



**MO-RTN-05**

Serial Number Q27423 and Up

*Supercedes manual number MO-RTN-02*

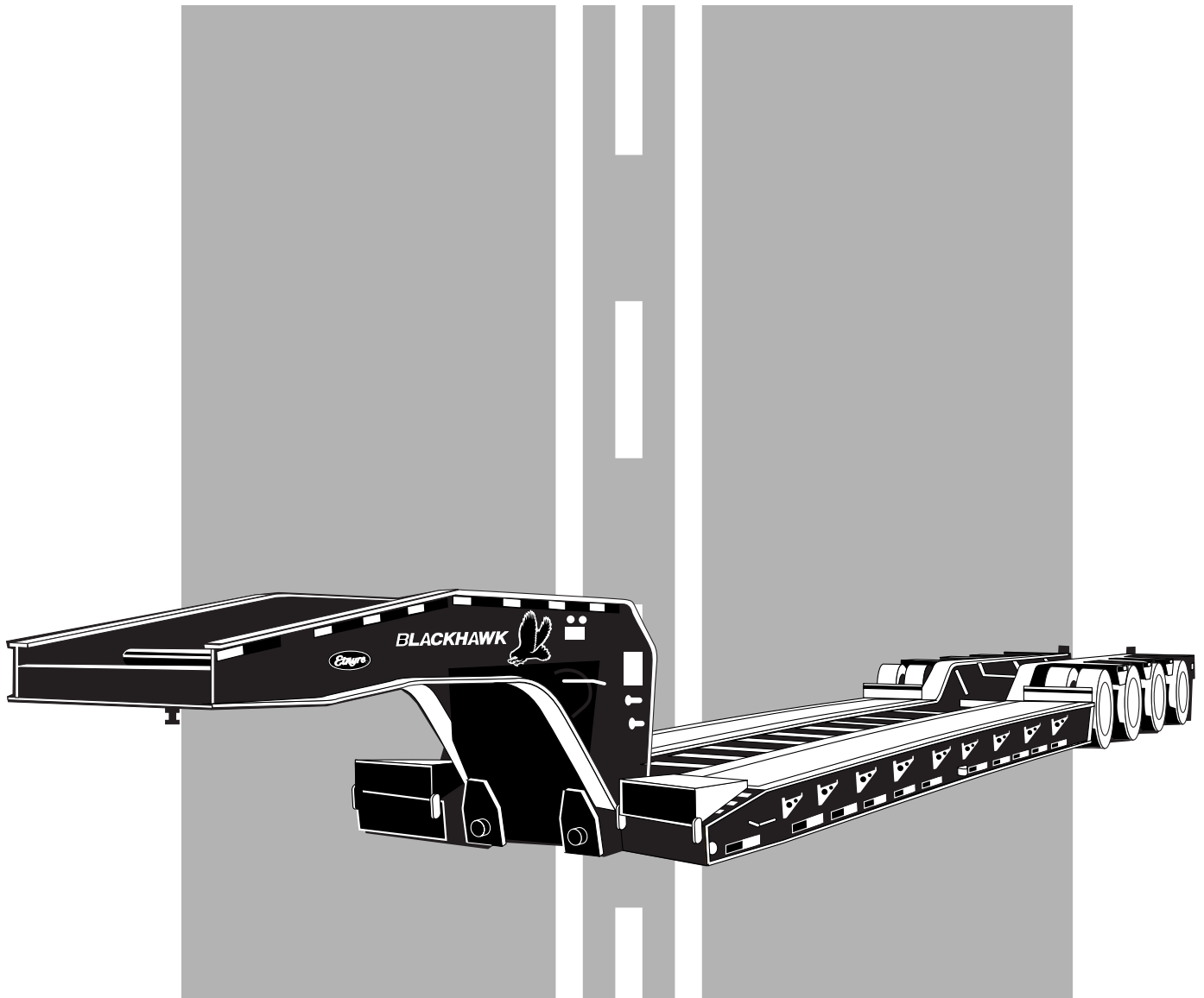
# BLACKHAWK TRAILERS

**Limited Series**

**Paver Special**

**Classic Series**

**Custom Series**



E. D. ETNYRE & CO. 1333 S. Daysville Road, Oregon, Illinois 61061

Phone: 815/732-2116 or 800/995-2116 • Fax: 800-521-1107 • [www.etnyre.com](http://www.etnyre.com)

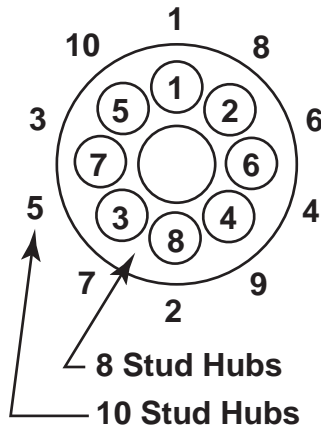
# WEBB Torque Specifications

## HUBS

(for Pilot Mounted Disc-Wheels)

### 8 - 10 Stud Hubs

Applies to M22 X 1.5 studs/two piece flange nut.



NOTE: All threads are right hand metric.

1. Tighten Flange Nuts to 50 ft. lb. using sequence shown.

2. Check Disc-Wheel for proper positioning on pads and proper seating against flange.

3. Tighten Flange Nuts to recommended torque using sequence shown.

**Recommended Torque Dry: 450 - 500 ft. lbs.**

# DANGER

Read and Understand the installation, service and safety instructions manual before installing or servicing the hub. Failure to do so may result in personal injury or death, and may result in a compromise of your vehicle's safety through loss or failure of a wheel or compromise the braking system.

Use a torque wrench to assure proper torque, failure to do so will compromise your products service, life and safety. Under torque and over torque can cause thread and/or nut damage, and may result in the loss of a wheel.

Recheck torque after the first 50 to 100 miles of service. Parts may seat naturally, causing the torque to drop. Proper torque is essential for the service, life and safety of this product.





# MO-RTN-05 RTN SERIES TRAILER OPERATION MANUAL

Serial Number Q27423 and Up

## WARRANTY

Etnyre Trailer Co. warrants to the original Purchaser, it's new product to be free from defects in material and workmanship for a period of six (6) months after date of delivery to original Purchaser. The obligation of the Company is limited to repairing or replacing any defective part returned to the Company and will not be responsible for consequential damages or any further loss by reason of such defect.

**The company excludes all implied warranties of merchantability and fitness for a particular purpose. There are no warranties, express or implied, which extend beyond the description of the goods contained in this contract.**

This warranty does not obligate the Company to bear the cost of machine transportation in connection with the replacement or repair of defective parts, nor does it guarantee repair or replacement of any parts on which unauthorized repairs or alterations have been made or for components not manufactured by the Company except to the extent of the warranty given by the original Manufacturer.

This warranty does not apply to:

- (1) Normal start-up services, normal maintenance services or adjustments usually performed by the selling dealer, factory service representative or customer personnel.
- (2) Any product manufactured by Etnyre Trailer Co. purchased or subjected to rental use.
- (3) Any product or part thereof which shows improper operation, improper maintenance, abuse, neglect, damage or modification after shipment from factory.
- (4) Any product or part thereof damaged or lost in shipment. Inspection for damage should be made before acceptance or signing any delivery documents releasing responsibility of the delivering carrier.

This warranty and foregoing obligations are in lieu of all other obligations and liabilities including negligence and all warranties of merchantability or otherwise, express or implied in fact or by law.



ETNYRE TRAILER CO., Oregon, Illinois 61061-9778  
1333 South Daysville Road Phone: 815/732-2116 Fax: 815-732-7400

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## Safety Precautions, Hazard Seriousness Level

You will find safety information boxes throughout this manual. These boxes contain information alerting you to situations or actions to avoid.

**Signal words (DANGER, WARNING and CAUTION) are used to identify levels of hazard seriousness. Their selection is based on the likely consequence of human interaction with a hazard. Definitions of hazard levels are as follows.**



**DANGER** - Immediate hazards which will result in severe personal injury or death.



**WARNING** - Hazards or unsafe practices which could result in severe personal injury or death.



**CAUTION** - Hazards or unsafe practices which could result in minor personal injury or product or property damage.

## Reporting Safety Defects

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 E. D. ETNYRE & CO.

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 E. D. ETNYRE & CO.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D. C. area) or write to: NHTSA, U. S. Department of Transportation, Washington, D. C. 20696. You can also obtain other information about motor vehicle safety from the hotline.

## GENERAL

This manual contains operation, maintenance and service instructions for the Etnyre RTN Series trailers (see figure 1). The operating instructions must be read and understood before operating the unit. The operator must be responsible for maintaining the unit in good working condition.

To identify the maximum load capacity of your trailer, examine the Etnyre model number. It contains a condensed description of the unit.

This manual covers the standard features and options of the Etnyre Blackhawk series trailers. If your trailer incorporates custom features, some of the information contained in this manual may not apply. If you have any questions regarding this manual or your trailer, contact your dealer or the E. D. Etnyre Service Department at 1-800-995-2116.

A typical model number such as RTN35TD3-T1 would describe the following trailer:

RTN	35	TD3	T1
(A)	(B)	(C)	(D)

**A. The first group describes trailer type: RTN model, removable gooseneck.**

**B. The second group indicates trailer capacity: 35 = thirty five U.S. tons.**

**C. The third group describes trailer undercarriage and platform: TD3 = triple axle undercarriage with a drop deck ("TD" only indicates a tandem axle undercarriage with a drop deck).**

**D. The fourth group describes additional information: T1 = constructed using T1 steel.**

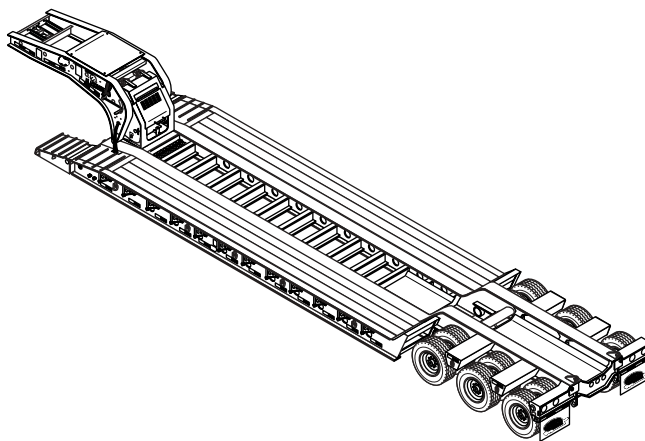


Figure 1. Etnyre RTN



## Unit Nameplate or Certification Label

The unit serial number plate or certification label is located on the left hand gooseneck beam web. The nameplate or certification label must remain permanently affixed to the unit. (See figure 2).

## Serial Number Data

The unit serial number on the certification label is also stamped into the gooseneck beam web plate near the nameplate and on the outside frame member at the left hand forward corner of the frame. (See figure 2).

**NOTE: The complete serial number must be identified when ordering parts or communicating service information to Etnyre.**

## Trailer Capacity Data

Trailers manufactured in the United States list the maximum "Gross Vehicle Weight Rating" (GVWR) and the maximum "Gross Axle Weight Rating" (GAWR) on the certification label.

The Gross Vehicle Weight Rating is the sum of the trailer weight and the trailer capacity. This is the maximum structural capacity of the trailer.

The Gross Axle Weight Rating is the maximum load any axle can carry.

The certification label shows "GVWR" and "GAWR" at reduced speeds, at the bottom of the label. The GVWR may be reached under certain circumstances before the GAWR or vice versa.

### WARNING

Do not exceed the GVWR or GAWR at the specified speed. These weight limitations are independent of road weight limitations imposed by law.

## Tire and Rim Data

The certification label lists the correct rim size, tire size and tire inflation pressures for the trailer.

### WARNING

Do not use undersize rims or tires. Do not underinflate or overinflate the tires.

## System Specifications

Unit specifications are listed in the General Section


		MFD. BY		Q506064	
		ETNYRE TRAILER CO. OREGON, IL U.S.A.			
SERIAL NUMBER:	<input type="text"/>	MFD. DATE	<input type="text"/>	MONTH/YEAR	
GVWR:	<input type="text"/> KG	<input type="text"/> (LBS)			
GAWR:	<input type="text"/> KG	<input type="text"/> (LBS)	ALL AXLES		
WITH	<input type="text"/> TIRES	<input type="text"/>	RIMS, DUALS		
INFLATION PRESSURE	<input type="text"/> KPa	<input type="text"/> (PSI)	COLD		
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VIN:	<input type="text"/>	WEIGHT:	<input type="text"/>	(LBS)	
CLASSIFICATION: TRAILER		MODEL: <input type="text"/>			

Figure 2. Unit Nameplate or Certification Label

## Operating Instructions

Operating instructions are contained in the Operation Section.

### WARNING

The operator must understand the operating instructions completely before operating the unit. Personal injury and/or damage to the unit may occur if the operating instructions are not followed.

## Warning and Caution Information

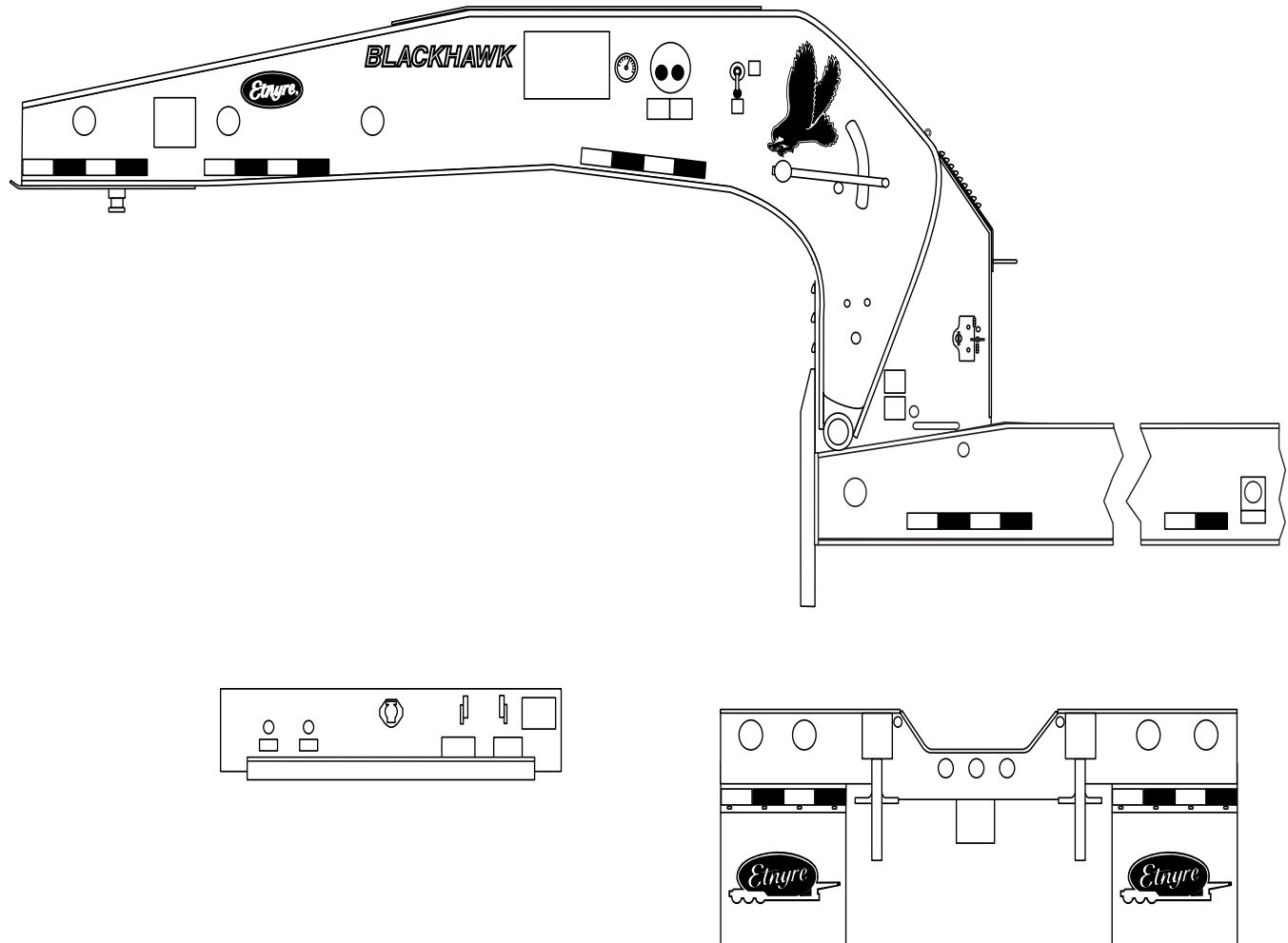
Warning and caution information is given throughout this manual. Particular care must be given to warning and caution information contained in the Operation Section (Operating Instructions) and where noted with proper service procedures in other sections.

**NOTE: Warning and caution decals are affixed to all units at the factory. These decals contain warning and caution information which must be followed by all persons operating or servicing an Etnyre trailer. Any warning or caution decal which is lost, or difficult to read, must be replaced at once. Replacement decals may be obtained from any Etnyre trailer dealer.**

Refer to Figure 3 for the location of the nameplate and decals on the Etnyre trailer.

schedules and recommended procedures must be followed to maximize service life.

Care and maintenance information for your Etnyre trailer is given in the Maintenance section. Maintenance



REF	PART NO.	QTY	DESCRIPTION	REF	PART NO.	QTY	DESCRIPTION
1	Q506064	1	Plate: Serial No. Plate, Trailer	10	Q471243	2	Decal: Warning, Sideload
2	Q514337	1	Decal: Operating Instruct., RTN	11	2790527	60	Tape-Conspicuity, 2 In., Red/White
3	Q512850	1	Decal: Gooseneck Supt, Pltf, Ht	12	Q451436	1	Decal: Return
4	Q513124	1	Decal: Lift Arm Release Pos.	13	Q451435	1	Decal: Pressure
5	Q513123	1	Decal: Lift Arm Storage Pos.	14	Q401734	1	Decal: Attention T1 Steel
6	Q512962	1	Decal: Bird, RH	15	Q452390	1	Decal: Trademark, Patents
	Q513296	1	Decal: Bird, LH	16	Q452415	1	Decal: Warning Proper Trailer Oper
7	Q512963	2	Decal: Word (Blackhawk)	17	Q419538	1	Splash Guard Group
8	Q509853	1	Decal: Deck Height, 3 Pos	18	Q513361	2	Decal: Etnyre Oval, Trailer
9	Q513970	1	Decal: Gooseneck Air Lock Control	19	Q513963	1	Decal-Caution,Gooseneck Air Lock

Figure 3. Unit Nameplate and Decals

**Model RTN35T**

Load capacity - 35 tons in any 16'-0" of deck  
 High lift gooseneck (35" travel)  
 Pin and stirrup design  
 Pin setting - 16"  
 Swing clearance - 84"  
 Fifth wheel height - 50" (adjustable +2" - no blocks)  
 Vertical gooseneck locking pin (air operated)  
 Concentrated load in 16'-0"  
 Main frame - 4 beam - 16" fully cambered  
 Deck height - 22" (adjustable - no blocks)  
 Ground clearance - 6" (adjustable - no blocks)  
 Deck width - 8'-6" (102")  
 Crossmember spacing - 20"  
 Decking - 1 1/2" Apitong (open center)  
 Front folding ramps - steel w/traction bars  
 Outriggers - 12" swinging/removable w/double hook-on at front  
 Chain slots and flag holders in bolsters  
 Ridewell air suspension  
 ± 3" adjustable ride height  
 Tires - 255/70R 22.5 (H) 16 PR tubeless radials  
 Wheels - 8.25 x 22.5 steel disc (white)  
 Axles - 22,500# (5/8" wall thickness) with oil bearings  
 Axle spacing - 55"  
 Anti-lock brakes (2S/2M)  
 Brakes - 16 1/2" x 7" air  
 Spring brakes - one (1) axle (rear axle)  
 Storage baskets - 1 in rear of gooseneck, 1 section in deck

**Model RTN55T****PRTN55ETD3-T1**

Load capacity - 55 tons evenly distributed over entire deck length  
 - 50 tons in any 16'-0" of deck with close coupled 4th axle

**PRTN55TD3-T1**

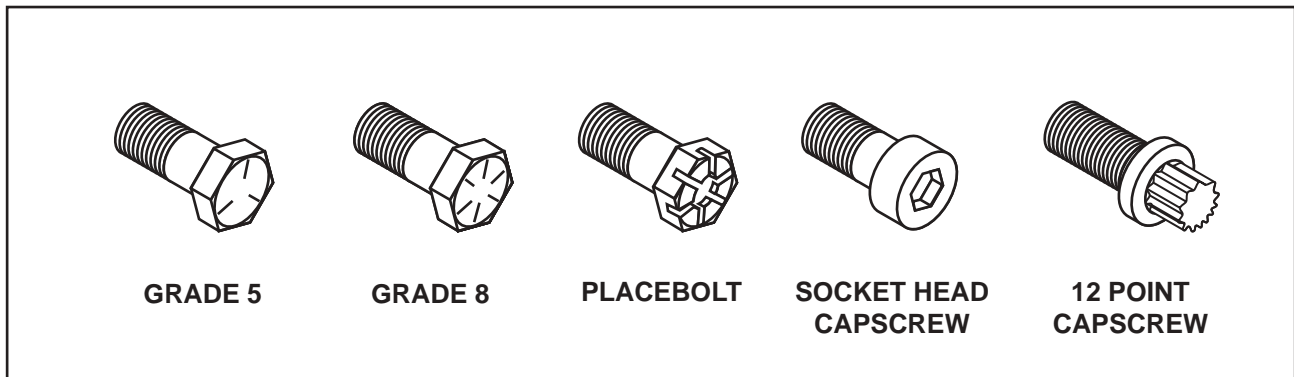
Load Capacity - 55 tons in any 12'-0" of deck in 3+1 (14'-1" spread) axle configuration  
 High lift gooseneck (35" travel)  
 Pin and stirrup design  
 Pin setting - 16"  
 Swing clearance - 84"  
 Fifth wheel height - 50" (adjustable +2" - no blocks)  
 Vertical gooseneck locking pin (air operated)  
 Frame reinforced - For 4th axle.  
 Main frame - 4 beam - 16" fully cambered  
 Deck height - 22" (adjustable - no blocks)  
 Ground clearance - 6" (adjustable - no blocks)  
 Deck width - 8'-6" (102")  
 Crossmember spacing - 20"  
 Decking - 1 1/2" Apitong (open center)  
 Decking securement - deck screws  
 Front folding ramps - steel w/traction bars  
 Outriggers - 12" swinging/removable w/double hook-on at front  
 Chain slots and flag holders in bolsters  
 Ridewell air suspension  
 +3" Adjustable ride height  
 Tires - (12)255/70R 22.5 (H) 16 PR tubeless radials  
 Wheels - 8.25 x 22.5 steel disc (white)  
 Axles - 22,500# (5/8" wall thickness) with oil bearings  
 Axle spacing - 55"  
 Anti-lock brakes - none (trailer exceeds 120,000# GVWR)  
 Brakes - 16 1/2" x 7" full air  
 Spring Brakes - one (1) axle (center axle)  
 Storage baskets - 1 in rear of gooseneck & 1 section in deck

NOTE: All specifications are subject to change without notice. Weights and dimensions are shown fully loaded and are approximate. Platform heights will increase if loaded at less than full capacity.

Nominal Size	Thread Series	SAE Grade 5 Capscrews				SAE Grade 8 Capscrews			
		Torque (ft. lbs.)		Torque (Nm)		Torque (ft. lbs.)		Torque (Nm)	
		DRY	LUBED	DRY	LUBED	DRY	LUBED	DRY	LUBED
1/4	20 UNC	8	6	11	9	12	9	16	12
	28 UNF	10	7	13	10	14	10	19	14
5/16	18 UNC	17	13	24	18	25	18	33	25
	24 UNF	19	14	26	20	27	20	37	28
3/8	16 UNC	31	23	42	31	44	33	59	44
	24 UNF	35	26	47	36	49	37	67	50
7/16	14 UNC	49	37	67	50	70	52	95	71
	20 UNF	55	41	75	56	78	58	105	79
1/2	13 UNC	75	57	100	77	105	80	145	110
	20 UNF	85	64	115	86	120	90	165	120
9/16	12 UNC	110	82	145	110	155	115	210	155
	18 UNF	120	91	165	125	170	130	230	175
5/8	11 UNC	150	115	205	155	210	160	285	215
	18 UNF	170	130	230	175	240	180	325	245
3/4	10 UNC	265	200	360	270	375	280	510	380
	16 UNF	395	225	405	300	420	315	570	425
7/8	9 UNC	430	320	580	435	605	455	820	615
	14 UNF	475	355	640	480	670	500	905	680
1	8 UNC	645	485	875	655	910	680	1230	925
	14 UNF	720	540	980	735	1020	765	1380	1040
1 - 1/8	7 UNC	795	595	1080	805	1290	965	1750	1310
	12 UNF	890	670	1210	905	1440	1080	1960	1470
1 - 1/4	7 UNC	1120	840	1520	1140	1820	1360	2460	1850
	12 UNF	1240	930	1680	1260	2010	1500	2730	2050
1 - 3/8	6 UNC	1470	1100	1990	1490	2380	1780	3230	2420
	12 UNF	1670	1250	2270	1700	2710	2040	3680	2760
1 - 1/2	6 UNC	1950	1460	2640	1980	3160	2370	4290	3210
	12 UNF	2190	1650	2970	2230	3560	2670	4820	3620

**Table 1. Torque Specifications For Standard Hardware**

**NOTE:** This table lists torque values for standard hardware and is intended as a guide for average applications involving typical stresses and machined surfaces. Values are based on the physical limitations of clean, plated and lubricated hardware. In all cases, when an individual torque value is specified, it should take priority over values given in this table. Replace original equipment with hardware of equal grade.



**Figure 4. Standard Hardware**

## General

This section contains information required for the operation of Etnyre model trailers.

### WARNING

Read these instructions thoroughly and observe them when operating Etnyre trailers. Operate by **Authorized, Trained** personnel **Only!**

The trailer must be maintained in good operating condition. Minor damage can quickly result in a major failure if not repaired.

### WARNING

Do not operate a trailer needing repair.

Do not undersize the prime mover. The prime mover (tractor) must be compatible with the trailer and have adequate capacity.

Do not permit the bottom of a trailer with low ground clearance to hit or slide on or over curbs, railroad crossings or other obstructions that can cause damage to the trailer or stall the vehicle.

Do not exceed either the GVWR or GAWR shown on the certification label. These ratings are listed for trailers at various speeds and reflect the maximum GVWR and GAWR at those speeds.

Keep personnel clear when loading and unloading trailers.

## Trailer to Tractor *Connecting* Procedures

1. Inspect the fifth wheel area and the trailer frame for wear, structural cracks, damaged or broken decking.
2. Check the kingpin for wear or damage. Replace it if the diameter measures less than 1 7/8" at any point (see figure 5).
3. Check the bolts for tightness. Tighten if required. Refer to Table 1 for correct torque values.
4. Connect the trailer to the fifth wheel.
5. Connect the glad hands and build up reservoir air pressure. Make sure that air line connections between trailer and truck are made.
6. Connect the plug into the electrical socket. Make

sure that electrical connection between trailer and truck is made.

7. Check the lights, turn signals and reflectors for operation.

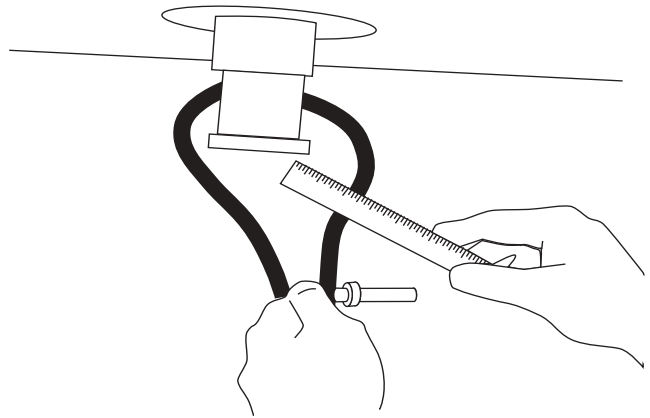
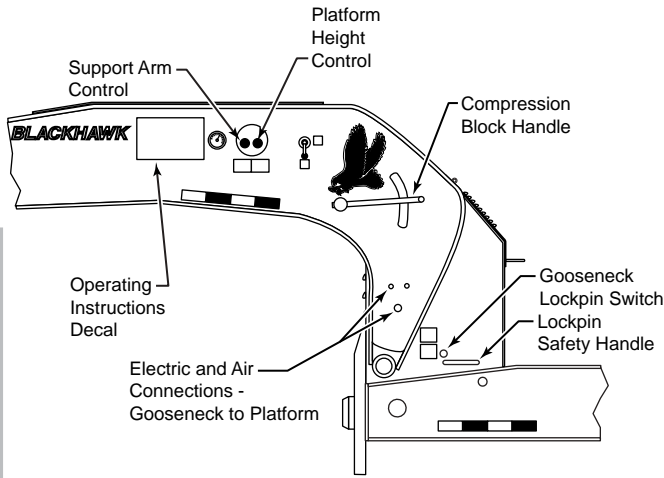


Figure 5. Inspection of Kingpin for wear

### WARNING

Check to insure that the kingpin is locked into the tractor fifth wheel.

8. Before operating the trailer, test the air brake system using the following procedure:
  - a. Check the air system pressure. The system must hold 100 PSI (7 Bar) minimum.
  - b. Apply the brakes. Inspect the brake action on all the wheels for proper application.
  - c. Release the brakes. The brakes must release promptly. The air pressure must discharge quickly from the relay emergency valve.
  - d. Disconnect the emergency line from the trailer. The trailer brakes must automatically apply.
  - e. Connect the emergency line to the trailer. The trailer brakes must release.
9. Check the tires for proper inflation pressure. Inspect the tires for cuts or other damage.
10. **Power pack operated units**, start engine and adjust the throttle. **Truck operated units**, hook up hydraulic lines and engage the pump.



**Figure 6. Identification of Controls**

11. Move the platform height control to the "Raise" position until the compression blocks fall into the "Transport" position.
12. Move the platform height control to the "Lower" position until the compression blocks are completely seated.
13. Insure that gooseneck support arm is fully retracted.
14. **Power pack operated units**, shut off engine. **Truck operated units**, disengage pump.

**Trailer to Tractor *Disconnection Procedure***

1. Disconnect the electrical and air connection between the gooseneck and the truck.

<b>WARNING</b>
Block the trailer wheels

2. Power pack operated units, start the engine and adjust the throttle. Truck operated units, hook up hydraulic lines and engage pump.
3. Move the platform height control to the "Raise" position until the compression blocks disengage the gooseneck link (refer to figure 7).
4. Rotate the compression blocks to the "Release" position (refer to figure 7).
5. Move the platform height control to the "Lower" position until the platform is on the ground and the load is removed from the tractor fifth wheel.
6. **Power pack operated units**, shut off power pack engine. **Truck operated units**, disengage truck pump and disconnect hydraulic lines from the truck.

<b>WARNING</b>
Make sure that the gooseneck to platform safety pin is fully engaged. If the pin is disengaged, the gooseneck could drop uncontrollably to the ground.

7. Disconnect the fifth wheel lock pin.
8. Pull tractor away from the trailer.

<b>WARNING</b>
Keep hands and feet clear of the point where the frame contacts the ground.

**Gooseneck Removal**

(See figures 6 and 7)

1. Set tractor brakes.
2. Power pack units, start the engine and adjust the throttle. Truck operated units, hook up hydraulic lines and engage the pump.
3. Move the platform height control knob to the "Raise" position until the platform lifts enough to free the compression blocks.
4. Rotate the compression block handle to the "Release" position. See figure 7.
5. Move the platform height control knob to the "Lower" position until the platform is on the ground and the gooseneck teardrops are approximately 1/4" below platform the pins.
6. Disconnect the electrical and air connection between the gooseneck and the platform.
7. Pull the safety pin handle out and rotate to hold it out. Release the gooseneck lock pin (Pull switch out), if pin will not release, back trailer up slightly). See figure 6.
8. Move the support arm control knob to the "Lower" position until the support arm contacts the truck frame and supports the gooseneck.

<b>WARNING</b>
Keep hands and feet clear of the point where the frame contacts the ground.

9. **Power pack units** - shut off power pack engine. **Truck operated units** - disengage truck pump.

10. Pull tractor and gooseneck away from the platform to permit loading.

## Gooseneck Attachment

(See figures 6 and 7)

1. Pull the safety pin handle out and rotate to hold it out. Release the gooseneck lock pin (Pull switch out).
2. Back gooseneck into the platform until gooseneck tear drops contact platform.
3. **Power pack units** - start engine and adjust throttle. **Truck operated units** - engage pump.
4. Move the support arm control knob to the "Raise" position until the support arm is fully retracted.
5. Move the platform height control knob to the "Raise" position until the compression blocks can swing into the desired "transport position".
6. Rotate compression block handle to the selected transport position.
7. Move the platform height control knob to the "Lower" position until the compression blocks are completely seated.
8. Engage the gooseneck lock pin (Push switch in). Rotate the safety pin handle, and push it in to engage it.
8. **Power pack units** - shut off engine. **Truck operated units** - disengage pump.
9. Connect the electrical and air connections between the gooseneck and the platform.

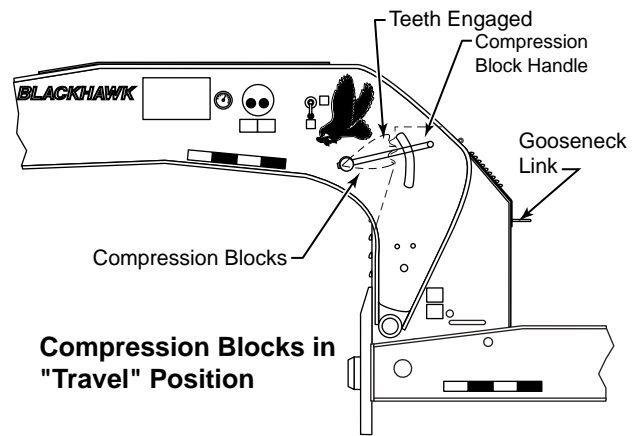
## Multiple Ride Height Adjustment

The RTN trailer gooseneck can be adjusted to provide a standard ride height with a range of tractor fifth wheel heights or multiple ride heights with any given fifth wheel height. This adjustment is accomplished by positioning the compression blocks to mesh with the gooseneck link through a range of positions. An adjustable stop cam is provided to stop the compression blocks in a preselected position. See figure 9.

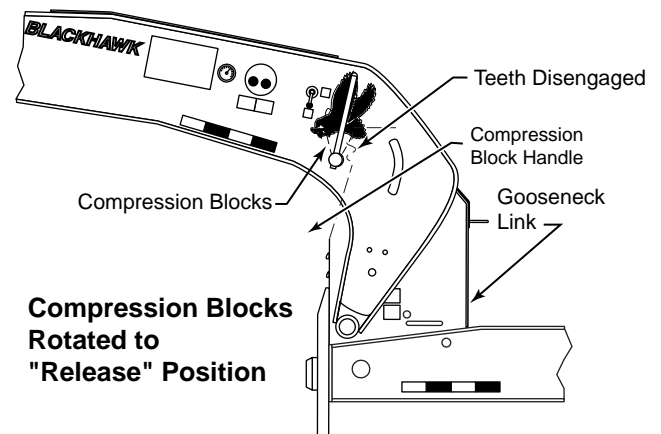
**NOTE:** The top tooth of the compression block must always be above the top tooth of the gooseneck link when the block and link are engaged in the travel position. Likewise, the bottom tooth of the compression block must always be below the bottom tooth of the gooseneck link (see figure 9).

### WARNING

All teeth on the gooseneck link must be fully engaged with the compression block when in the Travel position.



Compression Blocks in "Travel" Position



Compression Blocks Rotated to "Release" Position

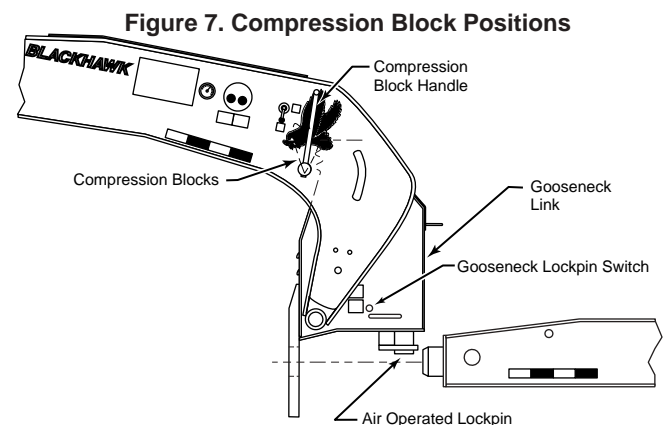


Figure 7. Compression Block Positions

Figure 8. Gooseneck to Platform Connections

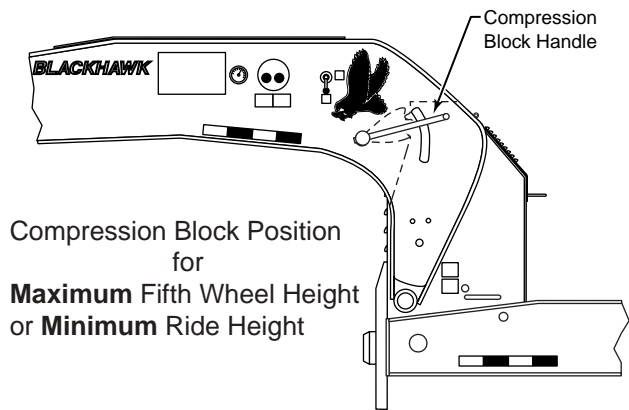
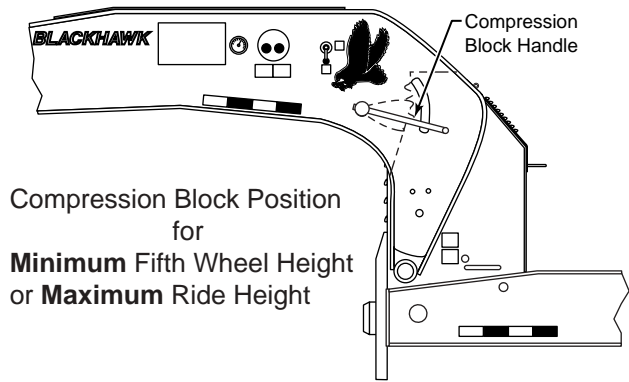
## High Lift Gooseneck Operation

The Etnyre RTN trailer features a High Lift gooseneck. This gooseneck provides 32" of vertical travel at the front of the trailer platform, allowing the trailer to clear obstacles or to avoid "high centering".

Raise the trailer only high enough to clear the obstacle. Travel speeds while in the High Lift position **must be limited to 10 mph maximum** and the trailer

must be **towed only in a straight line** due to tractor fifth wheel oscillation limitations. Attempting to turn while the trailer is in the High Lift position could damage the tractor and/or the trailer.

**OPERATION**



**Figure 9. Ride Height Adjustment**

**WARNING**

Do not raise loaded trailer so high as to lift the front axle off the ground. Damage to the trailer frame and/or suspension could occur.

**WARNING**

Do not make turns with the trailer in the high lift position. Damage to the trailer and/or tractor could occur.



## Loading and Unloading Procedures

### General

The model RTN trailers are front loaded by detaching the gooseneck. The detached gooseneck is then moved away with the tractor and the trailer is front loaded.

**WARNING**

Read these instructions thoroughly and observe them when operating hydraulic removable gooseneck trailers.  
Also read and observe the general operating procedures for trailers at the beginning of this section.

### Front Loading and Unloading Procedures

These procedures *must* be followed when front loading or unloading hydraulic removable gooseneck trailers.

**WARNING**

Load and unload on solid, level terrain.

1. Set the brakes on the trailer.

**WARNING**

Block the trailer wheels.

2. Use extension brackets (optional equipment) to increase the platform width to support wide loads.

**WARNING**

Use care when loading and unloading. Move the machine on or off the trailer slowly!  
Extension bracket will not support the full load weight.

3. Center the load. *Do Not* load to one side. Position the load for proper weight distribution.

4. Fasten the load to the trailer.

**WARNING**

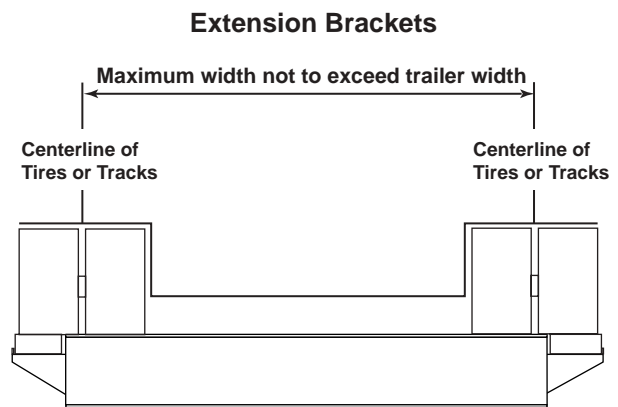
The load must be securely and adequately fastened to the trailer.

**WARNING**

Keep hands and feet clear of the point where the frame contacts the ground.

**WARNING**

Extension Brackets  
Maximum width not to exceed trailer width  
Centerline of Tracks or Tires      Centerline of Tracks or Tires



Top of extension bracket boards must be flush with main deck boards.  
Centerline of tracks or tires must be loaded on the main deck, not on the extension brackets.  
Failure to load extension brackets properly can result in equipment damage and personal injury.

Figure 10. Extension Brackets

### General Rear Loading and Unloading Procedures

These procedures Must be followed when rear loading or unloading trailers (the Rear Loading Feature is optional equipment).

**⚠ WARNING**  
Load and unload on solid, level terrain.

All rear loading trailers must be connected to the prime mover (tractor) during all rear loading and unloading procedures.

1. Set the brakes on the prime mover and trailer.

**⚠ WARNING**  
Block the trailer wheels.

2. When loading or unloading the trailer from the rear, block under the rear of the trailer frame and under the load ramps (see figure 11).

**NOTE:** Place blocks under the load ramps to support the ramps during loading or unloading. These trailers can also be loaded and unloaded from a dock or embankment.

3. Use extension brackets (optional equipment) to increase the platform width to support wide loads.

**⚠ WARNING**  
Use care when loading and unloading. Move the machine on or off the trailer slowly!  
Extension bracket will not support the full load weight.

4. Center the load. Do Not load to one side. Position the load for proper weight distribution.

5. Fasten the load to the trailer.

General Road Check Procedures

During road stops, check the trailer and the load using the following procedures:

1. Check the fastening equipment.

**⚠ WARNING**  
The load must be securely and adequately fastened to the trailer.

2. Inspect the trailer frame structure.
3. Check all the trailer brake drums for heating.

**NOTE:** A cool brake drum can indicate an inoperative brake.

**⚠ WARNING**  
The load must be securely and adequately fastened to the trailer.

**⚠ WARNING**  
Proceed cautiously since a malfunctions or misadjusted brake can cause the drum to become extremely hot. **Do Not** operate the trailer until the cause of overheating is corrected.

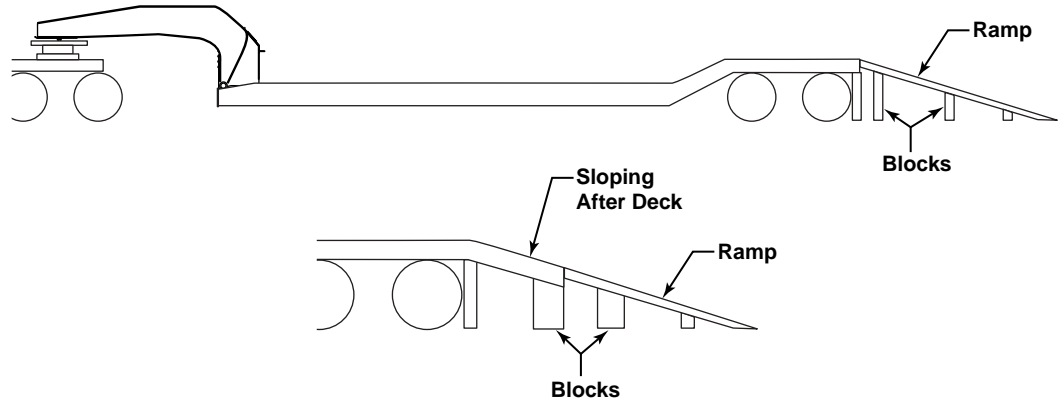


Figure 11. Blocking Under Rear of Trailer and Under Load Ramps.

4. Check to be sure all the wheel nuts are tight. Tighten as required (see Figure 14),

5. Check the tire inflation. Inspect the tires for cuts or other damage.

 **WARNING**

Do Not bleed air from the tires when they are hot.

6. Inspect the lights, turn signals and reflectors for operation.

 **WARNING**

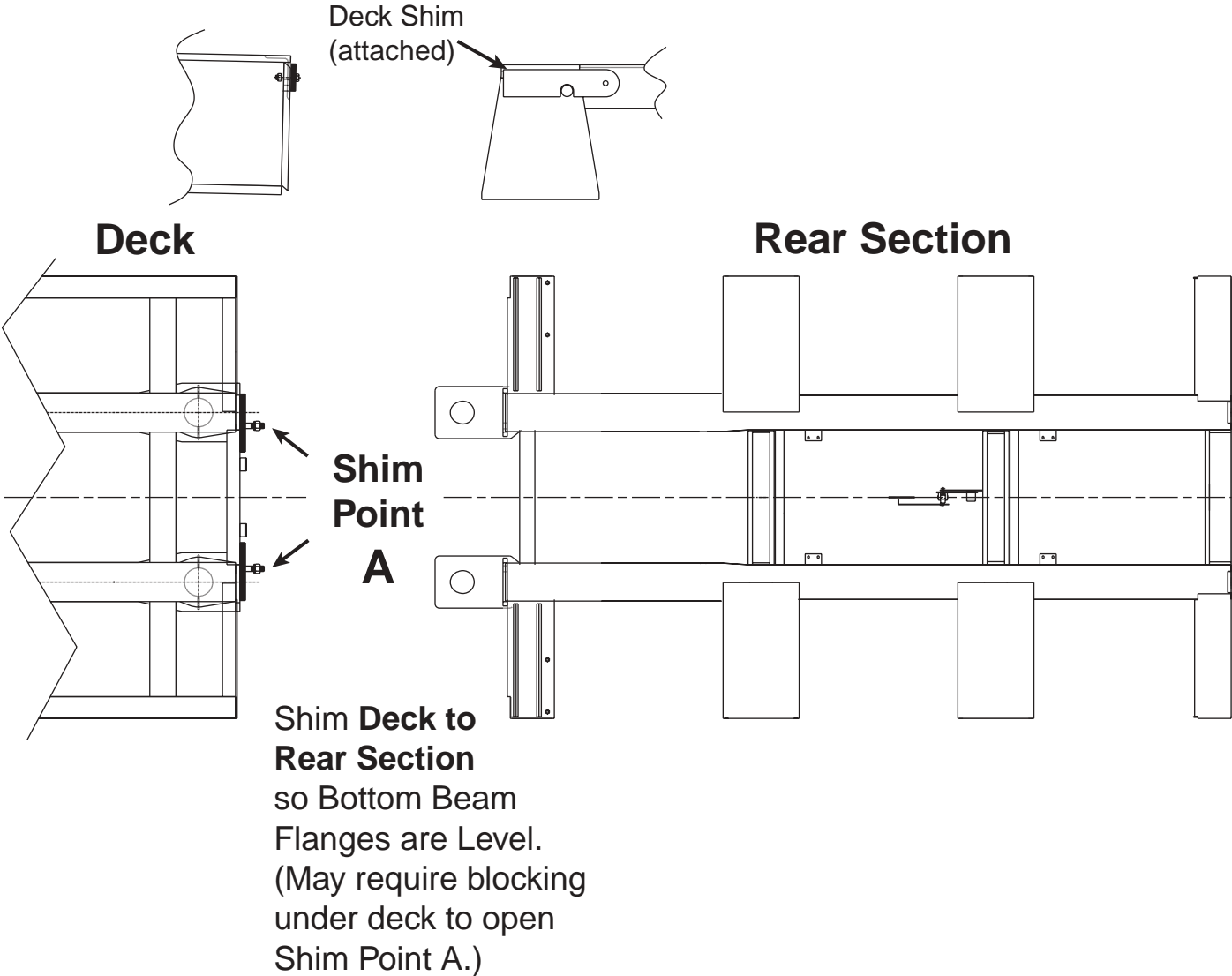
Do Not operate a trailer needing repair. Correct any problems found during the road check immediately.

# Shimming Instructions

**Shimming requires exhausting of the air ride system to open shim points!**

**Trailer may be adjusted using manual raising and lowering valve or +3/-3 height control.**

**Air pressure gauges may be located on suspension air bag for developing air pressure for axle load charts.**



**Shimming objective is to have all rear section bottom beam flanges level (top of axle to bottom flange of rear beam should be 6 1/2" at standard ride height). A chart should be kept of all the loads that require shimming and must be developed through trial and error.**

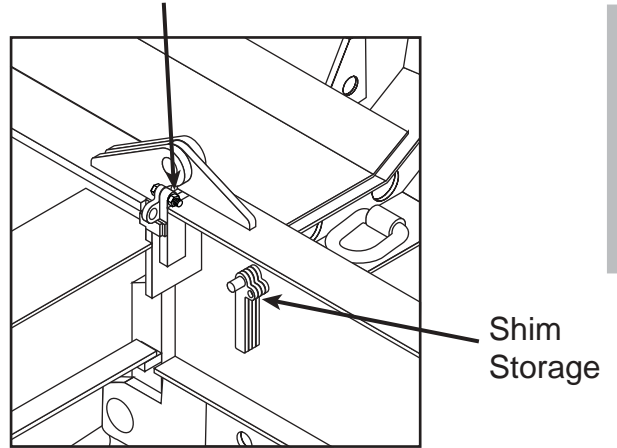
# Shimming Instructions

**! WARNING**

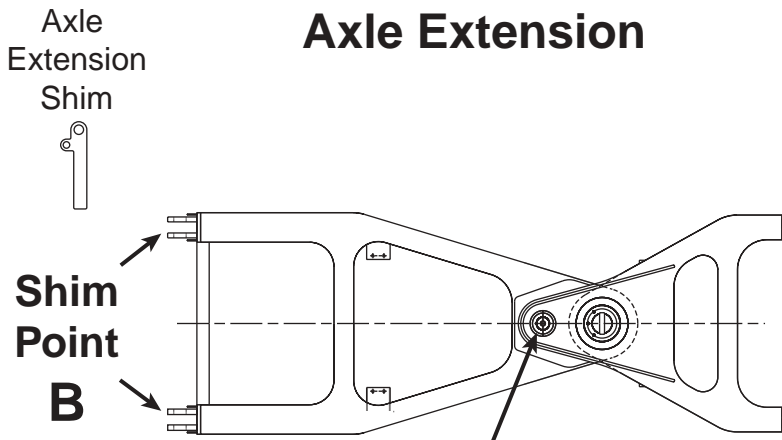
Remove the axle extension when traveling with an unloaded trailer. If this is not practical, all shims should be removed between axle extension and rear section (shim point B).

Failure to comply may result in loss of control of vehicle.

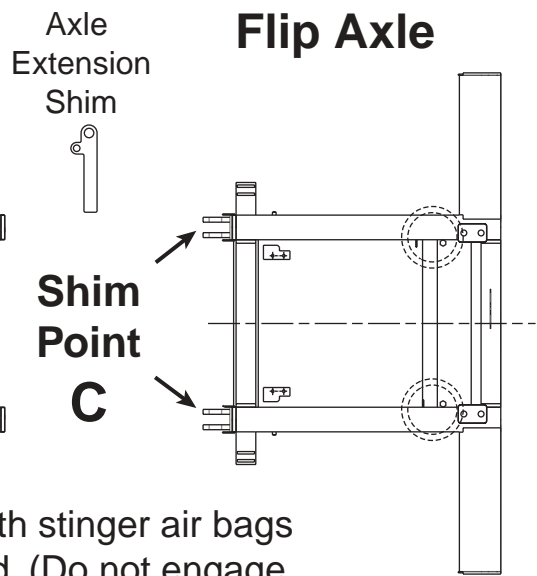
After correct shims have been installed and gap is closed, shims must be secured with bolt through eye.



OPERATION



## Axle Extension



## Flip Axle

### Stinger Lock Pin

For backing empty trailer with stinger air bags deflated and shims removed. (Do not engage when traveling forward.)

Shim Point **B** for desired load on Stinger Axle. Add shims for more weight on stinger axle, remove shims for less weight on stinger axle.

Shim Point **C** for desired load on Stinger Axle. Add shims for more weight on stinger axle, remove shims for less weight on stinger axle.

**NOTE: At no time should Shim Point C have more shims than Shim Point B and Shim Point B should not have more shims than Shim Point A.**

**Axle weights should be checked on a certified scale.**

## Maintenance

### General

This section contains instructions for the care and maintenance of the Etnyre RTN trailer. This section is divided into two subsections: a **Maintenance Schedule** and **Maintenance Procedures**. The maintenance schedule lists the recommended distance/time intervals between maintenance checks. The procedures subsection provides detailed instructions for performing the maintenance checks. The instructions listed in the procedures subsection are given by systems and are not necessarily in the order listed in Table 2.

### Maintenance Schedule

Table 2 lists the recommended maintenance checks. It is outlined in two schedules: the mileage schedule and the periodic schedule. Perform maintenance on the basis of whichever occurs first.

The first column of Maintenance Table 2 should be used to locate the applicable maintenance procedure and illustration. Figure 12 shows the maintenance points.

ITEM NO.	ITEM	SCHEDULE					QUAN	TYPE or REMARKS
		Day	Wk	Mo	25,000 mi. or 6 mo	50,000 mi. or 1 year		
1	5th Wheel Plate Kingpin	X	X					Multipurpose Grease No .1 (No. 0 Below 32°F) Inspect
2	Frame & Decking		X					Check
3	Undercarriage		X					Check
4	Wheel Bearings (Oil Lubricated)	X				C	3 Pints per axle (1.42 liter)	Multipurpose Gear Oil Grade 90
5	Rims & Brake Drums			X				Inspect
6	Wheels	X	X					Visual Check. Tighten Lug Nuts or Rim Clamps
7	Tires	X						Check Inflation & Remove Debris Between Duals
8	Air Lines	X	X					Test. See Page ? Inspect
9	Air Reservoir	X					2	Drain Condensation
10	Relay Emergency Valve					X	1	Clean
11	Brake Chambers			X		X	2 per axle	Check Condensation Holes See Page ? Clean. Inspect & Replace Diaphragm
12	Slack Adjuster and Yoke Pin				X			Inspect

Table 2. Maintenance Schedule

ITEM NO.	ITEM	SCHEDULE					QUAN	TYPE or REMARKS
		Day	Wk	Mo	25,000 mi. or 6 mo	50,000 mi. or 1 year		
13	Brakes	X	X		X		8 per axle	Multipurpose Grease Note: Do Not over-grease Brake Spider (or Anchor Pins when applicable) Check for Overheating  Inspect & Adjust
14	Lights & Reflectors	X						Check Operation
15 - with Power Pack	Hydraulic Oil			X		X	13.4	SAE 10W Hydraulic Oil
16 - with Power Pack	Hydraulic Filter Element					X	1	Period Shown or 50 hours of Power Pack Operation - See Parts Manual.
17 - with Power Pack	Battery	X						Fill as Required - Use Distilled Water.
18 - with Power Pack	Engine		X					Check Air Cleaner and Motor Mount Bolts for Tightness. Check module isolators. See Engine Manual for Additional Maintenance Information.

Table 2 Maintenance Schedule

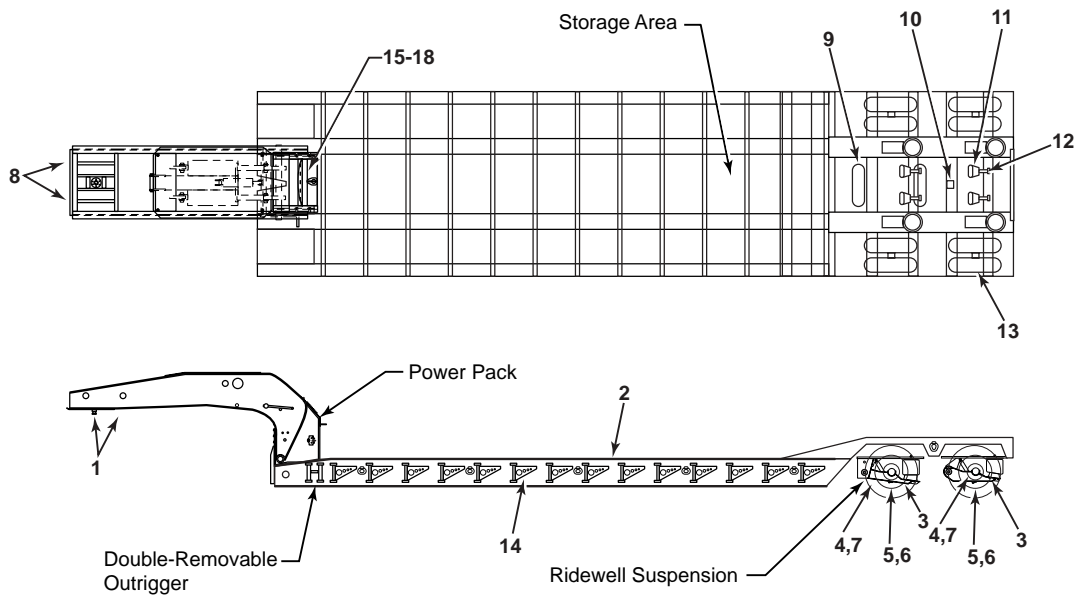


Figure 12. Maintenance Checkpoints

## Maintenance Procedures

Fifth Wheel Plate and Kingpin Inspection and Lubrication

Inspect the kingpin throat for signs of wear. Replace the kingpin if worn 1/8 inch (3.18 mm) undersize (see figure 5).

If the grease remaining on the fifth wheel plate contains sand and dirt, clean it before lubricating. The kingpin and the fifth wheel plate should be greased thoroughly with multipurpose grease before connecting the tractor and trailer.

## Frame Inspection

An important phase of trailer maintenance is the inspection and repair, if required, of all structural members of the trailer frame. The frame must be one solid unit to carry the load. This also helps prevent major repair costs and trailer downtime.

Complete frame inspection is required for various reasons. Trailers are subjected to considerable abuse due to heavy loads and difficult road conditions under which they are operated. A trailer loaded to the maximum rated capacity and pulled at the highest rated speeds for long periods of time, could develop structural damage faster than a trailer carrying lighter loads at lower speeds. Rough use and poor maintenance will shorten the life of the trailer.

Check the trailer frame daily for cracked structure, cracked welds, and broken, damaged or lost parts. Structural cracks will usually show best when the trailer is loaded. Failures are the result of metal fatigue caused by flexing and vibration. They will appear as cracks in the steel frame members. If repairs are needed Do Not operate the unit until the repairs are made. Structural

repairs must be done by persons experienced in this field.

**NOTE:** Failure to maintain decking in good condition may cause damage to crossmembers.

## Weld Repairs

Minor repairs to crossmembers, floorplates, and other parts which are not part of a main structural member, may be repaired without special instruction *if good welding practices are followed.*


 <b>WARNING</b>
Repairs to major structural members must be made according to the requirements of the part being repaired. Care must be taken to ensure that the repairs do not contain stress concentrations which could lead to another failure. Repair of T-1 steel especially requires additional care.

Table 3 lists the recommended electrodes for the various steels used in Etnyre trailers.

## Wheel Bearings

The oil level must be maintained between the "add" and "full" lines on the hub cap windows (see figure 13). Check for cracked windows, missing vent plugs and for oil leaks around the hub cap. Oil can be added through either the vent plug or the filler plug. Clean and inspect the bearings and change the oil at 50,000 miles or at brake relinings.

Type of Steel	Position of Work	AWS Electrode	Usual Size
Carbon and High Strength	Vertical, Overhead & Flat Position	E6013 E7014 E7018*	3/16"
T1 Alloy	Vertical, Overhead & Flat Position	E7018* E8018* E11018*	3/16
		*Low Hydrogen	

**Table 3. Electrodes for Weld Repairs.**



## Undercarriage

The undercarriage must be visually examined for broken and missing parts. Check brackets, adjusting screws and walking beam ends. Replace faulty parts. Check the rim clamps or cap nuts for tightness daily. See Figure 14 for torque specifications and tightening sequence. Brake drums should be carefully examined for cracks.

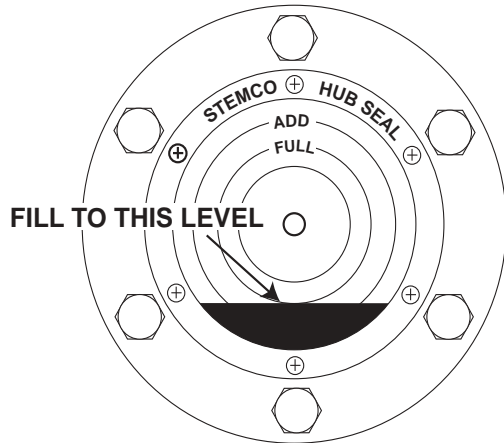

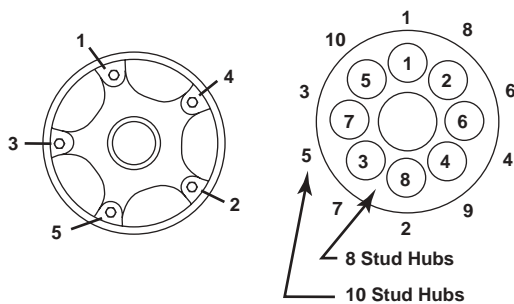


Figure 13. Check Oil Level of Oil Lubricated Bearings.

 <b>CAUTION</b>
<p>Do not allow brake drums to become excessively worn or expensive repairs will be required.</p>



**Tighten Lug Nuts to recommended torque using sequence shown**

**Torque Value**  
**3/4" nuts - 180/200 Ft Lb**  
**M22 x 1.5 nuts - 450/500 Ft Lb**

Figure 14. Tightening Sequence

## SERVICE GUIDE-RIDEWELL SUSPENSIONS

### Basic Operation

When properly maintained and operated within design limits, Ridewell's Monopivot 240 Suspension will provide many years of trouble-free service. It has several unique features which deep maintenance and downtime to an absolute minimum:

1. A Double-Bonded, manual clamp-in pivot bushing.
2. A patented, contoured weld-on axle seat that requires no U-bolts.
3. A patented eccentric bolt for simple, manual axle alignment.
4. A longer hanger that minimizes kingpin slap by improving geometry between pivot bushing and axle center.
5. A self-contained shock absorber that allows precise installation and insures proper shock and air spring tolerances.

### Air Springs & Height Control Valve

This air-ride suspension is designed to dampen the shocks transmitted from road surface to trailer frame through the Air Springs. The Height Control Valve is used to maintain the proper ride height from air spring to chassis (whether empty or loaded) by controlling the volume of air in the springs.

You may use either a single or dual (leveling) height control valve system on your trailer. This service manual addresses the Single Valve System which controls ride height only. A manual or automatic dump valve may also be incorporated to exhaust air to prevent "dock creep" when loading or unloading.

**Important Note:** The air springs used on the Monopivot 240 have internal rubber bumpers designed to carry the trailer load should air spring failure or sudden loss of air supply occur. Should an air spring fail on a "single height control valve system," then all of the air springs will deflate allowing the suspension to operate on internal bumpers until repairs can be made. Should an air spring fail on a "dual height control or leveling valve system," the springs would deflate on one side only. Simply deflate the other side by removing the vertical linkage rod from the valve and rotate the horizontal lever arm **DOWN** to fully exhaust the spring.

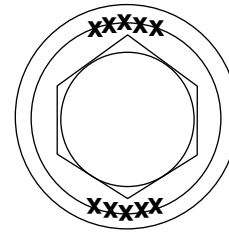
## Air Pressure & Brake Protection Valve

This air-ride suspension is dependent on air pressure from the trailer supply system. Air pressure must be maintained above 65 P.S.I. before operation. A Brake Protection Valve must be installed in the air system to prevent air loss below 65 P.S.I. and to insure safe air brake pressure in the event of air loss in the suspension system.

## Operational Inspection

1. Inspect all welds at hanger-to-frame connections.
2. Inspect for proper installation of cross member between hangers. Hangers should be adequately supported to prevent side movement.
3. Inspect axle to lower beam weld. Axle should be snug in contoured axle seat and welded according to guidelines shown in Figures 16, 17 and 18.
4. Inspect axle alignment to kingpin. Forward axle should be + 1/16" left to right relative to kingpin. Rear axle, if equipped, should be in line with forward axle + 1/16" axle center to axle center. Refer to axle alignment procedure shown in Figure 19.
5. Inspect automatic air control valve for proper installation. Valve should be mounted so linkage is free to operate without interference. Check all linkage connections and air fittings on valve for tightness. Refer to Figure 20.
6. Inspect air spring. With unloaded trailer on level surface and supply air pressure in excess of 65 P.S.I., all air springs should be of equal pressure. Check for proper clearance around air spring: minimum 1-3/4".
7. Inspect for proper mounting height. If measurement is incorrect, adjust height control valve until proper mounting height is achieved.
8. Check all air connections for leaks and tighten if needed.
9. Inspect air lines. They should be free from sharp objects and secured to prevent premature failure.
10. Eccentric bolt inspection: (See Figure 15)

Inspect for installation of anti-turn washer for proper welding as shown at right.



**1/4" Fillet Welds,  
1" Long, After Axle  
Is Aligned.**

Figure 15. Eccentric Bolt Inspection

## Preventive Maintenance

### Daily

Visually inspect trailer to be sure it is level and that suspension ride height is correct.

Check for loose or broken parts on or around suspension to prevent any serious problems from occurring.

### Every 30 Days

Check clearances around all moving suspension parts, air springs, tires and shock absorbers. Any signs of interference should be immediately corrected.

Visually inspect axle connection weld and bolt connections to make sure they are secure. Review and correct any signs of wear.

### Every 90 Days & With Annual Inspection

Check items mentioned above in Daily & 30 Day inspections.

Also inspect weld integrity at the following connections: suspension-to-axle, anti-turn washer, locking plate and hanger-to-frame.

All pivot and clamping connections such as the suspension pivot and the shock mounting must be inspected. All pivot and clamping connections such as the suspension pivot and the shock mounting must be inspected.

**NOTICE!! RIDEWELL CORP. BEARS NO RESPONSIBILITY FOR SUSPENSIONS DAMAGED BY ABUSE OR NEGLIGENCE. IN ADDITION, ANY SUSPENSIONS DRIVEN TO COMPLETE DESTRUCTION WILL NOT BE COVERED BY WARRANTY.**

## Welding Guidelines

The following precautions and recommendations must be read and understood by qualified personnel prior to weld installation of Ridewell Air-Ride Trailer Suspensions to trailer axles. Any welding procedures or materials that do not clearly fall within these guidelines could compromise the integrity and safety of the installation.

## Welding Methods, Materials & Personnel

A) All welders and welding operators should be certified per A.W.S (American Welding Society) D1.1 Section 5 Procedures or equal.

B) Recommended welding methods are shielded metal arc (stick), gas metal arc (solid wire) or flux cored arc (tubular wire) welding. Whatever electrode and method used must develop a minimum weld tensile strength of 70,000 P.S.I. Refer to the electrode manufacturer's recommendation for voltage, current and shielding medium for the diameter electrode to be used so the best fusion and mechanical properties can be obtained.

C) All electrodes used should meet A.W.S. Section 5 Specifications and Classifications for welding carbon and low alloy steels.

D) If shielded metal arc electrodes (stick) are used, they must be new and unused, dry, free of contaminants and come from a stock that has been purchased and stored per A.W.S. Section 4.5.2., Low Hydrogen Electrode Storage Specifications.

## Weld Joint Preparation

A) **All grease, dirt, paint, slag or other contaminants must be removed from the weld joint without gouging the axle tube.**

B) Insure the lower beam assembly fits the axle with a weld root gap of 1/16" to 1/8" maximum between the welding wings or uprights as illustrated. (See Figure 16.)

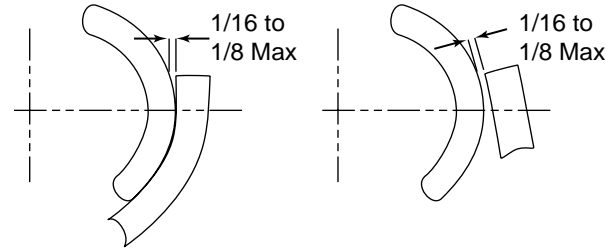


Figure 16. Root Weld Gap

## Welding Procedure

A) Ground the axle to one of the attached axle parts such as the air chamber brackets, cam brackets, or the brake spider. **Never ground the axle to a wheel or hub as the spindle bearing may sustain damage.**

B) The axle assembly should be at a minimum temperature of 60° F (15° C) prior to welding. **Pre-heating the weld zone to the axle manufacturer's recommended pre-heat temperature is recommended.** This will minimize the formation of martensitic or brittle metal structures in the fusion line or the heat affected zone which may contribute to a premature fatigue failure in service.

C) The joint to be welded should be positioned in the flat or horizontal position if possible.

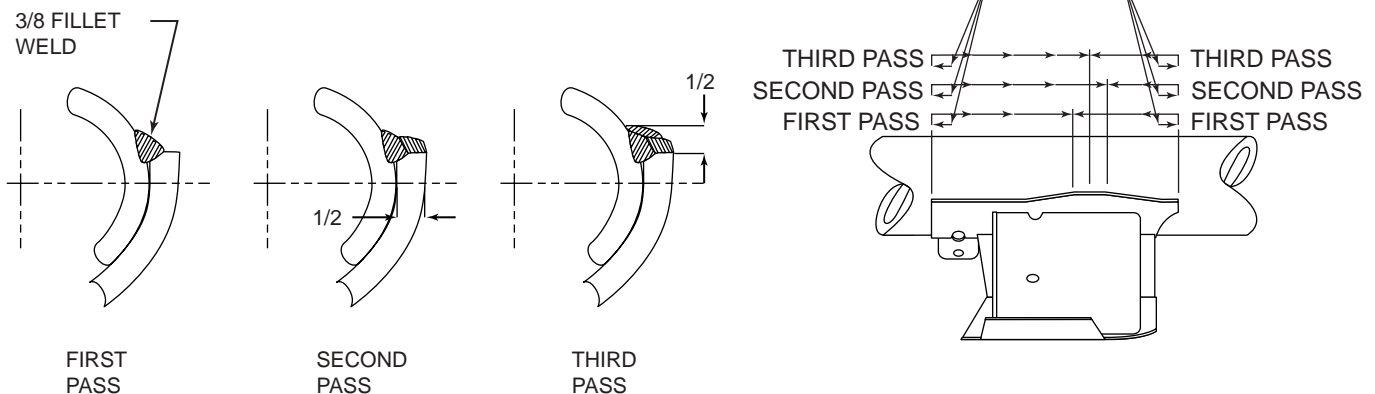


Figure 17. Multiple Pass Recommended Method

D) Multiple pass welding may be used on the beam/axle connection using the following guidelines. Total fillet weld size should be 1/2" (12.7mm).

Multiple pass (recommended method, SMAW, GMAW, FCAW) weld initiation and termination should be performed as outlined and shown in (Figure 17).

NOTE: All slag must be removed between passes. Backstep fill all craters. Each pass must be accomplished in two segments. Recommended electrode is E7018 if SMAW (stick) is used.

**IMPORTANT: It may be necessary to C-clamp axle to axle beam seat prior to welding. This will insure that complete contact occurs between the axle housing and beam seat.**

### Repair Welding

If the beam/axle weld is cracked or broken, the weld

can only be repaired if the crack or break does not extend into the axle tube. To repair the weld, grid or back gouge the weld/crack down to the base metal. If the crack extends into the axle tube, or if any other area of the axle is cracked, the axle must be replaced. Apply the repair weld according to the information in Sections 1-3 of the guideline.

### Welding Precautions

A) All welds must be kept away from the top and bottom of the axle where maximum stresses occur. The "no weld" zones are illustrated in (Figure 18).

B) **Do not test weld the arc on any part of the axle tube.** This can cause a material change which can lead to a small crack that may eventually grow and affect the fatigue life of the axle.

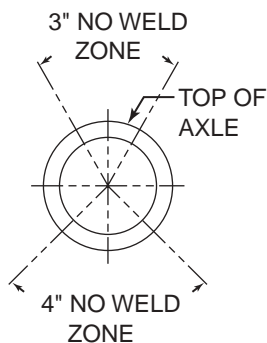


Figure 18. No Weld Zones

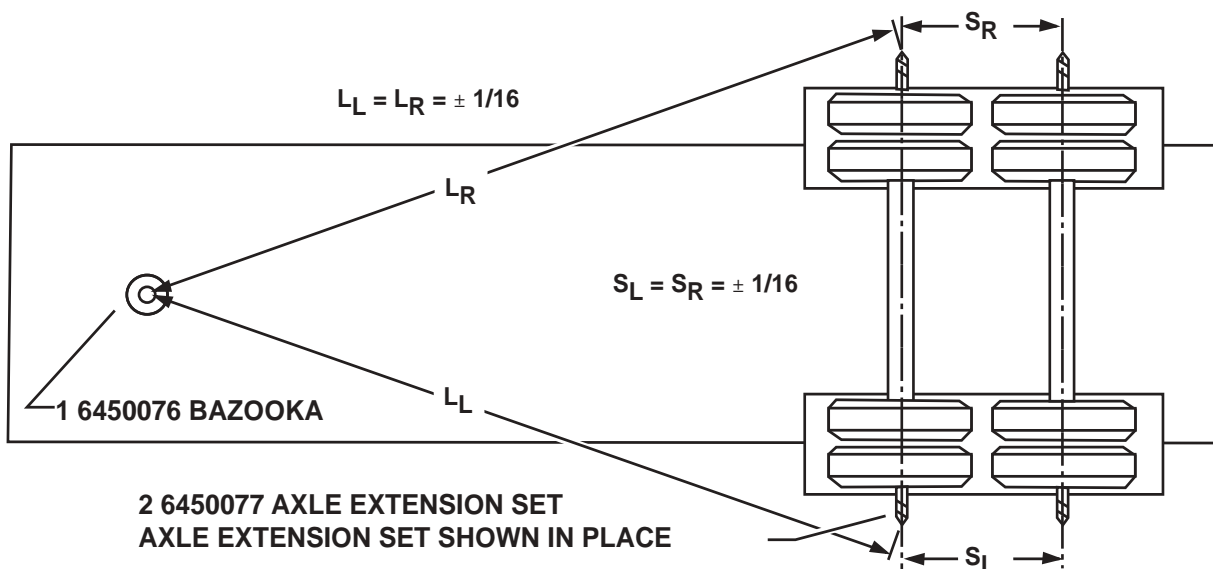


Figure 19. Alignment of Axle

**YOUR SUSPENSION WILL HAVE THIS LABEL ABOVE THE ECCENTRIC BOLT**

**NOTICE!**

**ECCENTRIC BOLT ARROW MUST BE AT 12 O'CLOCK POSITION PRIOR TO ALIGNMENT. AFTER ALIGNMENT INSTALL ANTI-TURN WASHER OVER HEAD OF BOLT AND TORQUE TO 1,000 FT. LBS.**



**Alignment Of Axle**

The Monopivot 240 is equipped with an eccentric bolt in one or both hangers for simple, manual alignment of axles.

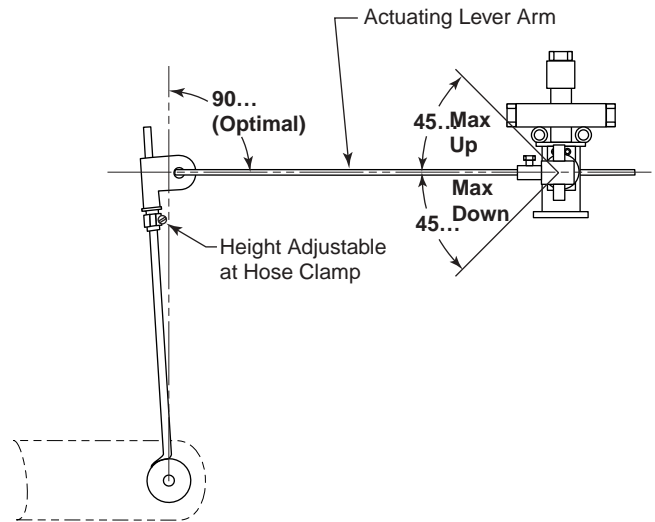
**For Tandem Axle Trailer**

1. Align the forward axle to center of kingpin (see "A" in Figure 19), then align rear axle to center of forward axle (see "B" in Figure 19). The measurement from left to right side of axle centers should not exceed 1/8" difference.
2. To align the axle, loosen the eccentric bolt lock nut and remove the anti-turn washer from head of eccentric bolt.
3. To move the axle forward, rotate the eccentric bolt arrow toward the front of the trailer. The bolt may be rotated a maximum of a 1/4 turn from top center.
4. To move the axle rearward, rotate the eccentric bolt arrow toward the rear of the trailer. The bolt may be rotated a maximum of a 1/4 turn from top center.
5. After alignment is achieved, re-install anti-turn washer and weld at positions as shown in figure 15 . Re-torque the eccentric bolt lock nut to specified torque.

**Height Control Valve**

**Operation (See Figure 20)**

As load is applied, the horizontal actuating lever arm moves from **NEUTRAL** position to **UP (intake)** position. As load is removed, the horizontal actuating lever arm moves from **NEUTRAL** position to **DOWN (exhaust)** position. The valve opens and air is allowed to exhaust from air springs bringing the horizontal actuating lever arm back to a neutral position. Optimum performance is achieved when valve is adjusted accurately to the suspension by increasing or decreasing horizontal lever arm length to a point where valve and lever arm approach 45° maximum, up or down from neutral position.



**Figure 20. Height Control Valve Asm**

**Set Up**

1. Insert vertical link rod through offset dampener link. Do not tighten clamp until final adjustment (discussed in **ADJUSTMENT** section) is made.
2. Insert horizontal lever arm through 5/16" cap screw side of insert to desired length. Tighten 5/16" cap screw to 10 Ft. Lbs.

**NOTE: The horizontal actuating lever arm can be adjusted in length. The recommended length is 7", however a maximum length of 11-1/2" is acceptable.**

A right or left-hand valve can be achieved by simply rotating the horizontal lever arm 180°.

**Adjustment**

1. With vehicle on level ground, build and maintain supply air pressure in excess of 65 P.S.I.
2. Rotate horizontal lever arm **DOWN** to exhaust air spring or rotate **UP** to inflate springs until proper ride height is achieved. Place lever arm at neutral position and insert wood centering pins into valve.
3. Slide vertical link rod through hole in the offset dampener link. Install vertical link rod grommet to pin on mounting bracket at axle. Place mounting bracket on axle and attach. Tighten clamp on offset dampener link and remove wood centering pins.
4. **TEST:** Disconnect vertical link rod grommet from mounting bracket at axle pin. Rotate horizontal lever arm **DOWN** to exhaust air springs about half-way.

Rotate horizontal lever arm **UP** until grommet is at axle mounting bracket pin level. Air springs should re-inflate to ride height level.

5. Re-connect grommet to pin, Check to see if air springs are of equal firmness.

6. Trim off excess vertical link rod "stick-out" past the offset dampener link if needed for proper operation. **CAUTION: Vertical link rod must extend completely through offset dampener at all times.** Also trim excess rod on horizontal lever arm.

### Valve Replacement

1. Build and maintain supply air pressure in excess of 65 P.S.I.
2. Disconnect lower anchor.
3. Move actuating lever arm up-air should flow into related air springs.
4. Move actuating lever arm to neutral position-air flow should stop.
5. Move actuating lever arm down to exhaust air.
6. Move actuating lever arm to neutral position-air flow should stop.
7. Valve is functional if performance is as noted.

### Tires And Disc Wheels

#### Tire Inflation

Proper and improper inflation will produce the tire section and ground contact characteristics shown in Figure 21. Tire inflation must be checked daily while tires are cold.

Either over-inflation or under-inflation will cause premature tire failure

<b>⚠ CAUTION</b>
Do not attempt to adjust the inflation pressure while the tires are hot.

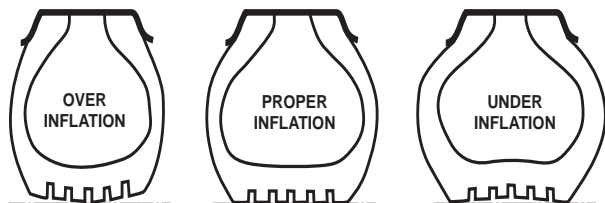


Figure 21. Proper Tire Inflation

<b>⚠ CAUTION</b>
Do not exceed the cold inflation pressures. In some cases the rim will have a lower inflation pressure than the tire, in which case the lower pressure must be used. The maximum inflation pressure to be used is shown on the certification label. Tire inflation must be checked during road stops to locate air losses. Also, remove any foreign objects jammed between the dual wheels.

<b>⚠ CAUTION</b>
Repair any leaks immediately. All tires must be equipped with valve caps.

#### Tire Overinflation

Overinflation weakens the cord body of the tire by reducing it's ability to absorb road shocks.

Overinflation can cause failure due to fatigue cracks.

Overinflation can also cause rim and wheel damage.

1. Inflate to correct pressure when tires are cool.

<b>⚠ WARNING</b>
Do not overinflate tires.

2. Never "bleed" tires to relieve excessive pressure buildup when the tires are warm. Excessive buildup of air pressure can be due to load, underinflation, speed or a combination of the three.

#### Tire Underinflation

Underinflation causes rapid wear and premature failure. Underinflation or overloading of the tires on any vehicle driven at sustained speeds will result in weakening of the tire cords. This can make the tire susceptible to further damage or failure even under normal load and inflation conditions.

<b>⚠ WARNING</b>
Do not overinflate tires.

## Matching Dual Tires

Matching of the duals by size will result in longer tire life. Improper matching will cause the larger diameter tire to carry an overload. This will cause typical overloaded tire difficulties. The smaller diameter tire will also wear more rapidly due to scuffing. Differences of not more than 1/2 inch (6.35 mm) in diameter or 1-1/2 inch (19.1 mm) in circumference are allowed.

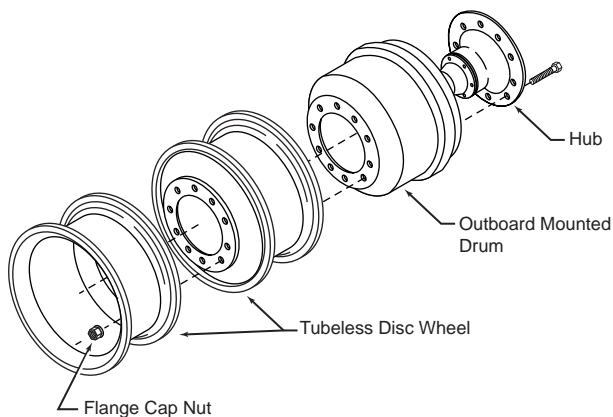
**NOTE:** The smaller of the two tires should be mounted in the inside position.

## Removing Tire and Disc Wheel Assembly

### **WARNING**

Before removing the tire and rim assemblies, remove the valve core and exhaust all air from both tires in the dual assembly. Check the valve stem by running a piece of wire through the stem to make sure it is not plugged.

With the trailer supported by jacks and blocks, remove all the air from the tires (see Warning on this page). Remove the cap nuts (see Figure 22). Remove the outside tire and disc wheel. Remove the inside tire and disc wheel if it must be changed.



**Figure 22. Removal of Tires and Hub Piloted Disc Wheels**

## Mounting and Demounting Tires on Disc Wheels

### **WARNING**

Mounting and demounting of tires must be done by trained personnel only!

Always use industry approved procedures.

The following points must be considered when changing or repairing tires on disc wheels.

1. Do not mix rim or wheel components. They may come apart during inflation.
2. Check the rim base, side rings and lock rings for cracks or other damage. Do not attempt to repair disc wheels. Scrap damaged parts.
3. Match the duals.
4. Use only correct rim sizes.
5. Keep rims clean and painted to avoid corrosion.
6. Use proper valve stems and extensions. If valve spacers are used, be sure they are in place before reassembling.
7. Do not overinflate tires.

### **WARNING**

Use properly constructed cages, guards or baskets when inflating tires.

Tires are to be mounted by trained service personnel only!

8. When the tires are worn, the tube will also be worn. Replace the tube. Use the proper size tube.
9. Replace chafed, pinched, stretched or creased tubes.
10. Replace twisted, creased or folded flaps.

## Mounting Tire and Hub Piloted Type Disc Wheels

Before mounting the disc wheel, clean the mounting face of dirt and excess paint.

Place the inside tire and disc wheel assembly on the hub. Place the outside tire and disc wheel assembly on the hub and start the flange nuts. Valve stems for the two wheels should be mounted in different circumferential positions for easy inflation. Tighten the flange nuts to the torque and in the sequence shown in Figure

25. If the inside tire and disc wheel assembly was not removed, inflate the tire to the proper pressure.

### Checking Tightness on Mounted Dual Disc Wheels

Check the flange nut, torque after the first 50-100 miles of service. Tighten the nuts as shown in Figure 14.

### Hubs

#### Hub Removal

Demountable disc wheels must be removed before removing hubs. Support the hub assembly prior to removal. The hub and drum are removed as an assembly using the following procedure.

1. Loosen the brake adjustment by turning the adjusting screw on the slack adjuster.
2. Remove the hub.
3. Bend the flap or tang of the lockwasher from the flat of the outer spindle nut.
4. Remove the outer spindle nut, two (2) lockwashers and the inner spindle nut.
5. Pull the hub and drum assembly carefully to avoid damage to the bearing, spindle and inner seal. Catch the bearing cones as the hub is removed from the spindle.

#### Inspection and Cleaning

While the hub is removed, inspect the condition of the brake drum and linings. Also check the condition of the cups, cones, seal and axle ring.

##### Preparing Bearing for Assembly

Coat the bearing cones and cups with oil prior to assembly.

#### Hub Installation

After the parts have been cleaned, inspected and bearings oiled, install as follows:

1. Assemble the inner cone and seal into the hub.
2. Place the hub over the spindle, being careful to avoid damage to the spindle, seal and brake.
3. Put the outer cone into position.
4. Tighten the inner spindle nut while rotating the hub both directions until a slight bind is felt.
5. Loosen the nut 1/4 turn. The hub must rotate freely.
6. Install the inner nut lock and place the outer lock-

washer on the spindle.

7. Tighten the outer nut.
8. The end play must be .001 in. (.0254 mm) to .010 in. (.254 mm).
9. Lock the outer spindle nut in place by bending the tangs or edge of the lockwasher over one flat on the outer nut.

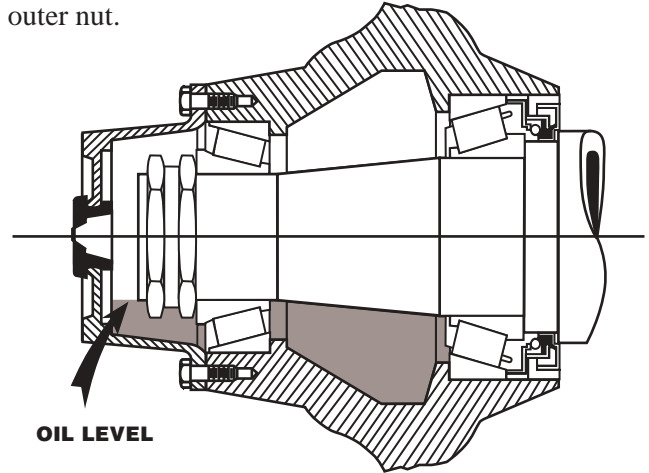


Figure 23. Checking Oil Level in Hub

10. Install the hub cap gasket and hub cap. Fill the hub to the "Full" line on the hub cap window (see Figure 13 & Figure 23).
11. Adjust the brakes.

### Air Systems and Brakes

#### Air Systems and Brakes - General

This section contains a description of the operation of the trailer brake air supply system.

Also included in this section are test instructions, disassembly and assembly procedures and a troubleshooting guide.

#### Air System Tests

A series of tests must be run daily before operating trailers with air brakes.

1. Connect the air lines, turn on the air, and pressurize the system. The system must hold 100 PSI (7 Bar) pressure minimum.
2. Apply the brakes. Inspect the brake action on all the wheels for proper application.
3. Release the brakes. The brakes must release promptly. Air pressure must discharge quickly from the relay emergency valve.
4. Disconnect the emergency line from the trailer. The trailer brakes must automatically apply.



5. Connect the emergency line. The brakes must release.

### Air Reservoir

Drain condensation from the reservoir while the reservoir is pressurized. Cables for the drain valves are located on the roadside of the trailer frame. Listen for leaks after releasing the drain valve cables.

### Air Hoses and Tubing

Air hoses and tubing must be checked for chafing, bends and kinking. Replace faulty parts.

### Brake Relay Emergency Valve

The air system tests may disclose a malfunction of the relay emergency valve. Repair or replace faulty units. Contact an authorized representative of the original equipment manufacturer for relay valve servicing.

### Air Brake Chambers

The air system tests should disclose any malfunctioning brake chambers. Repair or replace faulty units. The diaphragm and any worn parts must be replaced

When replacing the diaphragm or the spring, replace the corresponding parts for the other chamber on the same axle to aid in even brake application and release. Examine the yoke pin for wear and replace it if necessary.

## Brake Air Supply System Description

(see Figure 24)

The trailer relies on the tractor for its air supply. A description of the system operation follows:

1. When the service and emergency lines are connected to the towing vehicle, the reservoir is charged to approximately the same pressure as is present in the tractor reservoir. The relay emergency valve will keep the trailer brakes applied until the emergency line pressure reaches 60 PSI (4.14 Bar). The brakes will then be released.

2. When the towing vehicle and the trailer are traveling over the road, the brakes are released and the emergency line and reservoir are charged to full pressure.

3. When the service brakes are applied in the towing vehicle, the pressure is increased in the service line. This fills the brake chambers with the same pressure as the service line and applies the trailer brakes.

4. Releasing the service brakes will cause the pressure in the service line to decrease, causing the relay emergency valve to exhaust the pressure from the brake chambers.

5. The trailer brakes can also be applied independently from the tractor brakes by actuating a hand controller. This supplies air pressure to the service line.

6. The brakes will also apply if the pressure in the emergency line is reduced to about 30 PSI (2.07 Bar). A gradual decrease in the emergency line pressure will cause a gradual increase in the pressure to the brake chambers.

7. A sudden release of pressure in the emergency line

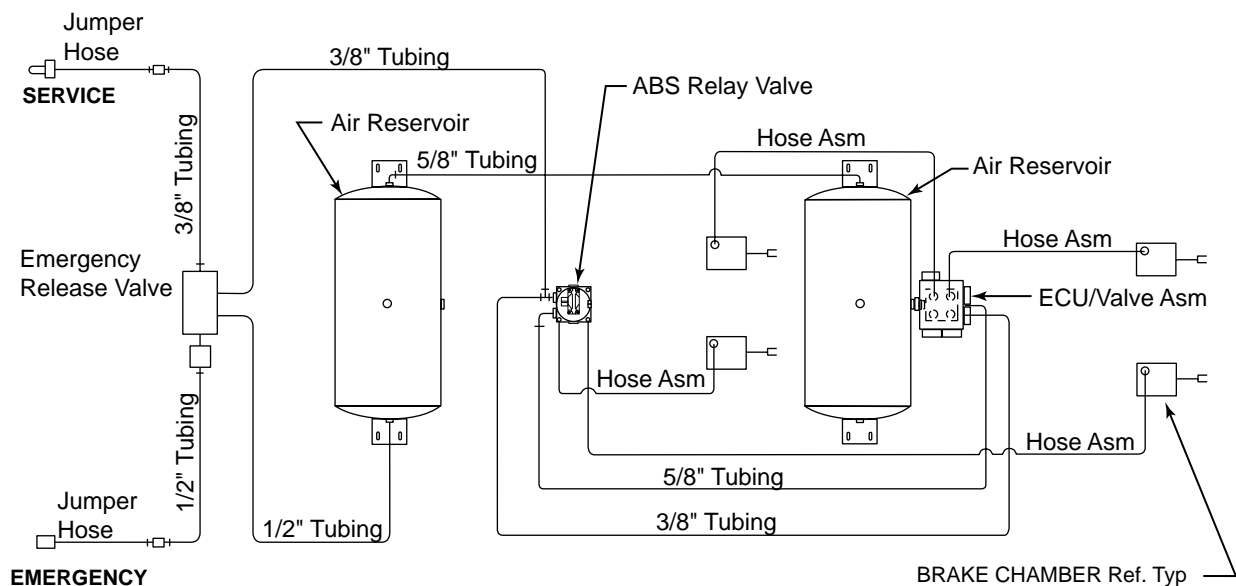


Figure 24. Brake Air Supply System - 2 Axle Shown

will cause a full release of reservoir pressure into the brake chambers, resulting in full brake application.

### Relay Emergency Valve

(see Figure 25)

The relay emergency valve senses the line pressures and relays the response to the brake chambers. Daily operating tests are described elsewhere in this manual. Before conducting further tests, check the tractor air pressure gauge against an accurate test gauge.

1. Connect the service and emergency lines. When the pressure reaches 60 -65 PSI (4.14 - 4.48 Bar), the brakes must automatically release.

2. Apply and release the service brake several times. Check for prompt brake application and release.

<b>WARNING</b>
<p style="text-align: center;">Block the wheels during these tests.</p>

3. Release the brakes and stop the engine with the system pressure between 90 - 100 PSI (6.2 -6.9 Bar). A two minute check must show a pressure drop of no more than 6 PSI (0.41 Bar) for the combination vehicle system.

4. If step "3" indicates possible leakage, apply soap suds at the relay emergency valve exhaust port. A one inch (25.4 mm) soap bubble in not less than five seconds is permissible.

5. Apply soap suds at the pipe plugs and fittings. Correct all leaks as indicated.

6. With the engine stopped and the pressure at 90 - 100 PSI (6.2 - 6.9 Bar) make and hold a full service brake application. A two minute check must show a pressure drop of no more than 8 PSI (0.55 Bar) for the combination vehicle system.

7. If Step "6" indicates possible leakage, apply soap suds on the relay emergency valve cover and exhaust port. A one inch (25.4 mm) bubble in not less than three seconds is permissible. Correct all leaks as indicated.

8. Place the tractor protection control valve in "emergency" position or close the cutoff valve on the emergency line. Disconnect the emergency line coupling. The trailer brakes must apply promptly.

Check for leakage at the emergency coupling. A leak indicates a leaking check valve or O-rings in the relay emergency valve. Also check the service line. A leak here indicates leaking O-rings in the relay emergency valve. Recharge the system. The brakes must release at 65 PSI (4.48 Bar) emergency line pressure.

9. Stop the engine with the system fully charged. Make a series of foot valve applications. Reduce the pressure to 30 PSI (2.07 Bar). The trailer brakes must apply automatically at this pressure or at the emergency setting the tractor protection equipment.

If the valve does not function properly or leakage excessive, it must be repaired or replaced.

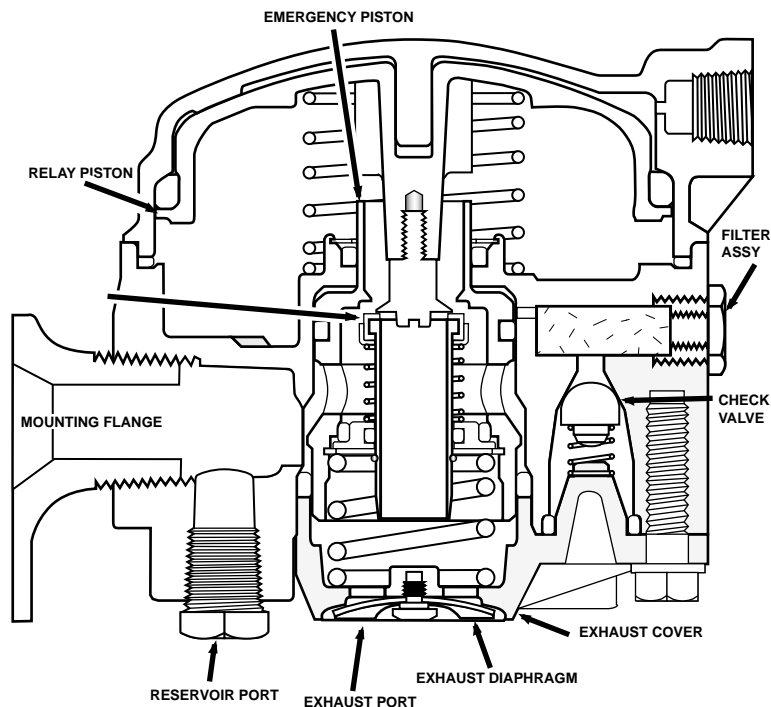


Figure 25. Relay Emergency Valve

## Brake Chambers

(see Figure 26)

Air pressure on the pressure plate side of the brake chamber diaphragm pushes the diaphragm against the push rod assembly. This extension of the push rod pushes against the slack adjuster, which actuates the brakes.

### Brake Chamber Servicing

If an air leak is detected around the clamp ring, the bolts can be tightened to stop the leak.

<b>⚠ CAUTION</b>
Overtightening the bolts can cause permanent distortion of the clamp ring. Do Not exceed a torque of 130 inch lbs. (14.7 N.M..)

### Brake Chamber Removal

Disconnect the air line and the push rod yoke. Remove the nuts from the mounting studs. Remove the air chamber.

### Brake Chamber Disassembly

1. Clean the exterior of the brake chamber.

2. Put a mark on the parts so they can be reassembled in the same relative positions.

3. Pull out the push rod and clamp the push rod in the extended position with vise grip pliers.

**NOTE:** Tape the grips to prevent damage to the push rod.

4. Remove the bolts from the clamp ring.
5. Spread the clamp ring and remove it.

<b>⚠ CAUTION</b>
Use care not to bend the clamp ring out of shape.

6. Remove the pressure plate and diaphragm.
7. Remove the locknut and the yoke from the push rod.
8. Release the grip on the push rod.
9. Remove the push rod and the spring.

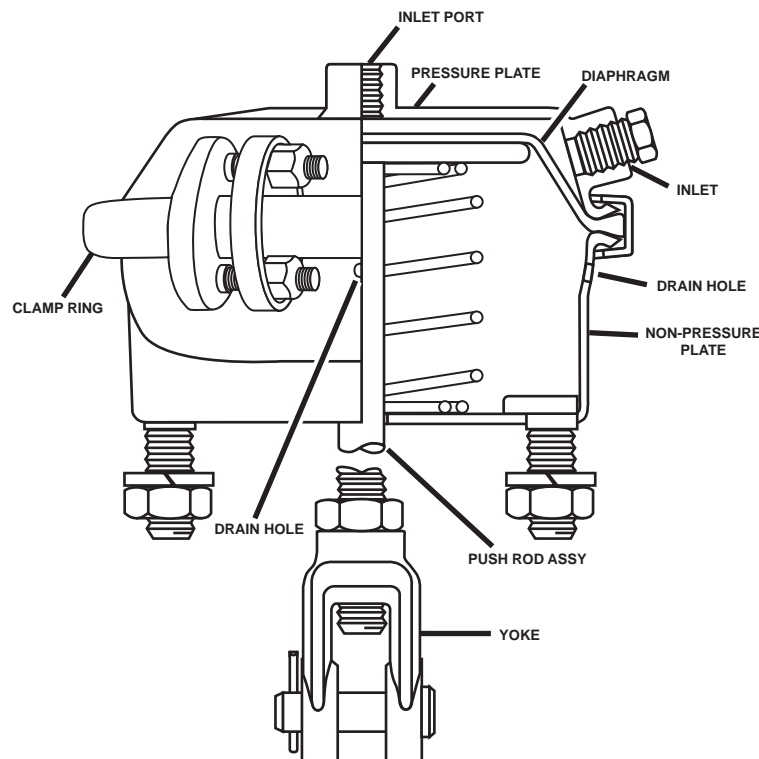


Figure 26. Brake Chamber

## Cleaning and Inspection of Parts

Clean the metal parts in a solvent. Inspect all the parts for damage, wear or deterioration and replace defective parts.

## Brake Chamber Assembly

1. Stand the push rod assembly on a flat surface.
2. Put the return spring in position.
3. Place the non-pressure plate over the push rod.
4. Push the non-pressure plate down against the flat surface. Hold it in place with vise grip pliers clamped to the push rod.

**NOTE:** Tape the grips to prevent damage to the push rod.

5. Place the clamp ring over the non-pressure plate clamping surface.

6. Position the diaphragm in the pressure plate. Assemble it with the non-pressure plate by working the clamp ring over the pressure plate. Align all the marks made during disassembly.

7. Draw the clamp lugs together. Start the clamp bolts and nuts. Tighten the nuts to a maximum torque of 130 inch lbs. (14.7 N.M..)

<b>⚠ CAUTION</b>
Overtightening the bolts can cause permanent distortion of the clamp ring.

## Installation

Place the brake chamber in the mounting bracket and tighten the nuts on the studs. The drain hole must be placed in the down position. Install the yoke and the locknut on the push rod. Connect the push rod to the slack adjuster with the yoke pin. Adjust the brakes. Check the angle formed by the slack adjuster and the push rod with the brakes applied. This angle must not be less than 90° with the brakes adjusted. Turn the yoke to obtain this angle. The angle must be the same for all slack adjusters to obtain equal braking force at all wheels.

## Air Brakes

### General

Etnyre trailers are equipped with cam actuated

brakes. Braking force is supplied by air pressure in the brake chamber, which pushes a push rod against the end of the slack adjuster. The slack adjuster rotates the camshaft, which forces the brake shoes against the brake drum.

## Operating Checks

- Periodically check the brake drums for heating.
- A cool brake drum may indicate an inoperative brake.

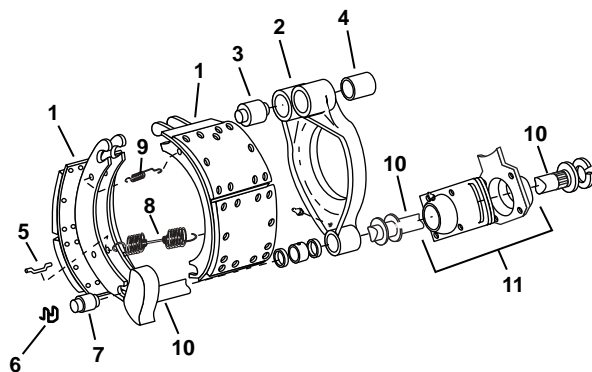
<b>⚠ WARNING</b>
Proceed cautiously. Malfunctioning or misaligned brakes can cause the drum to become extremely hot. Do not operate the vehicle until the problem causing the overheating is corrected.

## Brake Assembly

Examine the brake linings visually to locate the lining showing the greatest amount of wear.

<b>⚠ CAUTION</b>
<i>Do Not</i> allow the linings to wear thin enough so the lining bolts or rivets contact the drum.

Grease the anchor pins, camshaft bracket bearing and the spider busing at four (4) grease fittings. Do Not use an excessive amount of grease on the anchor pins and spider bushing. Avoid getting grease on the brake lining surfaces. (See Figure 27)



**Figure 27. Brake Components**

- |                    |                             |
|--------------------|-----------------------------|
| 1. Shoe/Lining     | 7. Roller Cam               |
| 2. Spider Assembly | 8. Retract Spring           |
| 3. Anchor Pin      | 9. Retention Spring         |
| 4. Bushing         | 10. Brake Assembly- LH & RH |
| 5. Pin             |                             |
| 6. Retainer        |                             |

## Slack Adjuster

### Crewson Brunner Automatic Slack Adjuster

**⚠ WARNING**

This section is valid only for Crewson Brunner slack adjusters. If your Transport is equipped with any other OEM's slack adjusters, contact the appropriate OEM for maintenance and adjustment instructions.

### Recommended Preventive Maintenance

#### Every Three Months or 25,000 Miles

1. Check the condition of the brakes, including drums, shoes and linings, cams, rollers, bearings, etc.
2. Check for structural damage of the automatic slack adjuster housing and condition of the boot for cuts, tears, etc. Replace if necessary.
3. After allowing brake drum to cool to room temperature, check for correct chamber stroke. See chart below for correct stroke measurements.

Chamber Type	Maximum Stroke
12.....	less than 1-3/8"
16.....	less than 1-3/4"
20.....	less than 1-3/4"
24.....	less than 1-3/4"
30.....	less than 2"

#### Every Six Months or 50,000 Miles

The Crewson Brunner automatic slack adjusters are factory lubricated and extensively sealed to protect against dirt, water, salt and other corrosive elements. Nevertheless, periodic lubrication is recommended.

1. Grease the automatic slack adjuster.
  - (a) The styles of grease plugs or reliefs may vary according to models.
  - (b) See Crewson Brunner service data for the approved types of lubricant.
2. Test adjuster function.

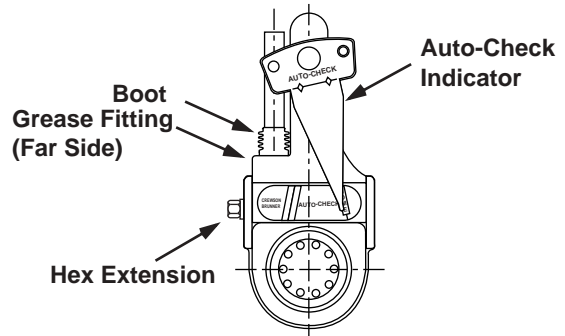


Figure 28. Slack Adjuster Lubrication Points

### Testing Adjuster Function

Check the operation of the slack adjuster by observing the auto-check indicator during several applications of the brakes. The pointer should return to the "Home" position and not go into the red zone when the brakes are applied. Another way to check the operation is to measure the maximum stroke during brake application. If maximum stroke at 90 psi of the Crewson Brunner automatic slack adjuster is less than the distance in the **Maximum Stroke Chart** below, the adjuster is functioning properly.

MAINTENANCE

Chamber Type	Maximum Stroke
12.....	less than 1-3/8"
16.....	less than 1-3/4"
20.....	less than 1-3/4"
24.....	less than 1-3/4"
30.....	less than 2"

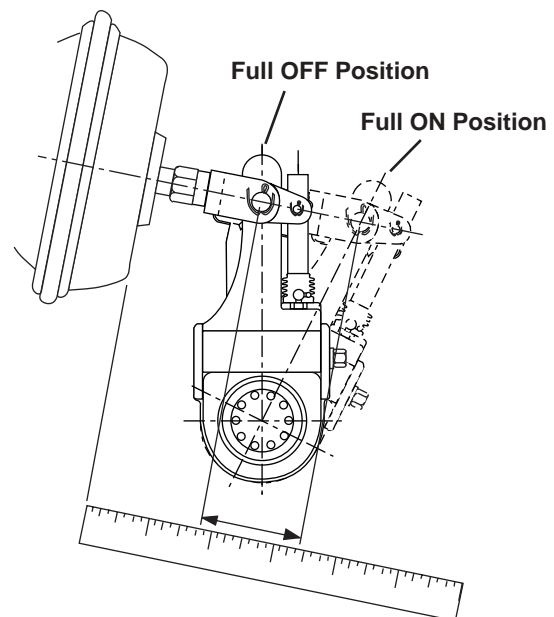


Figure 29. Measuring Maximum Stroke

1. The Crewson Brunner Automatic Slack Adjuster should not require manual readjustment. If the maximum chamber stroke is within the range for the size chamber used, the slack should not be manually readjusted. If the chamber stroke exceeds the limit, and does not adjust to within the specifications, either the brake linings or the slack adjuster should be replaced. Apply the brakes several times and watch for the hex to rotate. A box wrench on the hex makes an excellent indicator to magnify the movement. The hex extension must rotate. The adjustment is intentionally made in small increments so it will take several cycles to bring the adjuster within the stroke limit shown in the chart.

2. If the hex extension did not rotate, the automatic slack must be replaced.

### Slack Adjuster Replacement

1. Chock the wheels.
2. Fully cage the spring chamber with 100 psi air pressure or a threaded T-bolt only.
3. Remove the existing slack adjuster and clevis. Do not move the existing jam nut.
4. Clean and apply anti-seize compound to the pushrod threads.
5. Thread the Crewson Brunner clevis onto the pushrod and install the 1/2" clevis pin. Do not tighten the jam nut.
6. Slide the installation template over the "S" cam spline. Swing the template into the clevis until the appropriate slot totally engages the 1/2" clevis pin.
7. Once the template has been swung into place, install the 1/4" clevis pin. If the 1/4" pin does not slide freely into the clevis and template, remove the template from the clevis. Rotate the clevis clockwise or counterclockwise several turns and reinstall the template in the clevis.
8. Position the clevis on the pushrod so both pins fit freely in the clevis and the template.
9. If the pushrod threads extend through the clevis more than 1/16", remove the clevis and cut the rod to length. A minimum of 1/2" thread engagement in the clevis body is required. If this is not the case, install a new pushrod and cut to length or use an extended length Crewson Brunner clevis.
10. Tighten jam nut to a minimum of 50 ft-lbs.
11. Remove both clevis pins and template.
12. Before installing auto slack adjuster, coat the "S" cam spline, both clevis pins, and the pushrod threads with anti-seize compound.

13. In stall the slack adjuster on the "S" cam spline. Using a 7/16" wrench, manually rotate the adjuster shaft clockwise until the slack adjuster arm holes line up with the clevis holes.

14. If your slack adjuster is equipped with an auto-check indicator, insert the 1/4" and 1/2" pins in to the auto-check holes. The clevis pin heads should be toward the front of the auto-check. The auto-check should face the center of the vehicle.

15. Insert the clevis pins through the auto-check and clevis and secure with cotter pins. If you do not have an auto-check insert the pins through the clevis and secure with cotter pins.

16. Using a 7/16" wrench, manually rotate the adjuster clockwise until the brake shoes contact the brake drum.

17. Install any washers and the snap ring on the "S" cam shaft.

18. Manually back off the adjuster counterclockwise 1/2 turn.

19. Uncage the spring brake.

20. Build up the vehicle air pressure to 90 psi.

21. Fully apply and release the brakes several times to check for adequate clearance to all of the adjacent components.


22. Measure the distance from the air chamber to the center of the 1/2" pin.


23. Apply the brakes with 80 to 90 psi air pressure, and measure the distance to the 1/2" pin. The difference between these 2 measurements is the stroke. The stroke, or difference between these two measurements must be less than as shown on the following charts.

Chamber Type	Maximum Stroke
12.....	less than 1-3/8"
16.....	less than 1-3/4"
20.....	less than 1-3/4"
24.....	less than 1-3/4"
30.....	less than 2"

Long Stroke Chamber	Maximum Stroke
16.....	less than 2”
20.....	less than 2”
24 (below 3” max stroke).....	less than 2”
24 (3” max stroke version)....	less than 2 1/2”
30.....	less than 2 1/2”

The auto-check pointer will point to the home position to verify proper installation.

 <b>WARNING</b>
An auto slack adjuster should never have to manually adjusted while in service. The only time it should be manually adjusted is during installation or at brake relining. By constantly manually adjusting the hex shaft the internal clutch life can be shortened. The proper way of checking an auto slack to see if it is working within specifications is to measure the working stroke.

 <b>CAUTION</b>
Check the brake adjustment frequently during the first 500 miles after relining. Overloading or using only the trailer brakes to stop the complete tractor-trailer unit will cause the heat absorption capacity of the brake to be exceeded. Hotter brake linings and drums, longer stopping distances, and shorter brake lining life will result.

**⚠ CAUTION**

Check the brake adjustment frequently during the first 500 miles after relining. Overloading or using only the trailer brakes to stop the complete tractor-trailer unit will cause the heat absorption capacity of the brake to be exceeded. Hotter brake linings and drums, longer stopping distances, and shorter brake lining life will result.

**Trouble Analysis for Air Brakes**

Trouble	Probable Cause	Corrective Action
No brakes or intermittent brakes.	Brake air system improperly connected.	Reconnect correctly.
	Relay emergency valve contains water or oil.	Clean valve.
	Tractor protection valve malfunction.	Repair or replace valve.
	Restricted tubing or hose line.	Locate and remove restriction.
	No air pressure due to: a. Broken line. b. Failure in tractor air supply.	Locate leak and repair. Troubleshoot tractor air system.
Single brake dragging or locked.	Broken component within brakes: a. Retract spring. b. Cam roller. c. Shoe. d. Lining fasteners. e. Anchor pin. f. Spider.	Replace broken part.
	Flat spot on cam roller or camshaft	Replace defective parts. <b>DO NOT</b> lubricate mating surfaces of cam or cam roller.
	Improper adjustment. Spider bushing or cam bracket bushing binding.	Adjust slack adjusters. Lubricate or replace bushing.
	Improper Lubrication	Lubricate
	Worn anchor pin bushing.	Replace bushing.
	Brake drum distortion.	Repair or replace drum.
	Broken brake chamber spring.	Replace spring.
Brake chamber pushrod binding.	Realign brake chamber bracket or install correct brake chamber.	

(continued)



**Trouble Analysis for Brakes (continued)**

Trouble	Probable Cause	Corrective Action
Uneven brakes.	<i>See "Single brake dragging or locked" in this section.</i>	
	Restriction in brake hoses.	Locate and remove restriction.
	Leaking brake chamber diaphragm.	Replace diaphragm.
	Linings worn out.	Reline brakes.
	Grease on linings.	Reline brakes.
	Broken slack adjuster.	Replace slack adjuster.
Brakes apply too slowly	Brakes need adjustment or lubrication	Adjust and lubricate brakes.
	Low air pressure in brake system	Check tractor air system (below 80 PSI) (5.5 Bar)
	Restricted tubing or hose.	Locate and remove restriction.
	Defective relay emergency valve.	Clean and repair or replace valve.
Brakes release too slowly.	Brakes need adjustment or lubrication.	Adjust and lubricate brakes.
	Brake components binding.	Align brackets or replace bent components.
	Exhaust port or relay emergency valve restricted or plugged.	Clean valve.
All brakes do not release	Brake air system improperly connected	Reconnect correctly.
	Brake valve on towing vehicle applied.	Release brake.
	Relay emergency valve in emergency	Check line pressure and valve position.
	Restriction in brake hoses.	Locate and remove restriction.
	Tractor protection valve malfunction.	Troubleshoot tractor air system.

(continued)

### Trouble Analysis for Brakes (continued)

Trouble	Probable Cause	Corrective Action
Insufficient brakes.	Brakes need adjustment. Brakes need lubrication. Lining worn away. Defective relay emergency valve. Brakes overheated.  Low air pressure.	Adjust brakes. Lubricate brakes. Reline brakes. Repair or replace valve. Stop and allow to cool. Locate the cause of overheating. Troubleshoot tractor air system.
Brakes grabbing.	Lubricant on brake lining. Brake components binding.  Defective brake valve on towing vehicle. Defective relay emergency valve.	Reline brake. Locate cause and repair, adjust or replace components. Repair or replace valve.  Repair or replace valve.
Excessive leakage with brakes released.	Relay emergency valve leaking.  Leaking tubing or hose line.	Repair or replace valve.  Tighten or replace leaking lines.
Excessive leakage with brakes applied.	Relay emergency valve leaking.  Leaking brake chamber or diaphragm.  Leaking tubing or hose line.	Repair or replace valve.  Tighten clamp ring or replace diaphragm.  Tighten or replace leaking lines.
Excessive leakage with emergency system only applied - no leakage with normal brake application.	Defective relay emergency valve.	Clean and repair, or replace valve.
Excessive water present in Reservoir brake system.	Reservoir not drained often enough.	Drain reservoir daily.
Excessive oil present in brake system.	Compressor on towing vehicle passing excessive oil.	Repair compressor.
Brake will not apply.	Flat spot on cam roller or camshaft.	Replace defective parts.

## Electrical

### Lighting System

Etnyre trailer light wiring is color coded per SAE specifications. The standard trailer lighting system operates on 12 volt current. If the tractor electrical system provides other than 12 volts, the trailer light bulbs must be changed to match the tractor system voltage.

For RTN model trailers with optional self-contained hydraulic system: See the engine manual supplied with your trailer for troubleshooting the engine electrical system for the self-contained hydraulic system.

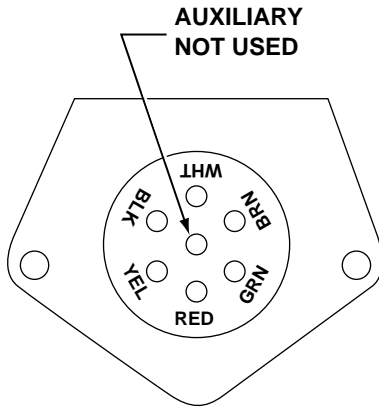


Figure 30. Gooseneck Socket Connection

Ground white terminal to a convenient place on the truck frame. This gives a dependable ground to the trailer lights without grounding through fifth wheel.

Code	Color	Use (circuit)
W	White	Ground
BK	Black	Identification Lights
Y	Yellow	Left Turn Signal
R	Red	Stop Lights
G	Green	Right Turn Signal
BR	Brown	Tail & License Plate Lights

## Hydraulics

### General

Hydraulic removable gooseneck trailers are equipped with hydraulic systems for gooseneck operation. Hydraulic system pressure is supplied by the tractor pump (in wet line systems) or by the optional hydraulic power pack mounted in the trailer frame. Refer to the system description and repair procedures when checking or servicing hydraulic systems.

### Hydraulic Power Pack Filter

Use only Etnyre approved parts to ensure proper functioning. First, apply a film of oil to the gasket and hand turn the filter until the gasket contacts the filter head. Then tighten one-quarter turn only. Operate the system and check for leaks.

### Checking Hydraulic Reservoir Oil Level

Check the oil level with the cylinder(s) completely retracted. Use the dipstick (see Figure 31).

### Changing Hydraulic Oil

1. Retract the cylinders fully.
2. Clean around the reservoir drain plug and remove it. Allow all the oil to drain and replace the plug
3. Clean around the reservoir fill cap. Remove the fill cap and fill the reservoir to the full mark on the dipstick.



**CAUTION**

Do not Overfill

4. Operate the hydraulic cylinders 5 times and recheck the oil level. Add oil as required to bring the oil level up to the "FULL" mark.

5. Replace the cap.

### Hydraulic Power Pack Battery

Keep the battery full to the ring. Use distilled water only.



**CAUTION**

Do not Overfill

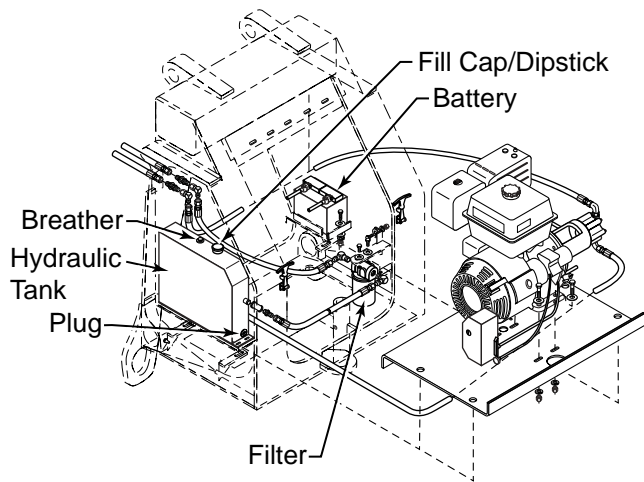


Figure 31. Hydraulic Oil Check

### Checking and Adjusting Relief Pressure on the Gooseneck Control Valve

**NOTE:** Repair all hydraulic system oil leaks. The hydraulic oil level must be at the correct level. The hydraulic pressure source must be operating properly before checking and/or adjusting the hydraulic control valve relief pressure.

1. Remove the hex cap nut and loosen the jam nut.
2. If your system is a dual system, open the ball valves to use the power pack, or close the ball valves to use the wet line system.

<b>WARNING</b>
Shut off Power Pack and close ball valves before connecting wet lines

3. Start the power pack engine (if so equipped) or engage the wet line system.

**NOTE:** If using the power pack, set the throttle control in the high speed position.

4. Put the control valve in the EXTEND position. With the system in relief, check the system pressure on the gauge.

**NOTE:** Oil flowing through the relief valve can cause the adjusting screw to loosen. Hold the adjusting screw with a wrench while checking the relief pressure. The pressure shown on the gauge must read 2500

PSI plus or minus 50 PSI (172 Bar plus or minus 3 Bar). If the pressure is not correct, adjust the relief valve adjusting screw to obtain the correct relief pressure. Turn the adjusting screw in a **clockwise** direction to **increase** the relief valve pressure. Turn the adjusting screw in a **counterclockwise** direction to **decrease** the relief valve pressure.

5. After the correct relief valve pressure is obtained, return the control valve to the neutral position. Install the hex cap nut on the adjusting screw and tighten it.

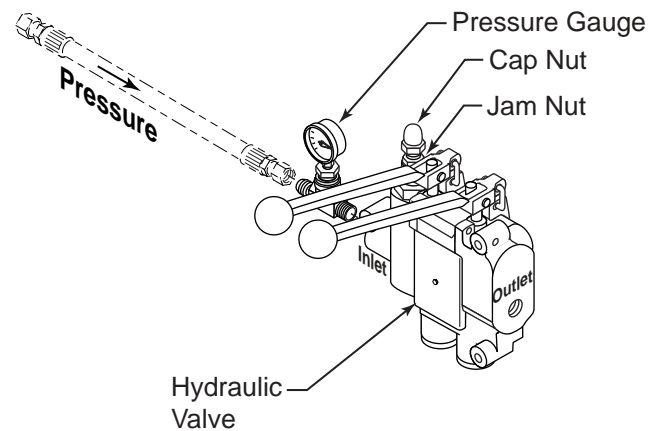


Figure 32. Directional Control Valve Pressure Relief

**NOTE:** Do Not move the adjusting screw during this procedure.

6. Check the pressure reading as in step "4".
7. Shut off the power pack engine (if so equipped) or disengage the wet line system.
8. Open the ball valves after disconnecting the wet lines on a dual system.

**NOTE:** Test the valve and system for function and hydraulic oil leak problems. Correct if required.

## Trouble Analysis for Hydraulic Systems

Trouble	Probable Cause	Corrective Action
Hydraulic system operates slowly or trailer will not lift capacity load.	Piston seals leaking, allowing oil to bypass.	Repack piston
	Pressure relief valve incorrectly adjusted or broken.	Adjust valve or replace defective parts.
	External leak on cylinder head.	Repack head.
	External leak at fittings.	Remove and reseal or replace fittings.
	Defective control valve.	Repair or replace valve.
	Overload on trailer.	Do not exceed capacity of trailer.
	Hydraulic oil cold.	Cycle oil to raise temperature and improve oil flow.
Excessive hydraulic system noise.	Air cavitating the system due to:	
	a. Low oil level.	Fill system.
	b. Suction line leaks air (foam present in tank).	Replace defective parts. Seal and tighten leaking fittings.
	c. Incorrect hydraulic filter.	Replace with Etnyre approved filter.



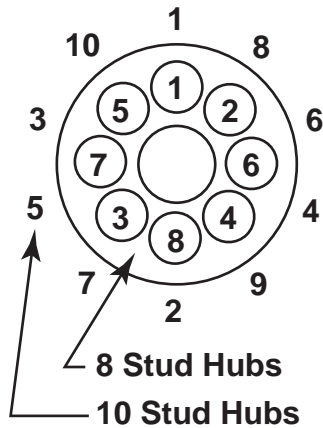
# WEBB Torque Specifications

## HUBS

(for Pilot Mounted Disc-Wheels)

### 8 - 10 Stud Hubs

Applies to M22 X 1.5 studs/two piece flange nut.



NOTE: All threads are right hand metric.

1. Tighten Flange Nuts to 50 ft. lb. using sequence shown.
2. Check Disc-Wheel for proper positioning on pads and proper seating against flange.
3. Tighten Flange Nuts to recommended torque using sequence shown.

**Recommended Torque Dry: 450 - 500 ft. lbs.**

# DANGER

Read and Understand the installation, service and safety instructions manual before installing or servicing the hub. Failure to do so may result in personal injury or death, and may result in a compromise of your vehicle's safety through loss or failure of a wheel or compromise the braking system.

Use a torque wrench to assure proper torque, failure to do so will compromise your products service, life and safety. Under torque and over torque can cause thread and/or nut damage, and may result in the loss of a wheel.

Recheck torque after the first 50 to 100 miles of service. Parts may seat naturally, causing the torque to drop. Proper torque is essential for the service, life and safety of this product.