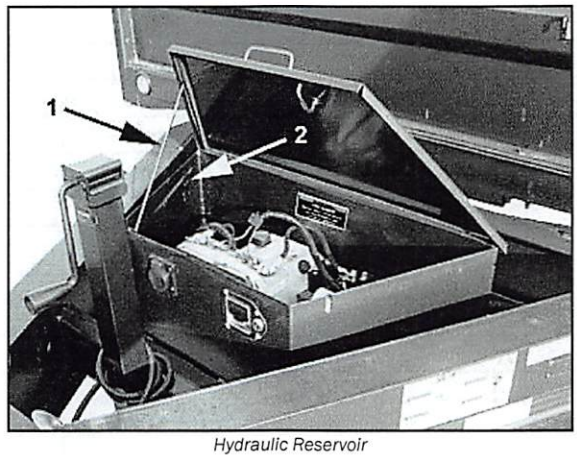
GF09-6

Maintenance Schedule

Item	Function Required	Weekly	3 Months or 3,000 Miles	6 Months or 6,000 Miles	12 Months or 12,000 Miles
Brakes	Test that they are operational.	At Every Use			
Brake Adjustment	Adjust to proper operating clearance (not required with Nev-R-Adjust® brakes).		●		
Brake Magnets	Inspect for wear and current draw.			●	
Brake Linings	Inspect for wear or contamination.				●
Brake Controller	Check for correct amperage and modulation.			●	
Brake Cylinders	Check for leaks, sticking.				●
Brake Lines	Inspect for cracks, leaks, kinks.				●
Trailer Brake Wiring	Inspect wiring for bare spots, fray, etc.				●
Breakaway System	Check battery charge and switch operation.	At Every Use			
Hub/Drum	Inspect for abnormal wear or scoring.				●
Wheel Bearings and Cups	Inspect for corrosion or wear. Clean and repack.				●
Seals	Inspect for leakage. Replace if removed.				●
Springs	Inspect for wear, loss of arch.				●
Suspension Parts	Inspect for bending, loose fasteners and wear.			●	
Suspension Wet Bolts & Equalizers	Grease.		●		
Extreme Duty Bushings	Grease.		●		
Hangers	Inspect welds.				●
Wheel Nuts and Bolts	Tighten to specified torque values.		●		
Wheels	Inspect for cracks, dents, or distortion.			●	
Tire Inflation Pressure	Inflate tires to mfg's. specifications.	●			
Tire Condition	Inspect for cuts, wear, bulging, etc.		●		



Hydraulic Reservoir

Lug Nuts

Lug nuts are prone to loosen right after a wheel is mounted to a hub. When driving on a remounted wheel, check to see if the lug nuts are tight after the first 10, 25 and 50 miles of driving, and before each tow thereafter.

⚠WARNING

Lug nuts are prone to loosen after being first assembled. Death or serious injury can result. Check lug nuts for tightness on a new trailer, and after re-mounting a wheel at 10, 25 and 50 miles.

⚠WARNING

Metal creep between the wheel rim and lug nuts (bolts) can cause rim to loosen. Death or injury can occur if wheel comes off. Tighten lug nuts (bolts) before each tow.

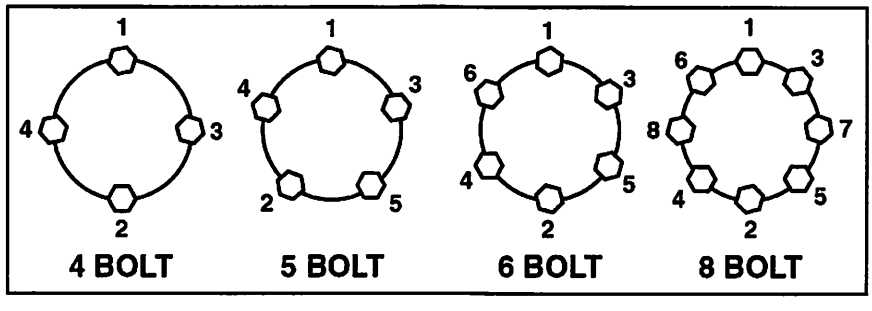
Tighten the lug nuts in three stages to the final torque for the axle size on your trailer, to prevent wheels from coming loose. Tighten each lug nut in the order shown in figure below. Use a calibrated torque wrench to tighten the fasteners. Verify that wheel studs are free of contaminates such as paint or grease, which may result in inaccurate torque readings. Over-tightening will result in breaking the studs or permanently deforming the mounting stud holes in the wheels, and will void the axle warranty.

INSPECTION, SERVICE & MAINTENANCE

WHEEL TORQUE REQUIREMENTS

5,200 lb. to 8,000 lb. Axles

WHEEL SIZE	1st STAGE	2nd STAGE	3rd STAGE
12"	20-25	35-40	50-75
13"	20-25	35-40	50-75
14"	20-25	50-60	90-120
15"	20-25	50-60	90-120
16"	20-25	50-60	90-120
16.5" x 6.75"	20-25	50-60	90-120
16.5" x 9.75"	55-60	120-125	175-225
14.5" Demount	Tighten Sequentially to 85-95		
17.5" Hub Pilot Clamp Ring & Cone Nuts	50-60	100-120	190-210
17.5" Hub Pilot 5/8" Flange Nuts	50-60	90-200	275-325



⚠ CAUTION

Proper matching of the tire/wheel combination is essential to proper function of your trailer running gear. Some tires may call for a maximum inflation pressure above the rim or wheel capacity. DO NOT EXCEED MAXIMUM INFLATION PRESSURES FOR RIMS OR WHEELS. Catastrophic failure may result.

INSPECTION, SERVICE & MAINTENANCE

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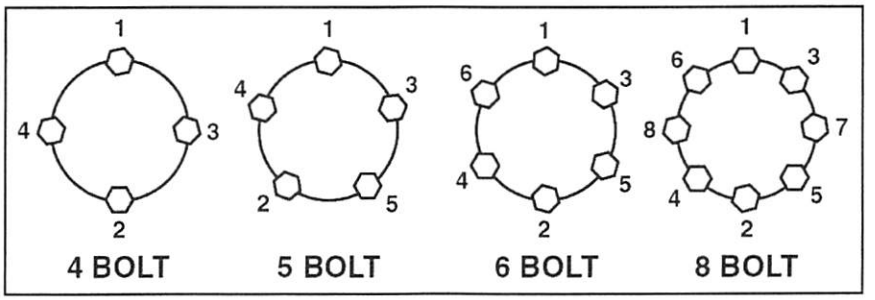

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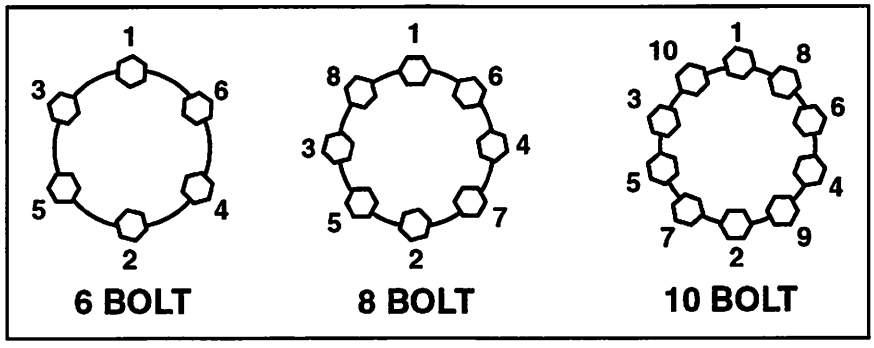
INSPECTION, SERVICE & MAINTENANCE

WHEEL TORQUE REQUIREMENTS

9,000 lb. to 15,000 lb. Axles

DESCRIPTION	PART No.	APPLICATION	TORQUE MIN. FT. LBS.	TORQUE MAX. FT. LBS.
5/8-18 90° Cone Nut	006-109-00	Clamp Ring 033-052-01	190	210 - Greased Threads
3/4-10 Hex Nut	006-117-00	Demountable Rim Clamp	210	260
3/4-16 Spherical Nut	006-064-01, 02 006-069-01, 02	Single Wheel Inner Dual	450	500
1 1/8-16 Spherical Nut	006-070-01, 02	Outer Dual	450	500
5/8-18 Flange Nut	006-058-00	Wheels	275	325
M22-1.5	006-118-00	Swiveling Flange Nut	450	500



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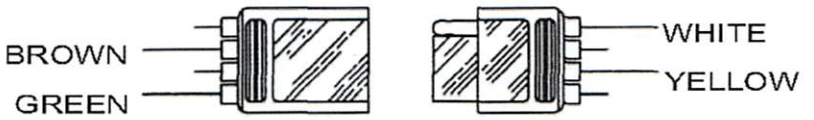
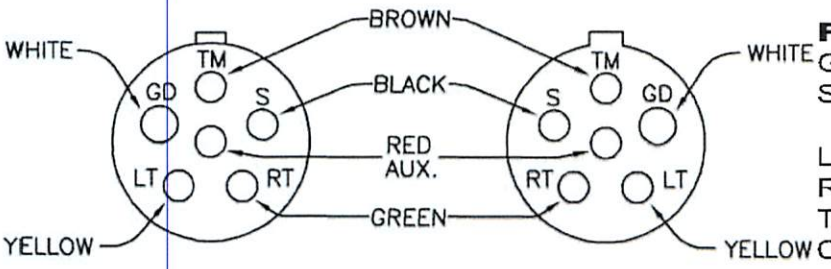
ELECTRICAL CONNECTORS

4 PIN CONNECTOR



COLOR	DESCRIPTION
Brown	Tail Lights
Green	Right Turn
White	Ground
Yellow	Left Turn

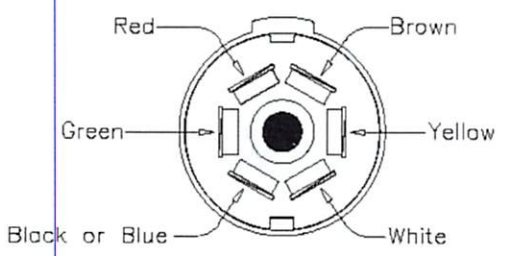
6 PIN CONNECTOR



PLUG	COLOR	DESCRIPTION
GD	White	Ground
S	Black	Electrical Brakes (if equipped)
LT	Yellow	Left Turn Signal
RT	Green	Right Turn Signal
TM	Brown	Tail Lights
CENTER	Red	Charge Line

NOTE: Identify contacts by looking into the open end of plug or socket.

7 PIN CONNECTOR

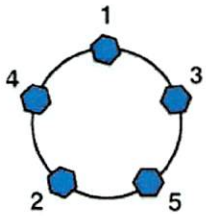


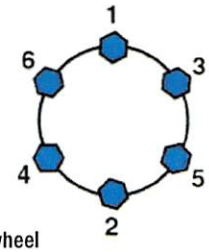
COLOR	DESCRIPTION
White	Ground
Black	Electrical Brakes (if equipped)
Yellow	Left Turn Signal
Green	Right Turn Signal
Brown	Tail Lights
Red	Charge Line

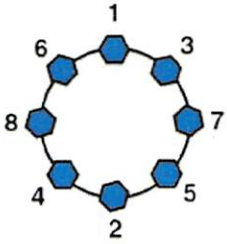
WHEEL TORQUE REQUIREMENTS

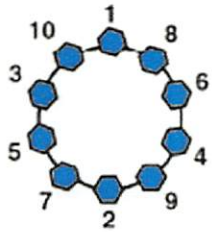
LOAD TRAIL

1. Start all bolts or nuts by hand to prevent cross-threading
2. Tighten bolts or nuts in the sequence shown fr wheel torque requirements.
3.Tightening of the fasteners should be done in stages. Following the recommended sequence, tighten fastners per wheel torque requirements diagram.
4. Wheel nuts/bolts should be torqued before first road use or after each wheel removal. check and re-torque after the first 10 miles, again at 25 miles, and again at 50 miles. Check periodically thereafter.









5,200 lb. - 8,000 lb. Axles

9,000 lb. - 15,000 lb. Axles

WHEEL SIZE	1st STAGE	2nd STAGE	3rd STAGE	DESCRIPTION	PART No.	APPLICATION	TORQUE MIN FT. LBS.	TORQUE MAX FT. LBS.
12"	20-25	35-40	50-75	5/8-18 90°	006-109-00	clamp ring 033-052-01	190	210 greased threads
13"	20-25	35-40	50-75	3/4-10 hex nut	006-117-00	demountable rim clamp	210	260
14"	20-25	50-60	90-120	3/4-16 spherical nut	006-064-01, 02 006-069-01, 02	single wheel inner dual	450 450	500 500
15"	20-25	50-60	90-120	1 1/8-16 spherical nut	006-070-01, 02	outer dual	450	500
16" w/1/2" studs	20-25	50-60	90-120	5/8-18 non-swiveling flange nut	006-058-00	wheels	275	325
16" w/9/16" studs	20-25	80-90	140-170	5/8-18 swiveling flange nut	006-209-00	wheels	150	175
17.5" hub pilot 5/8" flange nut	50-60	90-200	275-325	M22-1.5	006-118-00	swiveling flange nut	450	500
17.5" hub pilot 5/8" swivel flange nut	50-60	60-110	150-175					

HEAVY DUTY SUSPENSION SYSTEM (DEXTER HDSS)

⚠ CAUTION

HEAVY DUTY SUSPENSION TORQUE REQUIREMENTS

Before torquing equalizer bolts, level equalizers parallel to main frame members. After initial break-in period (up to 1,000 miles) and at least every 4 months thereafter; all bolts and nuts should be checked to ensure recommended torque is being maintained.

TORQUE VALUES FOR BOLTS WITH CLEAN DRY THREADS

1 - 1/8-7 UNC Nut	Oiled: 615 Ft. Lbs. Dry: 815 Ft. Lbs.
1-8 UNC Nut	Dry: 350 Ft. Lbs.
Spring Keeper Nut 5/8-18 UNF	Dry: 50 Ft. Lbs.
Track Rod Clamp Nut 5/8-11 UNC	Dry: 150 Ft. Lbs.
U-Bolt 3/4-10 UNC Nut	Dry: 200 Ft. Lbs.

DEXTER AXLE

You cannot rely on visual inspection to detect loose fasteners.
USE A CALIBRATED TORQUE WRENCH!

The Dexter torque decal label should be installed on the side of the trailer in a visible location. Decals can be obtained free of charge by contacting Dexter.

Now let's look closely at the mainenance requirements for each of the suspension's main component groups.

Axle Clamp Group and Springs

1. Check the torque on the U-Bolt/Tie Plate nuts by alternately tightening opposing corners of the clamp assembly (see Figure 1).

   A. U-Bolts are 2/4"-10 and the nuts should be torqued to a **dry** level of **200 Ft. Lbs.**

QUICK REFERENCE TROUBLE SHOOTING GUIDE

For KTI Hydraulics Pump

For additional trouble shooting questions, please call KTI Hydraulics at (1) -714-556-8818

	Not Building Pressure	Motor Not Running	Cylinder Won't Extend	Cylinder Won't Retract	Won't Hold Load	Excessive Heat From Unit	Aeration of Hydraulic Fluid	Reservoir Overflows	Cylinder Extends With Unit Not Operating	Struggles To Lift Load	Load Bounces When Cylinder Retracts	Start Solenoid Just Clicks-Motor Not Engaging	Won't Lift Load (DC Motor Under Load)	Won't Lift Load (DC Motor Not Under Load)	Won't Lower	Start Solenoid Stays On	Cylinder Won't Retract (Motor Under Load)
LOW BATTERY VOLTAGE		•	•	•		•		•		•		•					
POOR GROUND CONDITION		•	•	•		•		•		•		•					
CHECK HAND CONTROL												•			•		•
DEBRIS IN LOAD HOLDING VALVE					•												
THERMAL PRESSURE LOCK			•														•
COIL NOT ENERGIZING			•	•									•		•		•
BAD SEALS IN CYLINDER	•									•							•
LOOSE INLET				•			•	•		•							•
PACKING ON CYLINDER ROD WORN OUT			•		•				•	•					•		•
HOSES CONNECTED BACKWARDS										•							
PUMP NOT PRIMING	•		•														
CLOGGED ORIFICE				•											•		•
RUST IN MOTOR		•															
BAD DIODE				•													•
CHECK FOR ADDITIONAL VALVING ON OR CONNECTED TO CYLINDER					•												
DIRECTIONAL VALVE NOT SHIFTING PROPERLY			•	•					•						•		•
BAD START SOLENOID											•				•	•	
DIRTY CONTACTS IN HAND CONTROL			•	•							•	•					