

NEW TRAILER QUICK CONNECT INSTRUCTIONS

LIVE BOTTOM HYDRAULIC SYSTEM SAFETY

Take extreme caution when working on and with this trailer. These rules are only a general guideline, and you should follow your company rules and safety guidelines when servicing and operation of this live bottom trailer.

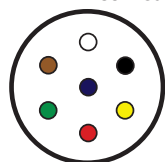
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- Only competent people should operate this piece of equipment
- Always depressurize hydraulic system before disconnecting and before servicing.
- Always connect return line first
- Always disconnect Pressure line first
- Never enter trailer while belt is running
- Hydraulic fluid at extreme pressure can cause harm or death
- Always wear proper PPE when working around pressurized hydraulic components.

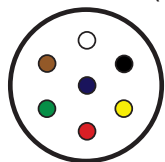
- 1 Standard 7-wire Plug
- 2 Auxiliary 7-wire Plug
- 3 Connection Plate
- 4 Service Brake Glad Hand
- 5 Emergency Brake Glad Hand
- 6 Electric Tarp Plug
- 7 Hydraulic Pressure Gauge
- 8 Hydraulic Pressure Line
- 9 Hydraulic Return Line
- 10 Oiler Brushes

7-WIRE MAIN ISO PLUG-LIVE BOTTOM



- GROUND
- SUSPENSION DUMP
- SPARE/STROBE LIGHTS
- SPARE
- TAIL GATE LOCK
- SPARE/BACK-UP LIGHTS
- TAILGATE LIFT

7-WIRE LIVE BOTTOM (Gincor Configuration)



- GROUND
- RUNNING/MARKER LIGHTS
- RIGHT TURN
- ABS
- BRAKE LIGHTS
- LEFT TURN
- SPARE

Couplers Return Line: C501-16 (1") winged coupler on the return line with a working pressure of up to 3045 psi.

Couplers Pressure Line: 502-16 (1") Wing Nut Nipple coupler on the pressure line with a working pressure of up to 3045 psi.

WHAT TO CHECK FOR WHEN PROBLEMS OCCUR

The Gincor Live Bottom is equipped with a heavy-duty hydraulic system which operates the belt. Pressurized hydraulic oil supplied by the tractor runs through the lines to a series of components that function together to operate the belt. If for some reason the trailer will not unload or becomes sluggish there are numerous reasons why.

- It is the responsibility of the driver to keep the tractor pressure at or below 2500 psi as not to damage the trailer hydraulic system.
- All tractor PTO pumps should be equipped with a pressure relief set at 2500 psi and a filtration system.
- Forward relief valve on the trailer manifold is pre-set at 2000 psi at the factory and should not require any setting
- Reverse relief valve on the trailer manifold is pre-set at 600 psi at the factory and should not require any setting
- If for any reason the forward or reverse valves are adjusted this may cause damage to belt and or chain and will void warranty.
- If for any reason contaminants enter hydraulic system this could cause sluggish performance and possibly belt stopping during unloading.
- If filter on tractor becomes clogged the trailer will not unload properly.
- In the colder seasons the hydraulic fluid may become too thick and slow the system
- If belt stops or makes any odd or loud noises stop unit and check for possible chain issues.

TROUBLE SHOOTING

Pressure at gauge when pump is not running

- Connections at front of trailer not hooked up properly, relieve pressure and check hook-ups
- Blockage in hydraulic lines, check for hose kinking

Low pressure at gauge when pump is engaged, and manifold is in neutral

- Possible problem with tractor pump
- Supply line on front of trailer is hooked up improperly
- Low oil level in tractor tank
- Contamination in oil or filter is clogged

MINIMUM SPECIFICATIONS FOR HYDRAULICS

Max Flow: 20 GPM

Maximum Pressure: 2500 PSI

Tank Volume: 20-GAL Min.

Recommended:

Dual head hydraulic filter, canister type c/w 10-micron filter with a 75-gallon hydraulic tank c/w sight glass Dextron 3 fluids and temperature gauge.

