

FAMILIARIZATION MANUAL

LIVE BOTTOM TRAILERS



GTW-LBT022021

Gincor Trailer Werx is a member of the Gincor Werx group of companies.



An Introduction To

LIVE BOTTOM TRAILERS



We've been building trailers for 40 years. Our longevity has been fueled by our ability to meet customers demands and to foster a great work environment for our people. Our customers trust us to solve their problems and deliver a premium product.

As a leading manufacturer/up-fitter in aggregate truck and trailers, we are committed to quality workmanship, and consumer satisfaction. By offering a product line that includes various flat deck, step deck, tag-a-long, and live bottom units, we are dedicated to building trailers that are not only suited to your needs but have been engineered with safety, durability, and overall performance in mind.

This manual is intended as an overview of your Gincor Werx Live Bottom trailer for the benefit of the individual operating or maintaining the trailer and as a training guide for those working with or dealing with this product. It includes information on safety, operation, and maintenance, as well as specific live bottom trailer components and schematics. The reference material of this manual is intended to help support keeping your unit running smoothly and efficiently. More specific details can be found in other training/operating manuals available through Gincor Werx. If you ever have any questions or comments please reach out to us and we would be happy to help.





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INTRODUCTION

We are proud to be able to offer you this resource as a basic guide to your GINCOR Werx Live Bottom trailer. As an owner or operator, it is important to read and understand the information within this document before operating or maintaining your GINCOR Werx Live Bottom trailer. Only competent, responsible, trained individuals should operate this equipment. Anyone who has not read, understood, and been trained to follow safety procedures is not qualified to operate this unit.

As a training resource, this manual will provide the foundation for understanding the GINCOR Werx Live Bottom trailer.

GENERAL SAFETY INTRODUCTION

Throughout this manual you will see the warning signs indicated below. Please pay close attention to the signs and their meaning. Similar indicators can be found on your product and need to be obeyed. These warnings and labels follow ANSI Z535.4 standard and are important to your understanding of the product.

DANGER

This box indicates when serious injury or death may occur if instructions are ignored.

WARNING

This box indicates a hazard that may result in death or serious injury, but where the overall risk is not severe enough for a “Danger” Sign.

CAUTION

This symbol indicates a procedure you must follow exactly or damage to components or equipment may occur. Serious personal injury may also result from failure to follow this procedure.

NOTE

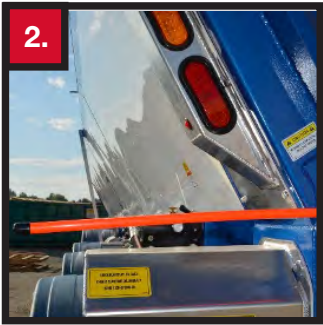
This symbol is used throughout this manual to call attention to operations, procedures and instructions that are important for proper service. It may also indicate information that can make service quicker or easier.



The following section illustrates a visual walkaround of the Gincor Werx Live Bottom Trailer.



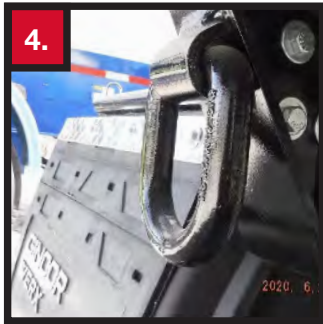
LICENCE PLATE MOUNTS Located on upper left-hand side above the tailgate, uses a 7/16" head 1/4" x 1" size bolt to fasten the licence plate to the body.



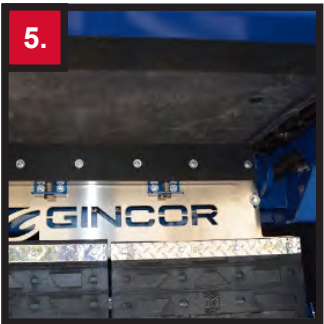
SAFETY FLAG DOOR INDICATOR 24" Stud Mount Marker in fluorescent orange for better visibility.



3 PIECES SHREDDER AND PUSH BLOCKS Shredder plate is welded to the rear bulkhead, facilitating the flow of material with push blocks providing a stable assembly that transfers rear pushing force to the trailer frame, preventing conveyor damage.



OPTIONAL TOW RINGS Optional welded 1" D-Ring with bracket for towing with a working load limit of 15,666 lbs.



BELT SCRAPER The rear Belt Scraper is tensioned with a spring on each side with a nut to apply pressure on the spring, which in turn applies more pressure on the belt to scrape the belt clean and help avoid contamination between loads.



CONVEYOR AND DOOR SEALS Conveyor side and rear tailgate seals to help prevent fine materials from leaking out of body tub.



WORK LIGHTS Work Lights – activated from inside the cab.



STROBE LIGHTS Strobe Warning Lights - activated from inside the cab.



The following section illustrates a visual walkaround of the Gincor Werx Live Bottom Trailer.



1.

FLIP UP MUD FLAPS

Rear mounted mud flaps designed to flip up and are also easily removable.



5.

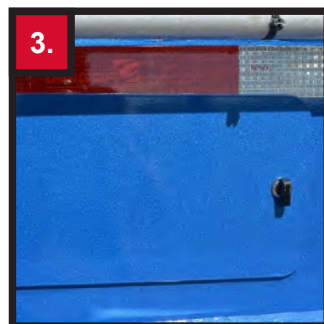
TARP MOTOR ASSEMBLY Tarp motor assembly is chain driven and electrically operated by in cab rocker switch.



2.

SAFETY PROP**DOOR SAFETY PROP**

Tailgate Safety Prop.



3.

CONVEYOR INSPECTION

DOOR Strobe
Conveniently located to visually inspect and/or access conveyor. Depending on trailer length, multiple doors may be located on both sides.



4.

AUTO GREASER (OPTIONAL)

Optional Auto Lubrication System specifically developed for vehicles with large number of lubrication points. Ensures efficient and effective grease point lubrication.



The following section illustrates a visual walkaround of the Gincor Werx Live Bottom Trailer.



1. HYDRAULIC PRESSURE GAUGE (OPTIONAL) The hydraulic system pressure gauge indicates the pressure flowing through the main hydraulic pressure line.



5. SERVICE GLAD HAND Service Glad hand (blue) used to connect air brake service air supply lines between the truck and the trailer.



2. STANDARD-7 WIRE PLUG Standard 7 wire electrical connection provides power for trailer lighting functions including clearance/marker lights, stop/turn/tail lighting and ABS power.



6. EMERGENCY GLAD HAND Emergency Glad hand (red) used to connect emergency air supply lines between the truck and the trailer.



3. AUXILIARY- 7 WIRE PLUG Auxiliary 7 wire electrical connection provides power for components such as Tailgate Lift & Locks, Strobe & Work lights, Strobe Lights, Back Up Alarm, Lift Axle(s), and Air Suspension Dump.



7. ELECTRIC TARP PLUG Electric Tarp plug with 2-pole socket that provides tarp motor ground and power functions.



4. CONNECTION PLATE Front plate where all the truck/trailer connections are located: hydraulic pressure & return lines, service and emergency glad hands, main & auxiliary electrical 7-wire connections, electric tarp plug and hydraulic pressure gauge (optional).



8. HYDRAULIC PRESSURE/SUPPLY LINE Hydraulic pressure/supply line which must be properly connected and fully tightened otherwise damage or contamination to the hydraulic system could occur.



9. HYDRAULIC RETURN LINE Return line should always be connected first to help avoid damage to the hydraulic components. Keep area clean.

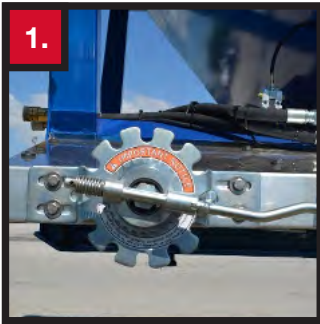


10. OIL BRUSHES Stainless Steel rounded shank brush to apply hydraulic oil to conveyor chain links.

The following section illustrates a visual walkaround of the Gincor Werx Live Bottom Trailer.



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1. MANUAL TARP CRANK
A manual tarp crank is available even with the optional electric drive kit.



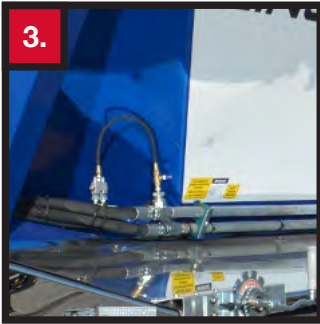
5. DOCUMENT HOLDER
Twist lock enclosed document holder for safe keeping from the elements.



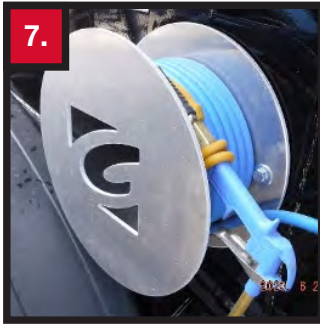
2. OIL CONTROLER The conveyor chain oiler control has adjustable needle valves and is plumbed into the hydraulic return lines with a shut off ball valve.



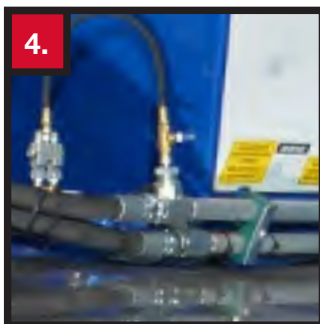
6. VIN PLATE
Manufacture generated plate identifying the VIN number, manufacture date and GVWR & GAWR ratings.



3. HYDRAULIC RETURN LINE Hydraulic return line should always be connected first to avoid damage to the hydraulic components. Keep area clean, running upper along the trailer.



7. RELEASE AGENT HOSE REEL AND SPRAYER
Release agent hose reel and sprayer for application of asphalt release agent(s).



4. HYDRAULIC PRESSURE LINE Hydraulic pressure/supply line which must be threaded properly and fully otherwise, this could result in hydraulic system damage, running lower along the trailer.



8. LANDING GEAR Landing gear is two speed, 16.5" travel, features a lift capacity of 62,500 lbs and side-load capacity of 32,000 lbs.



9. RELEASE AGENT TANK



10. TIREMAAX PRO™ SYSTEM (OPTIONAL)
The optional Tiremax Pro™ System is an advanced automatic tire pressure control system capable of actively inflating or relieving the tires to a pre-set pressure level.



11. AIR CONTROL BOX
The Air Control box is customized to each trailer by specification. Controls for tailgate locks and air lift, electrical suspension dump, lift axle(s) controls, etc.



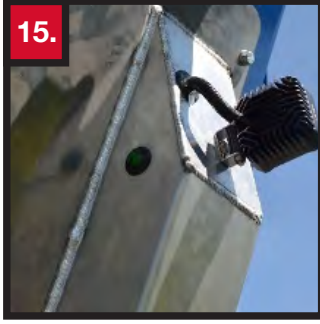
12. AIR FILTER AND LUBRICATOR
Compressed air is treated with air prep components to extend component longevity and enhance efficiency. Simple adjustability and easy maintenance.



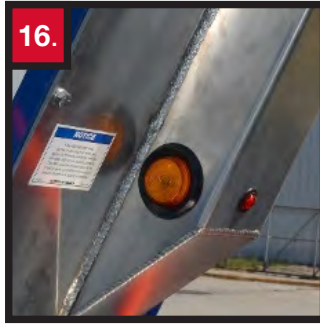
13. HYDRAULIC CONTROL VALVE
Single piece aluminum machine block manifold with unload/reverse function. Needle valve flow control. Pressure relief valves for unload and reverse.



14. HYDRAULIC PRESSURE GUAGE



15. TAILGATE INDICATOR LIGHT Optional safety feature. Green penny light to indicate when the tailgate unlocks.

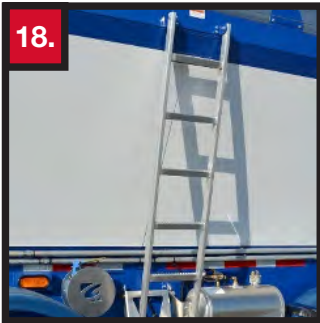


16. ABS INDICATOR LIGHT

The following section illustrates a visual walkaround of the Gincor Werx Live Bottom Trailer.



CONVEYOR INSPECTION DOOR
Convenient locations to visually inspect and/or access conveyor.



LADDER Aluminum ladder for convenient load access, rated for 250 lbs.



CROSS-BRACE Cross-brace indicators identify the location of the horizontal cross-brace(s) that run across the top of the trailer.



This section covers off typical safety measures related to the GINCOR Werx Live Bottom trailer. The safety section is meant as an overview and not an exhaustive resource of all safety concerns. Because of the nature of heavy equipment safety should be considered in all aspects of operating or being around this trailer.

YOUR SAFETY

It is the responsibility of the Owner/Operator to ensure that anyone working on or near this equipment has been made aware of and follows all safety signs and procedures.

After taking delivery and prior to operating the GINCOR Werx Live Bottom trailer, familiarize yourself with the following Health & Safety precautions, recommended operating instructions and general safety rules. This document is provided for the benefit of the individual(s) operating and/or maintaining this trailer. It includes information on the safety, operation, and maintenance, as well as specific trailer components and systems.

IMPORTANT

Read this manual carefully. Should you have any questions, contact a Gincor Werx factory representative immediately.

1-866-628-8292

This document should always be kept with the trailer and should be left with the trailer when it is sold.

www.gincor.com

DANGER

An untrained and unqualified individual operating this trailer exposes himself and others to serious injury or death. Anyone who has not read, understood, and been trained to follow safety procedures is not qualified to operate this unit.



General Safety

The Gincor Werx Live Bottom trailer is a robust and substantial machine, with various moving parts and components that potentially could be dangerous and cause serious injury or death if instructions are ignored. The following are some general safety rules for your GINCOR Werx Live Bottom trailer:

- Become familiar with all safety labels, signs, and practices.
- Wear protective gear such as hard hat, gloves, non-slip footwear and safety glasses.
- Never operate machinery under the influence of alcohol or drugs.
- When working on the trailer, be sure all power systems are disconnected, all brake systems are engaged, wheels are choked, and hydraulic system pressure has been relieved.
- Trailer air systems can also be dangerous. Take care working around air lines, be aware of all trailer air lines and relieve air system pressure before maintenance.
- Trailer hydraulic system is designed to operate at pressures more than 2500 psi, this amount of pressure can be very dangerous. Always take care when working with hydraulic components, always be sure system pressure is relieved before maintenance. Always take care when connecting hydraulic lines, always connect the return line first and disconnect the return line last.
- Regularly inspect all air, electrical and hydraulic lines and replace any damaged components immediately.
- Never enter the hopper/cargo area with the conveyor in operation.
- Never go under the Live Bottom trailer with the conveyor in operation.
- Always be aware of all points where the conveyor system is or can be exposed, each of these locations pose a potential threat:
 - Some of these points are: the area at the front of the trailer directly above and behind the kingpin, along each side of the trailer at the inspection doors, at the rear of the trailer around and below the tailgate and most all areas underneath the trailer.
- Be aware of the tailgate position and always keep clear when opening or closing the tailgate. Be very careful when opening or closing the tailgate that all is clear in the area around the tailgate.
 - The tailgate is a potential hazard when opening or closing. It operates via air cylinders to both lock/unlock and lift/lower. The air cylinders react quickly with both high speed and powerful force.
 - The tailgate has the potential to be a substantial pinch point and could cause serious injury or death. Before opening or closing the tailgate always ensure that you and everyone around you is completely clear of the tailgate.

Trailer Air System:

- The trailer air system can be dangerous.
 - If air enters the blood stream, it could cause death.
 - An air blowout (air line, suspension air bag, etc.) could cause partial or total loss of hearing or sight.
- Many air components contain powerful springs, such as the air brake chambers.
 - Care must be taken when working with or near these components.
- Inspect and replace any damaged air system components immediately.
- Trailer Conveyor System:
 - The Live Bottom Conveyor system contains many moving parts that can be dangerous.
 - Be aware of all points where the conveyor system is exposed as each of these pose potential serious threats.
 - Some of these points are:
 - At the front of the trailer where the chain oilers are located.
 - Along the sides of the trailer at the inspection doors.
 - At the front and rear conveyor seals, belt scrapers.
 - Most all points underneath the trailer.
 - Never enter the Live Bottom trailer when the conveyor is in operation.
 - Never go under the Live Bottom trailer when the conveyor is in operation.
 - When the Live Bottom conveyor is running be sure to keep all body parts, hands, feet, hair, and clothing clear of the inspection doors, conveyor belt/chain, and any other moving parts. Failure to do so could cause serious injury or death!

Electrical System:

- The trailer electrical system runs on 12 volts.
- Although 12 volts is generally harmless, many injuries from electrical shock are secondary injuries. Such as cutting your hands, fingers, or arms on something sharp, falling from ladder, etc.
- Always disconnect electrical system from power source prior to doing any maintenance work. Do not work on “hot” or “energized” electrical systems unless necessary.
- Be aware of your surroundings when connecting/disconnecting/maintaining electrical systems and components.

Trailer Hydraulic System:

- The trailer hydraulic system is designed to run at more than 2500 psi, this amount of pressure could be very dangerous.
- A small leak at this pressure can penetrate the skin with hydraulic oil which could lead to serious injury or amputation.

Operating Limits And Restrictions

This Gincor Werx Live Bottom trailer was designed for operation within legal highway speed limits on reasonable road surfaces for the type of service it was built to perform.

This trailer was built to carry cargo within the limitations of two weight ratings on the identification plate. These ratings, GAWR and GVWR, are:

- The GAWR (gross axle weight rating) is the structural capability of the lowest rated member of the running gear components: suspension, hubs, wheels and drums, rims, bearings, brakes, axles, or tires.
- The GVWR (gross vehicle weight rating) is the structural capability of trailer when supported by the kingpin and axles with the load uniformly distributed throughout the cargo space, as defined by the Vehicle Identification Number (VIN) plate.

NOTE

This maximum load indicated on the VIN plate may or may not be a legal load on the highway you plan to use. As the Owner/Operator it is your responsibility to be aware of the weight(s) and loading of your trailer.



Operating Instructions

Before operating any equipment, be sure to read and fully understand all caution and safety warnings. Familiarize yourself and others with all caution/warning labels and their locations. Mark sure all labels are complete and readable. Replace any labels that have become unreadable and/or missing. Replacement labels can be purchased directly form GINCOR Werx and/or your nearest authorized dealer.

- Before putting any equipment into use, check for any worn, damaged, or loose components. Listen for any unusual sounds, and if necessary, repair or replace worn or damaged parts.
- The operator must familiarize themselves with all equipment and safety procedures prior to operation.

Gincor Werx Live Bottom has been designed to be a safe, reliable trailer and with proper operation and maintenance will provide many years of trouble-free service. As the owner/operator of this equipment it is your responsibility to effectively look after and properly care for and maintain your investment.

Operating Safety

It is important to follow these recommended guidelines before operating your GINCOR Werx Live Bottom trailer.

- Always check load weight, it should not exceed the trailer carrying specifications or legal load limit(s).
- Make sure that you are following all local regulations regarding transporting on public roads and highways.
- Check that all lights and reflectors are clean, easily visible and in proper working order.
- Ensure surrounding area is clear of all bystanders before operating the truck or trailer.
- Watch out for large rocks and/or pieces of debris when loading to prevent damage to conveyor system or tailgate.
- Be cautious when operating trailer on uneven terrain or during harsh weather conditions.
- Trailer should be on level ground before load can be dumped.
- Keep yourself and others at a distance from discharge gate when unloading.
- Keep all shields and guards in place when operating this equipment.
- Keep hands, feet, and clothing away from moving parts and pinch points.



It is important that every trailer owner and/or operator have an organized Trailer Preventative Maintenance (TPM) program. A regular TPM program will not only ensure that you get the most usage from your trailer but will also assist in demonstrating that the equipment has been properly maintained. It is to your advantage to be able to show that regularly scheduled TPM inspection checks have been made on every piece of equipment operated.

A good TPM program will find maintenance conditions early when they can simply and quickly be corrected before they become major issues. Operating your trailer in a defective condition, can lead to serious mechanical problems and create safety hazards for the driver, operator, and/or other bystanders, as well as void your warranty. Following the recommendations in this document will ensure dependable operation and maximum useful life from your GINCOR Werx Live Bottom trailer.

CAUTION

Always put Safety First and be sure that all operators and maintenance personnel are fully trained and familiar with the proper maintenance and operating procedures.
Before any maintenance or service work is performed, make sure to understand and follow all safety rules.

The initial break in period is crucial to your GINCOR Werx Live Bottom trailer’s performance. If completed correctly, it will ensure a longer usable life span and can help to prevent future problems and/or costly repairs. It is extremely important to inspect the unit frequently during the first few days/weeks (80 – 150 hours) of use. During this period thoroughly check the unit for proper performance of all components and systems, adjusting and/or correcting as required. If operating in extreme or severe conditions the trailer should be checked more frequently.

Axles:

- The axles and bearings will function properly when the wheel bearings are set with the correct end play. Check the axle hub temperature by hand every few miles/kilometers during the first trip. If the axle hub is hot to the touch the end play may be too tight and must be reset before continuing trailer use.

Axle Hub Oil Levels:

- Axle hub oil level must be checked before putting the trailer into service. The trailer should not be operated without oil in the axle wheel hubs. The axle hub oil level can be checked by looking through the hub cap sight glass when the trailer is parked and standing on a level surface for 10 minutes or more. If hub oil level is below the recommended fill level, add appropriate amount of oil as specified. If an oil leak is present, replace gaskets and seals as required.



Brakes:

- The brake shoes will mate with the brake drum contour and burnish the surface of the drum after a few weeks of operation. Unburnished brakes will operate in the upper range of brake adjustment. Manual adjustment of automatic slack adjusters should be limited to brake relines. Over tightening of new brakes will cause premature failure and could cause an axle/brake fire. The function and adjustment of brakes should be checked every day.

Tires:

- Check that all tires are inflated to their specified pressure. Tire bulges on road surfaces suggest low air pressure. When the tire is cold its pressure can be accurately checked and adjusted. Preventing tires from being over or under inflated will provide extended life and performance.

Wheels/Rims:

- Check to ensure all wheel nuts are tight. It is common for them to lose some of there torque during the first few miles/kilometers of trailer operation. Re-torqueing of wheel nuts must be completed before putting trailer into regular service.

Maintenance Safety

It is important to read and understand all the information supplied in this manual regarding the adjustment, maintenance and/or service of your GINCOR Werx Live Bottom trailer, before performing any work on this unit. The following section will guide you in the proper maintenance procedures to ensure that you get the maximum amount of use from your Live Bottom trailer.

- Keep all shields and guards in place when operating this equipment.
- Before adjusting, servicing, or performing maintenance on the trailer:
 - Place all controls in neutral, set the parking brakes, stop the engine/main power source, and remove the ignition key(s).
- Before deactivating spring brake(s) ensure that trailer wheels are blocked/chocked.
- Adjust belt/chain system and grease/lubricate bearing assemblies only when the power source is off and locked out.
- The main conveyor belt, drive and idler shafts & sprockets transmit great amounts of power and are accordingly hazardous when in operation. All maintenance, inspections, and operator adjustments must be made with all source power off.
- Keep hands, feet, and clothing away from moving parts and pinch points.
- Be certain to disconnect all air, electrical, and hydraulic lines from the truck and exhaust the air system before entering the Live Bottom tub.
- Before working on rear discharge tailgate, disconnect air lines, exhaust the air system, and securely install the tailgate safety prop.



Preventative Maintenance

There are many benefits to keeping your Gincor Werx Live Bottom trailer clean and maintained. The most obvious reason is usually the enhanced Professional Company image projected to the public. Your clients, competitors, local and provincial agencies all associate a clean piece of equipment as well maintained. However frequent wash-ing alone does not constitute a maintenance program, although it is a key starting point.

Dirt and debris can conceal broken and/or worn parts. Dirt and other environmental contaminants may also mi-grate into the air, electrical, hydraulic, and mechanical components causing premature wear or even failure. They may also lead to corrosion which can shorten the service life of your Live Bottom trailer. Early detection is the key to reducing maintenance costs and reducing equipment down-time. The ability to see issues will give you the op-portunity to make informed decisions on how and when to carry out repairs.

When cleaning your GINCOR Werx Live Bottom trailer use water and a mild detergent only. Avoid using harsh cleaning chemicals and acids. Use care when using high pressurized water in the areas of the axle hubs, electrical connections, and hydraulic controls. Very hot, high pressurized water may also remove warning labels and paint.

If during your cleaning or visual inspections you find chipped/missing paint, sand, prime, and paint the area to restore the protective layer provided by the OEM factory paint.

Daily inspection(s) along with an organized Trailer Preventive Maintenance (TPM) program will help to reduce the chance of any major repairs and/or unforeseen downtime during equipment use. At the beginning of each shift the following items should be reviewed and inspected.

- Check fluid level in the hydraulic oil reservoir. If sight gauge indicates low oil level, add appropriate amount of the specified hydraulic fluid.
- Check all components for loose and/or missing fasteners. If required, tighten, and/or replace.
- Visually inspect all caution and warning decals. All decals should be clean and readable. If decals are not readable, clean them. If decals are torn or missing, replace them.
- Visually inspect all hydraulic connections and hoses for cracks and/or leaks. Repair and replace as required.
- Review and inspect all electrical connections and lighting accessories to ensure proper working condition. Immediately replace any broken or non-functioning lights and/or lenses.
- Check air pressure in all tires, add as required.
- Check axle hub oil levels in all axles, add as required.



The following section will help guide you in the preventative maintenance procedures for your Gincor Werx Live Bottom trailer. Preventative maintenance is an important process to ensure that you get the maximum amount of use from your Live Bottom trailer. The following information outlines the steps of a basic **Trailer Preventative Maintenance (TPM) program**. In unusual or extreme operating conditions increase the frequency or perform additional service items to customize this schedule to your specific application(s).

CAUTION

Always put Safety First and be sure that all operators and maintenance personnel are fully trained and familiar with the proper maintenance and operating procedures.
Before any maintenance or service work is performed, make sure to understand and follow all safety rules.

WARNING

All operator instructions are provided for assistance in the proper operation of your trailer. Specific component operating instructions and your company’s procedures should always be consulted. These may include Ministry/DOT and employer training programs or instructions.

After First 20 Hours Of Operation:

- Inspect hydraulic fluid for contamination.
- Change hydraulic system filter(s).
- Inspect conveyor planetary gearbox(es) oil for contamination and level. Oil samples should be taken from the oil level hole, not the drain hole.
- Thoroughly clean unit wash all areas clean of load debris and road dirt to prevent possible corrosion. Thoroughly lubricate all mechanical parts - bearings, chain, and adjusters.
- Inspect for any loose bolts, nuts, pins, bearings, chain, couplings, etc. and tighten/adjust as required.
- Check air pressure in all tires, add as required.
- Check axle hub oil levels in all axles, add as required.
- Drain moisture from air tanks, use cables attached to operate drain valves.
- Visually check and inspect all hydraulic connections and hoses for cracks and/or leaks. Repair and replace as required.
- Manually oil conveyor chain. Although trailer is equipped with on-board chain lubrication, this is an added measure of preventative maintenance protection.



After First 50 and 100 Hours of Operation:

- Thoroughly clean unit wash all areas clean of load debris and road dirt to prevent possible corrosion.
- Visually inspect all caution and warning decals. All decals should be clean and readable. If decals are not readable, clean them. If decals are torn or missing, replace them.
- Visually inspect all hydraulic connections and hoses for cracks and/or leaks. Repair and replace as required.
- Review and inspect all electrical connections and lighting accessories to ensure proper working condition. Immediately replace any broken or non-functioning lights and/or lenses.
- Thoroughly lubricate all mechanical parts - bearings, chain, and adjusters.
- Change main conveyor planetary gearbox(es) oil. GINCOR Werx recommends using a high-quality anti-foaming SAE 80W90 gear oil.
- Check and inspect conveyor belt/chain assembly, ensure chain links move freely.
- Manually oil conveyor chain. Although trailer is equipped with on-board chain lubrication, this is an added measure of preventative maintenance protection.
- Check, inspect, and re-torque mounting bolts on conveyor bearing assemblies.
- Check, inspect, and re-torque landing gear mounting bolts.
- Check all components for loose and/or missing fasteners. If required, tighten, and/or replace.
- Check air pressure in all tires, add as required.
- Check and inspect to ensure all wheel nuts are tight. Re-torque all wheel nuts.
- Check axle hub oil levels in all axles, add as required.
- Visually inspect trailer main frame and structure for bends, cracks, or distortions.

Daily Maintenance:

- Check fluid level in the hydraulic oil reservoir. If sight gauge indicates low oil level, add appropriate amount of the specified hydraulic fluid.
- Check all components for loose and/or missing fasteners. If required, tighten, and/or replace.
- Visually inspect all caution and warning decals. All decals should be clean and readable. If decals are not readable, clean them. If decals are torn or missing, replace them.
- Visually inspect all hydraulic connections and hoses for cracks and/or leaks. Repair and replace as required.
- Review and inspect all electrical connections and lighting accessories to ensure proper working condition. Immediately replace any broken or non-functioning lights and/or lenses.
- Check air pressure in all tires, add as required.
- Check axle hub oil levels in all axles, add as required.
- Drain moisture from air tanks, use cables attached to operate drain valves.
- Check and inspect conveyor belt/chain assembly, ensure chain links move freely.

Weekly Maintenance:

- Thoroughly clean unit wash all areas clean of load debris and road dirt to prevent possible corrosion.
- Thoroughly lubricate all mechanical parts - bearings, chain, and adjusters.
- Check and inspect conveyor belt/chain assembly, ensure chain links move freely.
- Manually oil conveyor chain. Although trailer is equipped with on-board chain lubrication, this is an added measure of preventative maintenance protection.
- Check, inspect, and re-torque mounting bolts on conveyor bearing assemblies.
- Check all components for loose and/or missing fasteners. If required, tighten, and/or replace.
- Check and inspect to ensure all wheel nuts are tight. Re-torque all wheel nuts.
- Visually inspect trailer main frame and structure for bends, cracks, or distortions.



Monthly Maintenance:

- Thoroughly clean unit wash all areas clean of load debris and road dirt to prevent possible corrosion.
- Thoroughly lubricate all mechanical parts - bearings, chain, and adjusters.
- Check and inspect conveyor belt/chain assembly, ensure chain links move freely.
- Manually oil conveyor chain. Although trailer is equipped with on-board chain lubrication, this is an added measure of preventative maintenance protection.
- Check, inspect, and re-torque mounting bolts on conveyor bearing assemblies.
- Check and inspect main conveyor for signs of possible wear. Inspect front, side, and rear conveyor wiper seals for cracks, rips, or tears, replace if required.
- Check all components for loose and/or missing fasteners. If required, tighten, and/or replace.
- Check and inspect to ensure all wheel nuts are tight. Re-torque all wheel nuts.
- Visually inspect trailer main frame and structure for bends, cracks, or distortions.
- Check and inspect for oil leaks in all hydraulic fittings and hoses. Retighten and/or replace fittings and hoses as required.
- Inspect hydraulic fluid for possible contamination. If oil appears thick or dirty, drain and replace fluid/filter(s).
Note: Excessive foaming of the hydraulic oil can be an indication of air and/or moisture presence in the hydraulic system.
 - Check and inspect the conditions of axle wheel ends. Block trailer, release brakes, jack up the axle and spin the wheel.
 - Check brake drag, wheel bearing, rim, and tire wobble.
 - Check brake lining thickness and replace as required.
 - Visually check and inspect air system lines and components. Look out for any signs of abrasion or rubbing, cracked lines or hoses. Listen for any possible air leaks in the system. Repair and replace items as required.
 - Visually check and inspect all electrical connections and lighting accessories to ensure proper working condition. Look out for any signs of abrasion or rubbing, loose or dangling connections/wires, burned out or non-functioning lights or accessories. Repair and replace items as required.

CAUTION

Always put Safety First and be sure that all operators and maintenance personnel are fully trained and familiar with the proper maintenance and operating procedures.
Before any maintenance or service work is performed, make sure to understand and follow all safety rules.

WARNING

An untrained and unqualified individual performing this procedure exposes himself and others to serious injury or death. Anyone who has not read, understood, and been trained to perform this procedure is not qualified to do so.



WARNING

All maintenance instructions are provided for assistance in the proper maintenance and service of your trailer. Specific component service instructions and your company’s procedures should always be consulted. These may include Ministry/DOT and employer training programs or instructions

Check And Inspect Main Conveyor.

- Run the conveyor system. As always keep clear of all moving parts to prevent serious injury or death.
- From the front of the trailer inspect the chain oiler brushes. Be sure that the brush bristles are engaged with the chain on both sides of the conveyor chain.
- Turn on the on-board oiler. Be sure that the flow of oil is sufficient (slightly more than a steady drip).
- Run oiler until both strands of chain are completely oiled.
- From the rear of the trailer watch and inspect the belt surface for cracks or damage.
- From the side inspection doors watch the chain links for potential damage, as well as for crossbars that are bent/missing.

When the main conveyor system inspection is complete, shut off the conveyor. Check main conveyor chain tension.

- Once the conveyor chain is clean and properly lubricated it is a good time to check and adjust your Live bottom chain tension.
- Be sure that the conveyor is NOT running while checking tension.
- From the side inspection doors, using a prybar pry up on the bottom half of the conveyor chain.
- If the chain links visibly pivot individually, the chain needs more tension.
- If the chain moves up and down visibly as one unit, then it is at the proper tension.
- If your chain tension needs to adjustment, please follow the procedure outlined in the Adjusting Live Bottom Chain Assembly.

Semi-Annual & Annual Maintenance:

In combination with the regularly scheduled Monthly Maintenance items the following additional items should be added to the six- and twelve-month maintenance intervals.

- Replace hydraulic system return oil filter(s).
- Inspect oil(s) and lubricants in both the main hydraulic reservoir and planetary gearbox(es) for contaminants. Replace and refill if required.
- If signs of excessive dirt and/or metallic particles are evident, flush and replace all hydraulic filters and fluids.
- Check and inspect axle hub oil. Replace and refill if required.
- Check and inspect all axle and suspension components.



The following is a list of recommended filters and lubricants approved by Gincor Trailer Werx for use within your Live Bottom trailer.

Hydraulic System Filters:

- Pressure line filter – Inline High-Pressure Filter w/ 10 Micron filter element.
- Return line filter – Inline Return Manifold Filter w/ 10 Micron filter element.

Fluids and Lubricants:

- Hydraulic system fluid – Use a high-quality hydraulic oil such as Petro-Canada HVI-36 or equivalent.
- Planetary Gearbox(es) – Use a high-quality anti-foaming gear oil grade SAE80/90EP or equivalent. Note: Never mix mineral and synthetic oils in the gearboxes.
- Use a SAE multi-purpose lithium-based grease on all hinges and pivot points.
- Axle wheel hub oil – Use an SAE 80W90 oil for normal operating temperature conditions (-10F to 100F).
 - For cooler operating temperatures (below -10F) use a SAE 30W oil.
 - For higher operating temperatures (above 100F) use a SAE 85W140 oil.
 - Typical axle wheel hub capacity is 1 pint (500ml)



MODEL	Capacity (cu.yds) Toprail	Capacity (cu.yds) 8" Boards	Overall Length	Overall Height	King Pin Height	King Pin To Centre Of Last Axle	Overall Width	Number Of Axles
302LBC-S	27.9	33.0	31' 8 5/8"	122-9/16"	49"	25' 1/4"	101-9/16"	2
304LBC-S (Michigan)	27.9	N/A	31' 10 1/16"	114-1/2"	49"	25' 9/16"	101-9/16"	4
304LBC-S (DC)	27.9	N/A	31' 9 1/8"	112-7/16"	49-1/4"	25' 9/16"	101-9/16"	4
353LBC-S	32.9	38.8	35' 5/8"	123-3/4"	49"	30' 1-5/16"	101-9/16"	3
354LBC-S	32.9	38.8	36' 4 3/16"	123-7/8"	49"	29' 8-5/16"	101-9/16"	4
393LBC-S	36.5	43.0	39' 10 1/2"	121 3/8"	49"	33' 2-9/16"	101-9/16"	3
393LBC-S-SPIF	36.5	43.0	39' 10 1/2"	121 5/8"	49"	33' 2-9/16"	101-9/16"	3
394LBC-S	36.5	43.0	39' 10 1/2"	123 5/8"	49"	33' 2-9/16"	101-9/16"	4
412LBC-S	37.5	43.9	41' 10 3/4"	107 5/8"	48 3/8"	35' 5/8"	101-9/16"	2
458LBC-S	41.8	49.4	45' 9 7/16"	124 3/8"	49"	38' 10-13/16"	101-9/16"	8
484LBC-S-SPIF	53.4	61.9	48' 10 1/2"	120 3/8"	49-1/2"	42' 2-9/16"	101-9/16"	4
485LBC-S-SPIF	53.4	61.9	48' 10 9/16"	120 7/16"	49 1/8"	42' 2-3/16"	101-9/16"	5



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