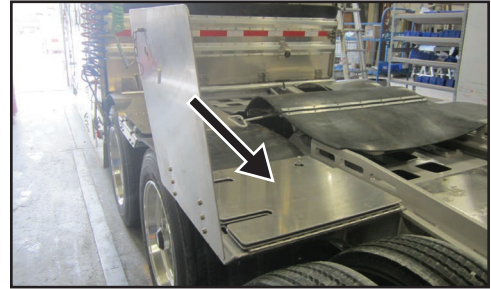


Figure 04 - 8



Figure 05 - 8

4. Rotate the front fender to the vertical position (Figure 06 - 8) and fold the extender tab over (Figure 07 - 8).



Figure 06 - 8



Figure 07 - 8

5. Repeat steps 2 through 4 for other side .

8 - Split Dump Fenders

Stowing Split Dump Fenders

1. Fold front fender tab back (Figure 08 - 8) and collapse the vertical portion (Figure 09 - 8).



Figure 08 - 8



Figure 09 - 8

2. Fold in the fender extension (Figure 10 - 8). Now collapse the vertical portion (Figure 11 - 8) and secure with the provided securement (Figure 12 - 8).

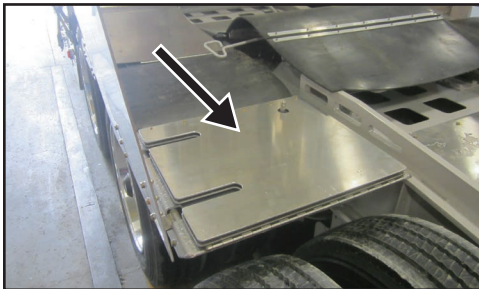


Figure 10 - 8



Figure 11 - 8



Figure 12 - 8

3. Fold back the fifth wheel cover (Figure 13 - 8).



Figure 13 - 8

Maintenance

General Maintenance

Applicability of the maintenance information below will depend on trailer options. See trailer specifications for details.

This maintenance information is subject to change and is not intended to be used independently of the maintenance guides for components made by other manufacturers. Refer to the original manufacturer's recommended maintenance procedures for the following components, found on the TYCROP Trailers website.

Replace all components using equivalent parts.

TYCROP Trailers is not liable for damage to equipment or personal injury resulting from the operator's failure to perform a pre-operation inspection or routine maintenance.

Refer to your provincial or state guidelines for general inspection guidelines.

For parts information, contact Customer Care: 1.800.663.2393

DANGER

Failure to perform routine maintenance may result in serious injury, death, or equipment damage.

Air Disc Brakes

Refer to the applicable manufacturer's recommended maintenance procedures for individual components.

Inspect / Service	When
Head Unit <i>Inspect for grease leaks</i>	Regularly
Rotors <i>Inspect for cracks</i>	Regularly
Running Clearance and Adjuster <i>Inspect for proper function</i>	Regularly
Tappet and Boot Assemblies <i>Inspect for damage</i>	Regularly
Caps, Hoses and Brake Exterior <i>Inspect for damage</i>	Regularly
Wear Indicator <i>Inspect the wear indicator</i>	Every 3 months

Air Tanks

Inspect / Service	When
Drain Air Tanks <i>Prevents build-up of moisture and air contamination</i>	Daily

Brake Chambers

Inspect / Service	When
Brake Chambers <i>Inspect for damage</i>	Regularly
Recommended Preventative Maintenance	Every 3 months or 90,000 km / 50,000 miles - whichever occurs first.

Electrical

Inspect / Service	When
Trailer Lights <i>Ensure all lights are functioning</i>	Daily
Wiring <i>Inspect for damage</i>	Regularly

Glad Hands

Inspect / Service	When
Glad Hand Covers <i>Ensure dummy covers are on when not in use</i>	After glad hand disconnection

Grease system

CPL

Inspect / Service	When
Entire System <i>Inspect for external damage, including damage of tubing and operation of metering units</i>	Regularly

Grease Type	Refer to manufacturer's recommendations
--------------------	-----------------------------------------

Lubecore

Inspect / Service	When
Filter <i>Inspect, clean, replace</i>	When difficult to fill reservoir
Grease Type	Refer to manufacturer's recommendations

Extreme Duty Cam Enclosures

Inspect / Service	When
Grease <i>Add grease until it can be seen at the cam tube boot</i>	Increase lubrication intervals depending on condition demands.
Grease Type	Refer to manufactures recommendations

Kingpin Revolver

Inspect / Service	When
Grease <i>Revolver and Fifth Wheel</i>	Never
Inspections	Regularly

Fifth Wheel

SAF Holland

Inspect / Service	When
Fifth Wheel Mounting <i>Inspect for broken, worn, or damaged parts. Check torque and replace missing or damaged bolts</i>	Every six months or 96,000 km / 60,000 miles - whichever occurs first.
Locking Mechanism <i>Thoroughly clean</i>	Every six months or 96,000 km / 60,000 miles - whichever occurs first.
Fifth Wheel <i>Inspect for bent, worn or broken parts.</i>	Every six months or 96,000 km / 60,000 miles - whichever occurs first.
Bracket Pin <i>Ensure retention bolts and locknuts are tight and in place</i>	Every six months or 96,000 km / 60,000 miles - whichever occurs first.
Lube Plate <i>Confirm proper securement and placement</i>	Regularly
Lube Plate <i>Remove any residual grease and dirt</i>	Regularly

Fontaine

Inspect / Service	When
Mounting Bracket and Parts <i>Inspect for cracks and worn or damaged parts. Check torque and replace missing or damaged bolts</i>	Every 90 days or 48,000 km / 30,000 miles - whichever occurs first.
Moving Parts <i>Inspect for wear and damage</i>	Every 90 days or 48,000 km / 30,000 miles - whichever occurs first.
Fifth Wheel <i>Inspect for bent, worn or broken parts.</i>	Every 90 days or 48,000 km / 30,000 miles - whichever occurs first.
Bracket Pin <i>Ensure retention bolts and locknuts are tight and in place</i>	Every 90 days or 48,000 km / 30,000 miles - whichever occurs first.

Drum Brakes

Inspect / Service	When
Brake Linings <i>Inspect for wear</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
S-Camshafts <i>Inspect for proper function</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
Brake Adjusters <i>Inspect for proper function</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
Brake Leaks <i>Apply brakes and inspect for leaks</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
Axle <i>Inspect structural components for cracks or damage</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
Hub <i>Inspect lubrication level for excessive leakage</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
Drum Clearance <i>Inspect brake lining to drum clearance for correct adjustment</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.
Service Brake and Parking Brake <i>Inspect for proper performance</i>	Every month or 16,000 km / 10,000 miles - whichever occurs first.

Drum Brake Stroke Inspections

Non-Burnished Brake Linings:

Regular brake stroke inspections are imperative on trailers with new (unburnished) brake linings, which differ from seasoned brake linings. Unburnished brake lining should be checked daily during the pre-trip inspection, and every 3-4 hours until burnishing is complete. The length of the burnishing period will depend on brake use and may be up to several hundred miles. Burnishing considerations apply only to drum brakes.

Before the burnishing of the lining, the brake components exhibit a greater degree of flexing or elasticity that results in a longer pushrod stroke. In some cases, the pushrod stroke can exceed the readjustment limit slightly during the pre-burnish phase. The degree of flexing and its effect on pushrod stroke stabilizes after burnish is complete.

Vehicles inspected before completion of the burnish process may be found to be out of compliance with brake adjustment regulations. In some cases, shortening the pushrod stroke sufficiently to bring the vehicle into compliance is not possible without creating potentially damaging brake drag.

Enforcement personnel are advised that excessive pushrod stroke can be the result of non-burnished brake linings and are urged to be alert for new brake lining and to consider this when determining the appropriate enforcement action.

Please contact Customer Care (1.800.663.2393) regarding any concerns related to brake stroke inspections.

Hub Oil

Inspect / Service	When
Oil Level	Every 1,600 km / 1,000 miles
Hub Seals <i>Service and replace seals immediately if leaking</i>	Regularly

Ride Height Adjustment

If you wish to adjust your trailer's ride height, please contact Customer Care (1.800.663.2393) for information regarding the correct procedure.

Once the adjustments to the trailer's ride height are complete, check the trailer's overall height to ensure that it is not above the standard height limit.

Suspension

Inspect / Service	When
Fasteners <i>Inspect for loose, broken or missing fasteners - repair or replace as required</i>	Regularly
Air Bags <i>Inspect clearance, wear damage and proper inflation</i>	Regularly
Shock Absorbers <i>Inspect for leaks or damage</i>	Regularly
Damage <i>Inspect for cracked parts or welds</i>	Regularly

Tires

Inspect / Service	When
Inflation <i>Refer to inflation rating on side of tire</i>	Regularly
Damage <i>Inspect for cuts, bulges, unusual wear, objects between or embedded in tires</i>	Daily

Trailer Frame and Body

Inspect / Service	When
Frame and Body <i>Inspect for cracks and anything loose throughout the trailer</i>	Regularly
Suspension <i>Inspect welds and bolt torque, referring to proper section for ratings</i>	Regularly
Kingpin and End Plate <i>Inspect for unacceptable wear and tear</i>	Regularly

Ensure all weld repairs are completed to the manufacturer's specifications and quality.

Wheels

Inspect / Service	When
Lug Nuts <i>Inspect for wear</i>	Daily
Lug Nuts Torque Spec	Periodically
Lug Nuts Re-torque	After first 120 km / 75 miles and every time wheels are installed
Slippage	Periodically

Schematics

Schematics are found on the TYCROP Trailers website under Customer Care - Product manuals.

www.tycroptrailers.com/manuals

Lubrication

Refer to the manufacturer's recommended lubrication procedures for the following components, found on the TYCROP Trailers website.

- Landing Gear
- Brake Cam Shaft
- Air Disc Brakes
- Automatic Greasing Systems

Component Manufacturers

Bendix

www.bendix.com

Conmet

www.conmet.com

E-cargo

www.e-cargotarps.com

Groeneveld

www.groeneveld-group.com/transport

Grote

www.grote.com

Haldex

www.haldex.com

Hendrickson

www.hendrickson-intl.com

Lubecore

www.lubecore.com

Meritor WABCO

www.meritor.com

Phillips Ind

www.phillipsind.com

Ridewell

www.ridewellcorp.com

Ride-Air

www.ride-air.ca

SAF-Holland

www.safholland.ca

Sealco Commercial Vehicle Products

www.sealcocvp.com

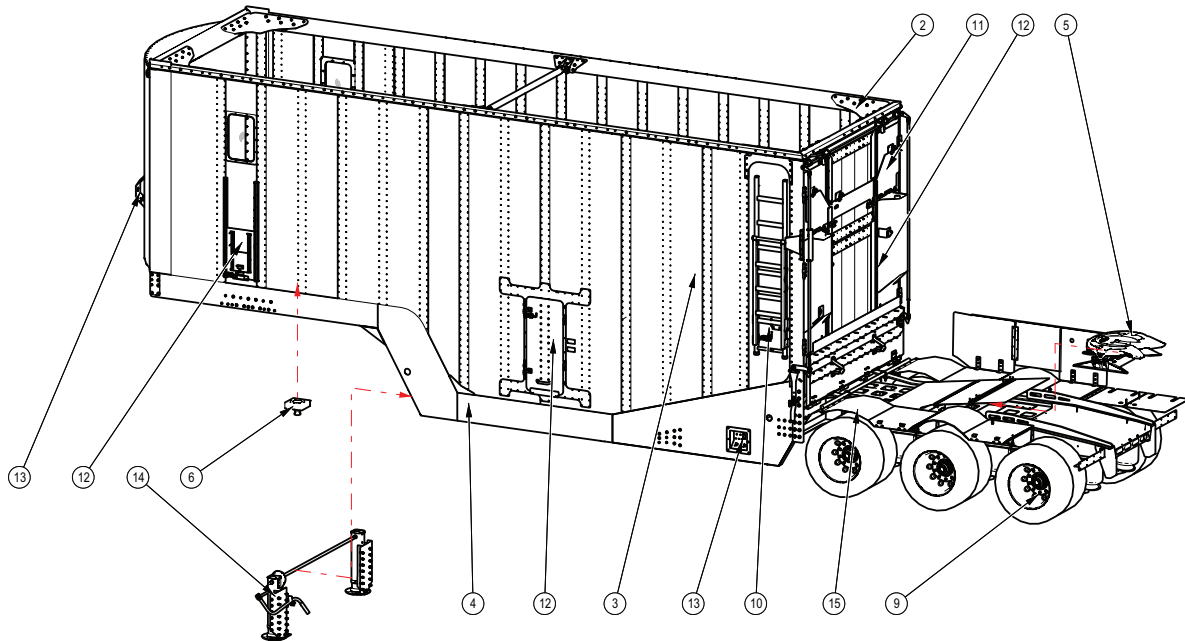
Truck Lite

www.truck-lite.com

Parts Overview

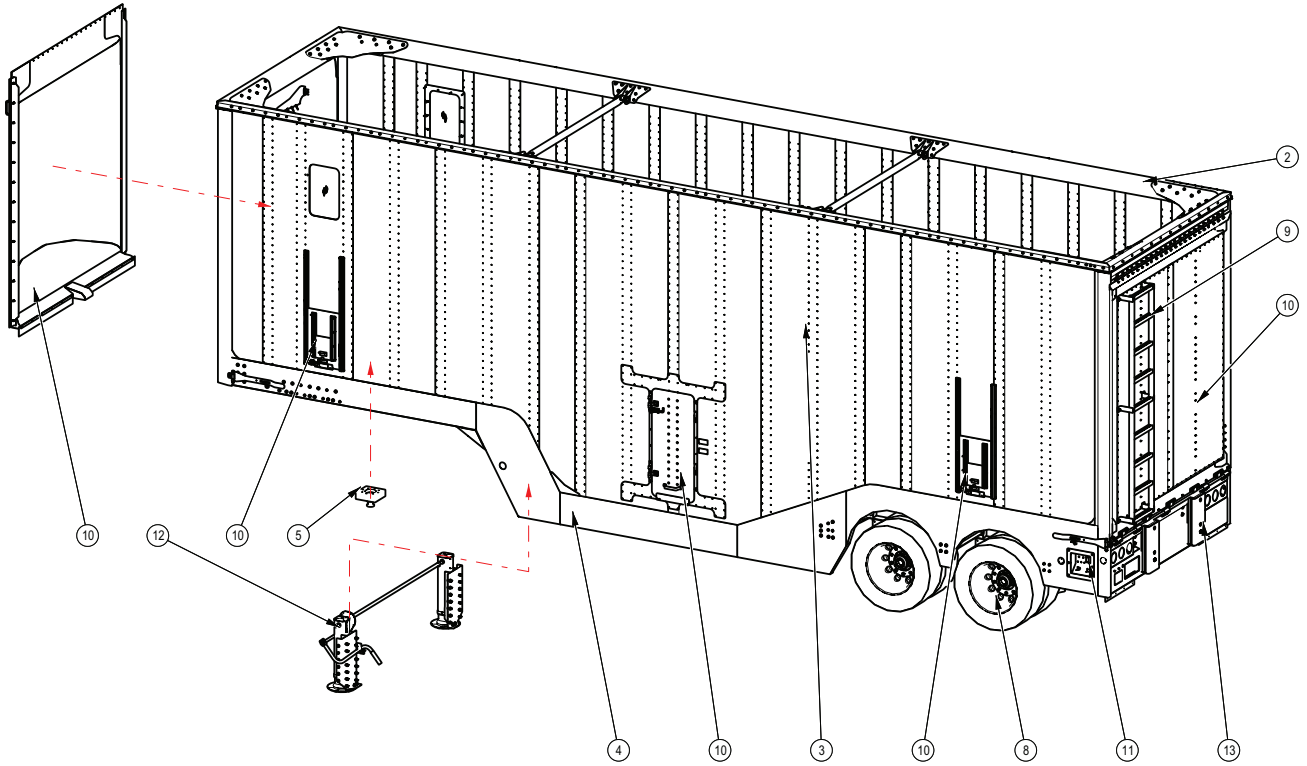
For parts information, contact Customer Care: 1.800.663.2393

Lead Rear Driver Side View



Item	Description
1	Tarping System (not shown)
2	Top Rail Components
3	Wall Assembly
4	Side Rail and Floor
5	Fifth Wheel
6	Kingpin
7	Decals (not shown)
8	Lighting (not shown)
9	Suspension & Wheel Ends
10	Ladders
11	Platform
12	Doors
13	Air System
14	Landing Gear
15	Fenders

Pup Rear Driver Side View



Item	Description
1	Tarping System (not shown)
2	Top Rail Components
3	Wall Assembly
4	Side Rail and Floor
5	Kingpin
6	Decals (not shown)
7	Lighting (not shown)
8	Suspension & Wheel Ends
9	Ladders
10	Doors
11	Air System
12	Landing Gear
13	Bumper

