

1628 State Road 114 Rensselaer, IN 47978 219-866-7141 Phone 219-866-5437 Facsimile www.talbertmfg.com

1.	Introduction And Warranty	4
1.1	Introduction	4
1.2	Warranty	4
2.	Safety	6
2.1	Safety Alert Symbol and Signal Words	6
2.2	Towing Hazards	6
2.	2.1 Driving Too Fast	6
2.	2.2 Trailer Not Properly Coupled to Truck	7
2.	2.3 Overloading	7
2.	2.4 Improper Load Distribution	7
2	2.5 Inappropriate Cargo	
23	Brakes and Lights	o
2.0	Clearance	o
2.4	Hydraulice	o
2.0	Maintanance	o
2.0	Loading and Unloading	
2.7	Hazards from Modifying Equipment	
2.0	Sefety Warning Lebels	10
2.9	Salely Walfilling Labels	10
2.10	Detechelle Cessenack Trailers	14
<b>ა</b> .	Detachable Gooseneck Trailers	10
3.1	Coupling Truck to Trailer	15
3.	A C Trailer Is formation	15
3.	1.2 I railer information	15
3.	1.3 Before Attempting to Couple Truck to Trailer	16
3.	1.4 Couple Truck to Trailer	16
3.	1.5 Pre-trip Inspection	19
3.2	Loading and Unloading	21
3.	2.1 Detach Gooseneck from Trailer Deck	21
3.	2.2 Connect Gooseneck to Trailer Deck	24
3.3	Uncouple Truck	27
3.	3.1 Uncouple Truck from Trailer	27
4.	Fold Tail Trailers	29
4.1	Coupling Truck to Trailer	29
4.	1.1 Providing an Adequate Truck	29
4.	1.2 Trailer Information	29
4.	1.3 Before Attempting to Couple Truck to Trailer	30
4.	1.4 Couple Truck to Trailer	30
4.	1.5 Pre-trip Inspection	33
4.2	Loading and Unloading	34
4.	2.1 Fold Tail Operation	34
	4.2.1.1. Position Folding Tail For Loading/Unloading	34
	4.2.1.2. Position Fold Tail For Transport	36
4	2 Deck Ramp Operation	38
4	2.3 Winch Operation	39
т.	4.2.3.1. Extend Winch Cable Using Remote	40
	4232 Extend Winch Cable Manually	4∩
	4233 Extend Winch Cable Using Hydraulic Control Lever	41
	4234 Retract Winch Cable with Remote	41
	4235 Retract Winch Cable with Hydraulic Control Lever	 ⊿ว
12	T.2.0.0. Notact which Cable with Hydraulic Control Level	12
4.3 1	21 Uncouple Truck from Trailer	42
4. 5		42
J. ∈ 4	Coupling Truck to Troiler	44
5.1	Oupling Truck to Trailer	44
5.	1.1.1 Providing an Adequate Truck   4.2 Trailer Information	44
5.	1.2 I railer Information	44
5.	1.3 Before Attempting to Couple Truck to Trailer	45
5.	1.4 Couple Truck to Trailer	45
5.	1.5 Pre-trip Inspection	48
5.2	Loading and Unloading	49
5.	2.1 Hydraulic Controls	49
	5.2.1.1. Position Trailer for Loading/Unloading	49

5.2.1.2. Position Trailer for Transport	51
5.2.2 Winch Operation	52
5.2.2.1. Extend Winch Cable Using Remote	52
5.2.2.2. Extend Winch Cable Manually	53
5.2.2.3. Extend Winch Cable Using Hydraulic Control Lever	54
5.2.2.4. Retract Winch Cable with Remote	54
5.2.2.5. Retract Winch Cable with Hydraulic Control Lever	55
5.3 Uncouple Truck	55
5.3.1 Uncouple Truck from Trailer	55
6. Towing Trailer	57
6.1 Wheels and Tires	57
6.2 Alignment	57
7. Inspections And Maintenance	58
7.1 Every Day	58
7.1.1 Pre-Trip Inspections	58
7.1.2 Inspect Trailer	58
7.2 Every Week	
7.2.1 Drain Trailer Air Tanks	
7.2.2 Lubrication	
7.2.2.1. Detachable Gooseneck Trailers	
7.2.2.2. Fold Tail and Traveling Axle Trailers	59
7.2.2.3. Traveling Axle Trailers	60
7.3 As Necessary	61
7.4 Hydraulic System	61
7.5 Tires	61
	62
7.6.1 Wheel Ends	62

### **1.1** INTRODUCTION

Read and understand this manual before using your trailer and follow all of the safety instructions. Keep all manuals provided with your trailer in a safe place inside your truck at all times.

Some components may have separate instruction manuals. Where this manual indicates that you should read another manual, and you do not have that manual, contact your dealer or Talbert Mfg for assistance.

Information provided in this manual was current as of the issue date. Talbert Mfg reserves the right to make design changes without further notice or liability.

### **1.2 WARRANTY**



#### TALBERT MANUFACTURING One Year Limited Structural Warranty Effective 6-12-2008

Limited Structural Warranty: Talbert Manufacturing, Inc. warrants each new trailer structure manufactured by us to be free from defects in material and workmanship under normal usage and service for a period of one (1) year after **THE DATE OF MANUFACTURE** of the trailer. Trailer structure shall be considered the framework of the trailer (gooseneck, main frame and/or rear frame) which is fabricated by Talbert Manufacturing, Inc. This warranty is not transferable.

Structural Warranty Coverage Schedule: Talbert Manufacturing, Inc. shall bear that portion of the cost of repairing or replacing any trailer structure found to be defective within the one year warranty period based on the following schedule: Up to One year: 100% Beyond One year 0%

Talbert Manufacturing, Inc. warrants other manufactured components of its trailers (other than the trailer structure), for a period of one (1) year after **THE DATE OF MANUFACTURE** of the trailer. Talbert Manufacturing, Inc. makes no warranty of loading ramps, or of components supplied by other manufacturers and suppliers of components or accessories. Talbert Manufacturing, Inc. will assign to the customer any warranty rights it receives from the component manufacturer or supplier. Please contact your dealer in the event of a problem with the trailer or its components. In general, components will be subject to the manufacturers' warranties:

Wear parts, including light bulbs, brake lining and flooring: Are not warranty items.

Regulatory Warranty: Our trailers are manufactured to conform to all applicable Federal Motor Vehicle Safety Standards in effect on the date of manufacture. We do not warrant trailers to be in compliance with any other federal, state or local laws, rules, regulations, or orders.

Specific Exclusions: Our limited warranty is subject to specific exclusions, and does not apply to any trailer which has been: 1) subjected to or operated with loads which, at any time, have exceeded the trailer's rated capacity or design limits; 2) repaired or altered outside of Talbert's factory in any way so as, in our judgment, to affect its stability or reliability; and 3) subject to misuse, negligence, accident, or has been operated in a manner expressly prohibited in the instructions; or not operated in accordance with practices approved by Talbert Manufacturing, Inc. Please contact the factory prior to undertaking any repair or alteration including welding, burning, or drilling holes on or in the frame of your Talbert Trailer.

Our Obligation: Under the specific warranties set forth above, our obligation is limited to making good at our factory any trailer structure or Talbert Manufacturing, Inc. manufactured component which shall be returned to us, transportation charges prepaid, up to one year after **THE DATE OF MANUFACTURE** of the trailer (one (1) year in the case of Talbert Manufacturing, Inc. manufactured components) and which our examination discloses to have been defective. Coverage of the trailer structure shall be in accordance with the schedule set forth above. Any warranty claim must be made immediately to the dealer who, in turn, notifies our Warranty Department. **Talbert will not be obligated to pay for any repairs, alterations or parts which are made prior to authorization from our warranty department.** 

Exclusive Warranty: This warranty is the exclusive warranty given for trailers sold by Talbert Manufacturing, Inc. It is expressly in lieu of all other warranties, whether oral, written or implied, including the implied warranties of merchantability or fitness for a particular purpose, and of all other obligations or liabilities on the part of Talbert Manufacturing, Inc. We neither assume nor authorize any dealers or other persons to assume for us, any other liability in connection with the sale of our trailers.

Limitation of Liability: In no case will we be liable for any consequential or incidental damages incurred by you, including, but limited to, loss of sales, profit or goodwill; loss of use of the trailer or any associated equipment; cost of rentals, substitute equipment, facilities or services; downtime costs; attorneys' fees; or losses or claims of your customers or other third parties.

This warranty card, within, must be executed and returned to Talbert Manufacturing, Inc. accompanied by a copy of the original sales invoice/bill of sales within ten **(10) days** of first retail sale. Failure to return and execute warranty card within this proposed time frame will void all warranty obligations expressed or implied.

# Introduction And Warranty

This contract shall be governed by and c exclusively in the state court located in Jasp	ontinued in accordance with the I per County, Indiana or the federal c	aws of the state of Indiana, and a ourt located in Lafayette Indiana	actions or lawsuits shall be tried
	Talbert Warra	nty Card	
Dealer Name	Da	ate of manufacture	
Customer Name			
Customer Address		State	Zip
Serial Number	Model	Date of Sale	•
Customer Signature		Date	
This card must be returned sale to activate warranty. L	l signed by the custon ack of either signature	ner within 10 working e will void the warrant	days from date of y.

## 2.1 SAFETY ALERT SYMBOL AND SIGNAL WORDS

This Owner's Manual covers trailers produced by Talbert Mfg. Before towing, operating or servicing a Talbert trailer, you must read, understand and follow the instructions and safety warnings in this manual. Your trailer may not be equipped with some of the optional equipment shown in the illustrations in this manual.

The safety information in this manual is denoted by the safety alert symbol: A

The level of risk is indicated by the following signal words.

### **DANGER**

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

# **WARNING**

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

## **A** CAUTION

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

# NOTICE

NOTICE – Indicates a situation that could result in damage to the equipment or other property.

The following are general safety issues pertaining to the use of the trailer, please read prior to use.

### **2.2 TOWING HAZARDS**

Loss of control of the truck/trailer combination can result in death or serious injury. The most common causes for loss of control are:

Driving too fast. Incorrect coupling. Overloading. Improper load distribution. Shifting cargo.

### 2.2.1 DRIVING TOO FAST

If you drive too fast, the trailer is more likely to sway, thus increasing the possibility for loss of control.



Collision hazard.

Driving too fast for conditions can result in loss of control and may result death or serious injury.

Adjust speed down when towing trailer.

### 2.2.2 TRAILER NOT PROPERLY COUPLED TO TRUCK

A secure coupling is vital. Uncoupling can result in death or serious injury.

# **WARNING**

Collision hazard.

An improperly coupled trailer can result in death or serious injury.

Before towing trailer, verify that:

- The coupler is properly secured and locked.
- Trailer landing gear is fully retracted.
- Lights and air hoses connected.
- Perform pre-trip inspection.

#### 2.2.3 OVERLOADING

An overloaded trailer can result in loss of control, which may result in death or serious injury. Overloading may also result in tire, wheel, axle or structural failure, and also increased stopping distances.

# **WARNING**

Loss of control hazard.

Overloading can result in death or serious injury.

Do not load a trailer so that the Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR) is exceeded.

#### 2.2.4 IMPROPER LOAD DISTRIBUTION

Improper load distribution can result in poor stability and handling. Refer to "Loading and Unloading" for more information.

Uneven load distribution can cause tire, wheel, axle or structural failure. Be sure your load is evenly distributed frontto-rear and side-to-side. OPERATOR is responsible for determining proper load distribution.



Collision hazard.

An improperly loaded trailer can result in failure or loss of control, leading to death or serious injury.

Evenly distribute the load throughout the trailer.

### 2.2.5 INAPPROPRIATE CARGO

Carry only the cargo that your trailer was designed for. A trailer must not be used to carry certain items, such as people, hazardous and/or flammable substances.

# **WARNING**

Never transport people on a trailer.

Do not transport flammable, explosive, poisonous or other dangerous materials on your trailer unless the trailer is specifically designed to do so.

2.3 BRAKES AND LIGHTS

Be sure that the trailer brakes and all of the trailer lights are functioning properly, prior to each tow.



Collision hazard.

Failure to connect the electrical connector and air hoses will result in inoperable trailer lights and brakes, and can lead to collision.

Before each tow, verify that all lights and brakes work properly.





Collision hazard.

Know the height, width and length of the trailer and the load on the trailer.

Always be aware of clearances.

### 2.5 HYDRAULICS

# 

Pressurized fluids can penetrate the skin.

Hydraulic hoses can fail from age, damage and exposure.



Do not search for hydraulic leaks without body and face protection. A tiny, almost invisible leak can penetrate the skin, thereby requiring immediate medical attention.

Use wood or cardboard to detect hydraulic leaks, never use your hands.

# 2.6 MAINTENANCE

# **WARNING**

Crushing hazard.

Before performing inspections, service or maintenance:

- Park trailer on firm level ground.
- Set brakes and turn truck engine off and remove ignition key.

Safety

- Chock tires.
- Support trailer with properly rated and placed stands.

### 2.7 LOADING AND UNLOADING

# ▲ DANGER

Electrocution hazard.

Contact with overhead electrical lines will cause serious injury or death.

Electrocution can occur without contact.

Be sure the load on your trailer does not contact an electrical line.

# **WARNING**

Falling hazard.

The trailer deck may be slippery if wet or ice and snow covered.

Use caution while on the trailer to avoid falling.

**WARNING** 

Crushing and severing hazard.

The moving fold tail and deck ramp can crush and sever hands and limbs.

Keep away from moving parts.

### 2.8 HAZARDS FROM MODIFYING EQUIPMENT

Altering the trailer may cause an unsafe condition and may void the manufacturers' warranty. Before making any alteration to your Talbert Trailer, contact your dealer or Talbert Mfg and describe the alteration you are contemplating.







# 2.9 SAFETY WARNING LABELS





# **A DANGER**

PINCH POINT Severe serious injury or death could occur.

Notice					
OFF=	PRESET TRAVEL HEIGHT				
ON=	MANUAL OVERRIDE FOR LOW SPEED, SHORT NOVE ONLY				

Notice		
LIFT AXLE		
OFF = TRAVEL		
ON = LIFT AXLE		

# Notice

FOR EXTENDED ENGINE OPERATION Open Compartment Cover

# **ACAUTION**

Disconnect air & electric lines before flipping axle.

Block flipped axle for sufficient clearance between tires.

# **ACAUTION**

When using tractor wet kit to provide hydraulic power HAND VALVES MUST BE OFF

# **ACAUTION**

Disconnect air & electric lines before flipping axle.

Block flipped axle for sufficient clearance between tires.

# ADANGER

DO NOT get under trailer without adequate blocking to prevent it from falling! Failure to comply can result in serious injury or death

# **ACAUTION**

When using tractor wet kit to provide hydraulic power HAND VALVES MUST BE OFF

# Notice

If the ABS indicator lamp comes on and stays on when you apply the brakes to a moving vehicle, the trailer ABS is not working properly. The ABS must be serviced as soon as possible upon completion of your trip to ensure full anti-lock braking capability.

# 

DO NOT side load! Failure to comply may result in property damage or serious injury.

# A WARNING

Load and unload only on firm level ground. Failure to comply may result in property damage or serious injury.

# A WARNING

DO NOT side load! Failure to comply may result in property damage or serious injury.

# A WARNING

Load and unload only on firm level ground. Failure to comply may result in property damage or serious injury.

# **A DANGER**

DO NOT get under trailer without adequate blocking to prevent it from falling! Failure to comply can result in serious injury or death

# **A DANGER**

DO NOT get under trailer without adequate blocking to prevent it from falling! Failure to comply can result in serious injury or death

# Safety First

# SAFETY CHECK

AT THE END OF FIRST 100 MILES OF OPERATION AND FOLLOWING ANY WHEEL BEARING INSTALLATION

# RECHECK WHEEL BEARINGS

DESIGN HEIGHT (LOADED AND UNLOADED) FOR AIR SUSPENSION IS 6-1/2". TEMPORARY SPECIAL HEIGHTS (RAISED OR LOWERED) ARE TO BE USED WITH <u>CAREI</u>







# **WARNING**

To protect against death or serious injury, labels must be on the trailer and must be legible.

If any of these labels are missing or cannot be read, call Talbert Manufacturing Inc. at 1-800-348-5232 for replacement labels.

### 2.10 REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect that 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 Talbert Mfg.

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 Talbert Mfg.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153), go to <u>http://www.safercar.gov;</u> or write to:

Administrator, NHTSA, 1200 New Jersey Avenue S.E. Washington, DC 20590.

You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

## 3.1 COUPLING TRUCK TO TRAILER

#### 3.1.1 **PROVIDING AN ADEQUATE TRUCK**

The truck must be matched to the Gross Vehicle Weight Rating (GVWR) of your trailer. If you already have a truck, know your truck's tow rating and make certain the trailer's rated capacity is less than or equal to the truck's rated towing capacity.



Loss of control hazard.

Use of an under-rated truck could result in loss of control, and can lead to death or serious injury.

Be sure your truck is rated for the Gross Vehicle Weight Rating (GVWR) of your trailer.

#### 3.1.2 TRAILER INFORMATION

The Certification / VIN tag is located on the front of the gooseneck. See Figure 3-1.



Figure 3-1: Certification / VIN Tag Location

The trailer Certification / VIN tag contains the following information:

MANUFACTURER: Talbert Mfg. See Figure 3-1.

**DATE:** Month and year the trailer was manufactured. See Figure 3-1.

**GVWR:** The Gross Vehicle Weight Rating is the maximum allowable gross weight of the trailer and its contents with the listed wheel rims. See Figure 3-1.

**GAWR ALL AXLES:** The Gross Axle Weight Rating is the maximum gross weight that all axles can support. See Figure 3-1.

**TIRE:** The tire size recommended for your trailer and load range. See Figure 3-1.

**RIMS:** The rim size recommended for your trailer. See Figure 3-1.

**COLD INFLATION PRESSURE:** The "pounds per square inch" is the tire pressure (Kilopascals / Pounds per Square Inch) measured when cold. See Figure 3-1.

VIN: The Vehicle Identification Number. See Figure 3-1.

**TYPE:** Type of trailer. See Figure 3-1.

**MODEL:** The model number for your trailer. See Figure 3-1.

CAPACITY: The trailer capacity in tons. See Figure 3-1.

#### 3.1.3 BEFORE ATTEMPTING TO COUPLE TRUCK TO TRAILER

1. Check the condition of the kingpin and mounting plate. Wipe the kingpin clean and inspect it for flat spots, cracks and pits.

### 

Uncoupling hazard.

A worn, bent or damaged kingpin can fail while towing, which can result in death or serious injury.

Inspect the kingpin and kingpin plate for wear and damage. Replace a worn or damaged kingpin or kingpin plate before towing trailer.

2. Verify that the kingpin plate and fifth wheel fasteners are tight and welds are sound.



Uncoupling hazard.

A loose kingpin or fifth wheel can result in the trailer uncoupling, which can result in death or serious injury.

### Verify the kingpin and fifth wheel are tight.

- 3. Lubricate the fifth wheel lock mechanism and verify it will move freely.
- 4. Clear all hoses and electrical cables from the coupling area.
- 5. Verify the fifth wheel locks are open.



Crushing hazard.

Death or serious injury may occur if the trailer drops.



Keep bystanders away from trailer while coupling.

#### 3.1.4 COUPLE TRUCK TO TRAILER

1. Place wheel chocks behind the trailer tires.

2. Place the truck directly in front of the trailer in a straight line. See Figure 3-2. **NEVER** back under the trailer at an angle.



Figure 3-2: Align Truck with Trailer for Coupling

- 3. Back the truck until close to the trailer.
- 4. Apply the truck parking brakes and place transmission in neutral.
- 5. Release air from truck suspension (if equipped).
- 6. Inspect the height of the trailer vs the fifth wheel. The kingpin plate on the front of the trailer should first contact the fifth wheel 4-6 inches rearward of the fifth wheel centerline. The trailer should rise slightly when the truck is backed under it. If the trailer is too low, the truck may strike and damage the front of the trailer. If the trailer is too high, it will not couple correctly.



Uncoupling hazard.

Trailer must be at the correct height to couple to truck.

Verify trailer is at the proper height before coupling.

Failure to couple properly could cause an uncoupling of truck to trailer, and dropping of the trailer and load.

- 7. Verify that the kingpin and fifth wheel are aligned.
- 8. Slowly back the truck keeping the kingpin aligned with the fifth wheel. Continue backing until the fifth wheel locks firmly on the kingpin. Attempt to pull forward as a test to verify the fifth wheel is locked. Do not attempt to move the truck and trailer at this time.
- 9. Apply the truck parking brake, place transmission in neutral, stop truck engine and remove ignition key.
- 10. Inspect the coupling. See Figure 3-4. Verify there is **no space** between the kingpin plate and the fifth wheel. If there is space, the kingpin may be on top of the fifth wheel jaws. Raise the trailer with the landing gear, pull the fifth wheel release lever and pull the truck ahead. Repeat steps 6-10 again to couple the trailer correctly.



Figure 3-4: Fifth Wheel Checks

11. Go under the trailer with a flashlight and look into the back of the fifth wheel. Verify the fifth wheel jaws (A) have closed around the shank of the kingpin and the fifth wheel lock lever is in the locked position. See Figure 3-5.

## Detachable Gooseneck Trailers



Figure 3-5: Fifth Wheel Jaws Closed Around Kingpin Shank

- 12. Inflate the truck suspension (if equipped).
- Connect the 7-pin harness to electrical connector (1), service hose to glad hand (2) and supply hose to glad hand (3). See Figure 3-6.
- 14. Connect the pressure and return hydraulic hoses to hydraulic connectors (4). See Figure 3-6.



Figure 3-6: Connect Hoses and Electrical Connector

# **WARNING**

Pressurized fluids can penetrate the skin.

Hydraulic hoses can fail from age, damage and exposure.

Do not search for hydraulic leaks without body and face protection. A tiny, almost invisible leak can penetrate the skin, thereby requiring immediate medical attention.



Use wood or cardboard to detect hydraulic leaks, never your hands.

15. Start the hydraulic system.

<sup>16.</sup> Push power cylinders lever (1) in to raise the trailer deck. See Figure 3-7. Raise the trailer deck until the stop pins (2) are above the adjustment shim blocks (3) on each side of the gooseneck. See Figure 3-8



Figure 3-7: Power Cylinders Lever

Figure 3-8: Pin and Adjustment Shim Block

17. Push the stop pin control (4) to extend the stop pins. Verify stop pins are extended on both sides of gooseneck. See Figure 3-9.



Figure 3-9: Stop Pin Control

- 18. Pull power cylinders lever out to lower the deck and transfer the load onto the shim blocks. Release the power cylinders lever.
- 19. Press the trailer air supply valve in the truck to fill the trailer air tanks. Do not release parking brakes.
- 20. Disengage the hydraulic system.
- 21. Perform pre-trip inspection.

#### 3.1.5 PRE-TRIP INSPECTION

Perform the inspections and checks before towing trailer:

- Check all lights for proper operation.
- Check that ABS light on street side rear corner of the trailer is not illuminated. If lamp is illuminated, see the axle and brake manufacturers' manual.
- Check that all safety decals are in place and in good, readable condition.
- Check that all reflectors are in place and in good condition.
- Check air pressure on all tires. Air pressure is listed on the Certification/VIN tag.
- Check and inspect all tires. If a tire has a bald spot, bulge, cut or cords showing, replace the tire(s) before towing trailer.
- Check wheel lug torque.
- Check the wheel hub fluid level and also for signs of lubricant leakage.
- Verify that air suspension springs are inflated.
- Check all electrical harness and air hoses from for damage.
- Listen for air leaks in hoses and air suspension.
- Check brakes for wear and verify the brakes function properly.
- Ensure all ramps are folded and secured in storage position.

Repair or replace any worn, damaged, leaking, broken or non-functioning items before towing the trailer.



Failure to perform a pre-trip inspection could cause damage to the trailer or serious injury or death.

## 3.2 LOADING AND UNLOADING

Improper trailer loading causes many accidents and deaths. To safely load a trailer, you must consider the overall load weight and load distribution.

The load distribution must be such that no component part of the trailer is loaded beyond its rating. You must be sure that the load distribution does not exceed the rating of the tires, wheels and axles.



Collision hazard.

An overloaded trailer may result in death or serious injury.

Do not load a trailer so that the Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR) is exceeded.

### 3.2.1 DETACH GOOSENECK FROM TRAILER DECK

- 1. Park the trailer on firm and level ground and engage the parking brakes on truck.
- 2. Connect hydraulic hoses to trailer if not already connected.
- 3. Start the hydraulic system.
- 4. Pull and rotate manual gooseneck/deck lock safety pin (1). See Figure 3-10. Pull gooseneck /deck lock control (2) to unlock gooseneck from deck. See Figure 3-11.



Figure 3-10: Gooseneck/Deck Safety Pin



Figure 3-11: Gooseneck/Deck Lock Control

5. Push power cylinders lever (3) in to raise the trailer deck. See Figure 3-12. Raise the trailer deck until the gooseneck stops (4) are above the shim blocks (5) on each side of the gooseneck. See Figure 3-13.

# Detachable Gooseneck Trailers



Figure 3-12: Power Cylinder Lever



Figure 3-13: Pin and Adjustment Shim Block

6. Pull the stop pin control (6) to retract the stop pins. See Figure 3-14. Verify stop pins are retracted on both sides of gooseneck.



Figure 3-14: Gooseneck Stop Pin Control



Crushing and severing hazard.

The moving trailer deck can crush and sever feet.

Keep away from trailer deck while in motion.



7. Pull the power cylinder lever out and lower deck to the ground. Ensure the deck pin (7) on each side of gooseneck does not bind against surrounding frame. See Figure 3-15.

# **Detachable Gooseneck Trailers**



Figure 3-15: Deck Pin Clearance

8. Disconnect electrical connection (8) and air hoses (9) between gooseneck and deck. See Figure 3-16. This will set trailer brakes. Store electrical and air lines in storage area (10) at base of gooseneck. See Figure 3-17.



Figure 3-16: Electrical and Air Hoses



Figure 3-17: Storage Area

9. Push support control lever (11) in and engage truck frame with gooseneck support arm. See Figure 3-18. Support cylinder must NOT be used to lift the deck.



Figure 3-18: Support Cylinder Lever



### Avoid sharp turns.

Making sharp turns with gooseneck supported on truck may result in gooseneck falling from truck which could result in serious injury. Do not make sharp turns.

- 10. Pull truck forward with gooseneck, moving straight ahead if possible to simplify re-attaching later. After disconnecting from trailer deck, further adjustment of the gooseneck may be required to prevent gooseneck from contacting the ground.
- 11. Shut off the hydraulic system.
- 12. Load trailer.

# 

To prevent serious injury or death during equipment loading:

- 1. Load on level ground.
- 2. Do not attempt to side load equipment.

3. Keep the equipment straight with the ramps and trailer throughout the loading process. Use a spotter.

- 4. Chock the truck and trailer tires.
- 5. Equipment loading is dangerous. Proceed slowly and cautiously at all times.
- 6. Load only with sufficient light.
- 7. Secure the load with properly rated chains or straps.
- 8. DO NOT exceed the Gross Vehicle Weight Rating (GVWR) of the trailer.
- 9. Keep bystanders clear when vehicle is being loaded.

### 10. Review loading safety instructions with all operators.

13. Secure load to trailer with properly rated devices.

### 3.2.2 CONNECT GOOSENECK TO TRAILER DECK

1. Align truck with trailer, and slowly back truck with gooseneck until gooseneck guide engages deck ramp. Continue until guide "seats". Set truck brakes. Pull support cylinder control arm (1) out and retract support arm fully.

# Detachable Gooseneck Trailers



Figure 3-19: Gooseneck Support Cylinder Control Lever

2. Push gooseneck/deck lock control (2) in. See Figure 3-20. If pin locks, insert safety pin (3). See Figure 3-21. If pin does not lock, "bump" truck slightly until pin locks, then insert safety pin. See Figure 3-21.



Figure 3-20: Gooseneck/Deck Lock Control



Figure 3-21: Gooseneck/Deck Safety Pin

3. Connect the electrical connection (4) and air hoses (5) between gooseneck and deck. See Figure 3-22. Activate the hydraulic power system.



Figure 3-22: Electrical and Air Hoses

 Push power cylinder lever (6) in, see Figure 3-23 and raise deck until gooseneck stop pins (7) are free to engage both sides of the gooseneck. See Figure 3-24. Push the stop pin control (8) to extend the stop pins. See figure 3-24. Ensure both stop pins are fully extended and are not obstructed.



Figure 3-23: Power Cylinder Lever



Figure 3-24: Stop Pin and Stop Pin Control

- 5. Pull power cylinder lever out, and lower deck until gooseneck stop pins hold the weight of the deck. Shut off the hydraulic system.
- 6. Fold ramps onto deck and fasten to deck with chains (9). See Figure 3-25.



Figure 3-25: Ramp Chains

Note: Metal shim blocks (10) of equal thickness may be provided to regulate deck height and/or fifth wheel height. To gain deck height (or decrease fifth wheel height) adjustment blocks may be located between stop pins and diagonal gooseneck section. Both sides of gooseneck MUST be the same. See Figure 3-26.



Failure to properly install shim blocks could cause serious injury or death.

# Detachable Gooseneck Trailers



Figure 3-26: Shim Block

7. Perform pre-trip inspection. See Section 3.1.5.

### **3.3 UNCOUPLE TRUCK**

### 3.3.1 UNCOUPLE TRUCK FROM TRAILER

- 1. Park the trailer on firm and level ground.
- 2. Connect hydraulic hoses to trailer if not already connected.
- 3. Start the hydraulic system.
- 4. Push power cylinders lever (1) in to raise the trailer deck. See Figure 3-27. Raise the trailer deck until the gooseneck stop pins (2) are above the shim blocks (3) on each side of the gooseneck. See Figure 3-28.



Figure 3-27: Power Cylinders Lever



Figure 3-28: Pin and Adjustment Block



Crushing and severing hazard.

The moving trailer deck can crush and sever feet.

Keep away from trailer deck while in motion.





## Detachable Gooseneck Trailers



Figure 3-29: Stop Pin Control

- 6. Pull power cylinder lever out, and lower deck to the ground. Shut off the hydraulic system.
- 7. Disconnect the hydraulic hoses, air hoses and electrical connector from the couplers on the front of the trailer. Install dust covers on hydraulic fittings. See figure 3-30.



Figure 3-30: Disconnect Hoses and Electrical Connector

- 8. Pull the truck fifth wheel release lever.
- 9. Release air in truck suspension (if equipped) and pull truck forward until fifth wheel comes out from under the trailer.
- 10. Stop with truck frame under trailer.
- 11. Apply parking brake and place transmission in neutral.
- 12. If necessary, adjust the gooseneck height so the gooseneck is not resting on the truck frame.
- 13. Check the area and drive truck forward until clear of trailer.

### 4.1 COUPLING TRUCK TO TRAILER

### 4.1.1 **PROVIDING AN ADEQUATE TRUCK**

The truck must be matched to the Gross Vehicle Weight Rating (GVWR) of your trailer. If you already have a truck, know your truck's tow rating and make certain the trailer's rated capacity is less than or equal to the truck's rated towing capacity.



Loss of control hazard.

Use of an under-rated truck could result in loss of control, and can lead to death or serious injury.

Be sure your truck is rated for the Gross Vehicle Weight Rating (GVWR) of your trailer.

### 4.1.2 TRAILER INFORMATION

The Certification / VIN tag is located on the street side of the trailer, near the front.



Figure 4-1: Certification / VIN Tag Location

The trailer Certification / VIN tag contains the following information:

MANUFACTURER: Talbert Mfg. See Figure 4-1.

**DATE:** Month and year the trailer was manufactured. See Figure 4-1.

**GVWR:** The Gross Vehicle Weight Rating is the maximum allowable gross weight of the trailer and its contents with the listed wheel rims. See Figure 4-1.

**GAWR ALL AXLES:** The Gross Axle Weight Rating is the maximum gross weight that all axles can support. See Figure 4-1.

TIRE: The tire size recommended for your trailer and load range. See Figure 4-1.

**RIMS:** The rim size recommended for your trailer. See Figure 4-1.

**COLD INFLATION PRESSURE:** The "pounds per square inch" is the tire pressure (Kilopascals / Pounds per Square Inch) measured when cold. See Figure 4-1.

VIN: The Vehicle Identification Number. See Figure 4-1.

**TYPE:** Type of trailer. See Figure 4-1.

**MODEL:** The model number for your trailer. See Figure 4-1.

**CAPACITY:** The trailer capacity in tons. See Figure 4-1.

### 4.1.3 BEFORE ATTEMPTING TO COUPLE TRUCK TO TRAILER

1. Check the condition of the kingpin and mounting plate. Wipe the kingpin clean and inspect it for flat spots, cracks and pits.



Uncoupling hazard.

A worn, bent or damaged kingpin can fail while towing, which can result in death or serious injury.

Inspect the kingpin and kingpin plate for wear and damage. Replace a worn or damaged kingpin or kingpin plate before towing trailer.

2. Verify that the kingpin plate and fifth wheel fasteners are tight and welds are sound.



Uncoupling hazard.

A loose kingpin or fifth wheel can result in the trailer uncoupling, which can result in death or serious injury.

### Verify the kingpin and fifth wheel are tight.

- 3. Lubricate the fifth wheel lock mechanism and verify it will move freely.
- 4. Clear all hoses and electrical cables from the coupling area.
- 5. Verify the fifth wheel locks are open.



Death or serious injury may occur if the trailer drops.



Keep bystanders away from trailer while coupling.

#### 4.1.4 COUPLE TRUCK TO TRAILER

1. Place wheel chocks behind the trailer tires.

2. Place the truck directly in front of the trailer in a straight line. See figure 4-2. **NEVER** back under the trailer at an angle.



Figure 4-2: Align Truck with Trailer for Coupling

- 3. Back the truck until close to the trailer.
- 4. Apply the truck parking brakes and place transmission in neutral.
- 5. Release air from truck suspension (if equipped).
- 6. Inspect the height of the trailer vs the fifth wheel. The kingpin plate on the front of the trailer should first contact the fifth wheel 4-6 inches rearward of the fifth wheel centerline. See Figure 4-3. The trailer should rise slightly when the truck is backed under it. If the trailer is too low, the truck may strike and damage the front of the trailer. If the trailer is too high, it will not couple correctly. Adjust the landing gear as needed to achieve the correct trailer height.



Uncoupling hazard.

Trailer must be at the correct height to couple to truck.

Verify trailer is at the proper height before coupling.



- 7. Verify that the kingpin and fifth wheel are aligned.
- 8. Slowly back the truck keeping the kingpin aligned with the fifth wheel. Continue backing until the fifth wheel locks firmly on the kingpin. Attempt to pull forward as a test to verify the fifth wheel is locked. Do not attempt to move the truck and trailer at this time.
- 9. Apply the truck parking brake, place transmission in neutral, stop truck engine and remove ignition key.
- 10. Inspect the coupling. See Figure 4-4. Verify there is **no space** between the kingpin plate and the fifth wheel. **If there is space**, the kingpin may be on top of the fifth wheel jaws. Raise the trailer with the landing gear, pull the fifth wheel release lever and pull the truck ahead. Repeat steps 6-10 again to couple the trailer correctly.



Figure 4-4: Fifth Wheel Checks

11. Go under the trailer with a flashlight and look into the back of the fifth wheel. Verify the fifth wheel jaws (A) have closed around the shank of the kingpin and the fifth wheel lock lever is in the locked position. See Figure 4-5.



Figure 4-5: Fifth Wheel Jaws Closed Around Kingpin Shank

- 12. Inflate the truck suspension (if equipped).
- 13. Connect the 7-pin harness to electrical connector (1), service hose to glad hand (2) and supply hose to glad hand (3). See Figure 4-6.
- 14. Connect the pressure and return hydraulic hoses to hydraulic connectors (4). See Figure 4-6.



Figure 4-6: Connect Hoses and Electrical Connector



Pressurized fluids can penetrate the skin.

Hydraulic hoses can fail from age, damage and exposure.

Do not search for hydraulic leaks without body and face protection. A tiny, almost invisible leak can penetrate the skin, thereby requiring immediate medical attention.



Use wood or cardboard to detect hydraulic leaks, never your hands.

15. Move crank handle (1) from the storage position (left portion of Figure 4-7) to installed position (right portion of figure). Talbert Mfg uses a two speed landing gear from several different manufacturers. High speed may be "in" on some models and "out" on others. Engage the crank handle (1) to the shaft and turn to retract the landing gear. Return the landing gear crank handle to the storage position.





Figure 4-7: Two Speed Landing Gear

16. Press the trailer air supply valve in the truck to fill the trailer air tanks. Do not release parking brakes.

17. Perform pre-trip inspection.

### 4.1.5 **PRE-TRIP INSPECTION**

Perform the inspections and checks before towing trailer:

- Check all lights for proper operation.
- Check that ABS light on street side rear corner of the trailer is not illuminated. If lamp is illuminated, see the axle and brake manufacturers' manual.
- Check that all safety decals are in place and in good, readable condition.
- Check that all reflectors are in place and in good condition.
- Check air pressure on all tires. Air pressure is listed on the Certification/VIN tag.
- Check and inspect all tires. If a tire has a bald spot, bulge, cut or cords showing, replace the tire(s) before towing trailer.
- Check wheel lug torque.
- Check the wheel hub fluid level and also for signs of lubricant leakage.
- Verify that air suspension springs are inflated.
- Check all electrical harness and air hoses from for damage.
- Listen for air leaks in hoses and air suspension.
- Check brakes for wear and verify the brakes function properly.
- Ensure all ramps are folded and secured in storage position.

Repair or replace any worn, damaged, leaking, broken or non-functioning items before towing the trailer.

# **WARNING**

Failure to perform a pre-trip inspection could cause damage to the trailer or serious injury or death.

## 4.2 LOADING AND UNLOADING

Improper trailer loading causes many accidents and deaths. To safely load a trailer, you must consider the overall load weight and load distribution.

The load distribution must be such that no component part of the trailer is loaded beyond its rating. You must be sure that the load distribution does not exceed the rating of the tires, wheels and axles.



Collision hazard.

An overloaded trailer may result in death or serious injury.

Do not load a trailer so that the Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR) is exceeded.

### 4.2.1 FOLD TAIL OPERATION



Figure 4-8: Fold Tail Controls

1 – Front Deck Ramp Control 2 – Rear Ramp Control 3 – Rear Flip Tail Control

### 4.2.1.1. Position Folding Tail For Loading/Unloading



Crushing and severing hazard.

The moving fold tail can crush and sever hands and limbs.

Keep away from moving parts and pinch points.

- 1. Park the trailer on firm and level ground.
- 2. Connect hydraulic hoses to trailer if not already connected.
- 3. Start the hydraulic system.
- 4. Lower the trailer suspension by moving the valve to the ON position. This will stabilize the trailer for loading and unloading.





Figure 4-9: Lower Trailer Suspension

5. Pull rear ramp control (2) to raise tail ramp to the highest position. See figure 4-10.



Figure 4-10: Raise Tail Ramp to Highest Position

6. Pull rear flip tail control (3) to extend tail to the load position. See figure 4-11.



Figure 4-11: Rotate Flip Ramp to Load Position

7. Push rear ramp control (2) to lower the rear ramp to the load/unload position. Support brackets (5) on each side of the tail ramp must be resting on the ground or surface. See figure 4-12.



Figure 4-12: Lower Tail Ramp to Load/Unload Position

8. Safely load equipment onto trailer.

# 

To prevent serious injury or death during equipment loading:

1. Load on level ground.

2. Do not attempt to side load equipment.

3. Keep the equipment straight with the ramps and trailer throughout the loading process. Use a spotter.

- 4. Chock the truck and trailer tires.
- 5. Equipment loading is dangerous. Proceed slowly and cautiously at all times.
- 6. Load only with sufficient light.
- 7. Secure the load with properly rated chains or straps.
- 8. DO NOT exceed the Gross Vehicle Weight Rating (GVWR) of the trailer.
- 9. Keep bystanders clear when vehicle is being loaded.
- 10. Review loading safety instructions with all operators.
- 9. Secure load to trailer with properly rated devices.
- 4.2.1.2. POSITION FOLD TAIL FOR TRANSPORT

### 

Crushing and severing hazard.

The moving fold tail can crush and sever hands and limbs.

Keep away from moving parts and pinch points.







Figure 4-13: Raise Tail Ramp to Highest Position

2. Push rear flip tail control (3) to rotate flip ramp to the transport position. See Figure 4-14.





Figure 4-14: Rotate Flip Ramp to Transport Position

3. Push rear ramp control to lower rear ramp to the transport position. See Figure 4-15.



Figure 4-15: Lower Tail Ramp to Transport Position

4. Raise the trailer suspension by moving the valve to the OFF position. See Figure 4-16.



Figure 4-16: Raise Trailer Suspension

### 4.2.2 DECK RAMP OPERATION



Crushing and severing hazard.

The moving deck ramp can crush and sever hands and limbs.

Keep away from moving parts and pinch points.

- 1. Connect hydraulic hoses to trailer if not already connected.
- 2. Start the hydraulic system.





Risk of damage to deck ramp cylinders.

Placing a load on a partially raised deck ramp may cause damage to the deck ramp hydraulic cylinders.

Deck ramp must be fully lowered or fully raised before placing a load on the deck ramp.





### Figure 4-17: Deck Ramp in Raised Position

4. Push front deck ramp control (1) to lower deck ramp. See Figure 4-18.



Figure 4-18: Deck Ramp in Lowered Position

### 4.2.3 WINCH OPERATION

# 

To prevent serious injury or death during equipment loading:

1. Load on level ground.

2. Keep the equipment straight with the ramps and trailer throughout the loading process. Use a spotter.

- 3. Chock the truck and trailer tires.
- 4. Equipment loading is dangerous. Proceed slowly and cautiously at all times.
- 5. Load only with sufficient light.
- 6. Secure the load with properly rated chains or straps.
- 7. DO NOT exceed the Gross Vehicle Weight Rating (GVWR) of the trailer.
- 8. Keep bystanders clear when vehicle is being loaded.
- 9. Review loading safety instructions with all operators.

# **WARNING**

Severing hazard.

The moving winch cable can sever fingers.

Keep away from winch and cable during winch operation.



The winch on your trailer is hydraulic powered and controlled by a 12 volt wireless remote. The winch drive can be disengaged so you can manually pull the cable out. The winch can also be operated using the hydraulic control lever.

### 4.2.3.1. EXTEND WINCH CABLE USING REMOTE

- 1. Connect hydraulic hoses and the 7-pin connector to trailer if not already connected.
- 2. Start the hydraulic system.
- 3. Press the "WINCH OUT" button to extend the winch cable. See Figure 4-19. Release button when cable is at desired length. The indicator lamp will flash when the system is active.



Figure 4-19: Extend Winch Cable

4. Stop the hydraulic system.

### 4.2.3.2. EXTEND WINCH CABLE MANUALLY



Falling hazard.

The trailer deck may be slippery if wet or ice and snow covered.

Use caution while on the trailer to avoid falling.



- 1. Disengage the winch gearbox by engaging the air clutch switch (1). See Figure 4-20. Lift the red switch cover and raise the switch. Pull the cable out to the desired length and connect to equipment.
- 2. Engage the winch gearbox by closing the red cover on the air clutch switch as shown in illustration. See figure 4-20.



Figure 4-20: Switch Off, Winch Engaged

### 4.2.3.3. EXTEND WINCH CABLE USING HYDRAULIC CONTROL LEVER

- 1. Start the hydraulic system.
- 2. Push the hydraulic control lever (2) to release the desired length of cable and connect to equipment. See Figure 4-21.



Figure 4-21: Winch Hydraulic Control Lever

### 4.2.3.4. RETRACT WINCH CABLE WITH REMOTE

- 1. Connect hydraulic hoses and 7-pin connector to trailer if not already connected.
- 2. Start the hydraulic system.
- 3. Press the "WINCH IN" button to retract the winch cable. See Figure 4-22. Release button when cable is at desired length. The indicator lamp will flash when the system is active.



Figure 4-22: Retract Winch Cable

### 4.2.3.5. RETRACT WINCH CABLE WITH HYDRAULIC CONTROL LEVER

- 1. Start the hydraulic system.
- 2. Pull the hydraulic control lever (1) to retract cable. See Figure 4-23.



Figure 4-23: Winch Hydraulic Control Lever

### 4.3 UNCOUPLE TRUCK

### 4.3.1 UNCOUPLE TRUCK FROM TRAILER

- 1. Park the trailer on firm level ground.
- 2. Set the parking brakes and pull trailer air supply valve out.
- 3. If trailer is loaded, place blocks or pads under landing gear legs to prevent settling.

4. Lower the landing gear. Talbert Trailers use a two speed landing gear from several different manufacturers. High speed may be "in" on some models and "out" on others. Remove the crank handle (1) from the storage position (Figure 4-24) and engage the crank handle (1) to the shaft (Figure 4-25). Turn to extend the landing gear until it makes firm contact with the pavement, blocks or pads. Switch to low gear and crank an additional 4-8 turns. Return the landing gear crank handle to the storage position.



Figure 4-24: Landing Gear Handle Stored



Figure 4-25: Handle Engaged

5. Disconnect the electrical connector (1), service hose (2) and supply hose (3). Disconnect pendent remote from connector, if equipped. Disconnect the hydraulic hoses from the couplers (4) on the trailer. See Figure 4-26.



Figure 4-26: Disconnect Hoses and Electrical Connector

- 7. Pull the fifth wheel release lever.
- 8. Release air in truck suspension (if equipped) and pull truck forward until fifth wheel comes out from under the trailer.
- 9. Stop with truck frame under trailer. This will prevent the trailer from falling to the ground if the landing gear should collapse or sink.
- 10. Apply parking brake and place transmission in neutral.
- 11. Make sure ground is supporting the trailer. Make sure landing gear is not damaged.
- 12. Check the area and drive truck forward until clear of trailer.

## 5.1 COUPLING TRUCK TO TRAILER

#### 5.1.1 **PROVIDING AN ADEQUATE TRUCK**

The truck must be matched to the Gross Vehicle Weight Rating (GVWR) of your trailer. If you already have a truck, know your truck's tow rating and make certain the trailer's rated capacity is less than or equal to the truck's rated towing capacity.



Loss of control hazard.

Use of an under-rated truck could result in loss of control, and can lead to death or serious injury.

Be sure your truck is rated for the Gross Vehicle Weight Rating (GVWR) of your trailer.

### 5.1.2 TRAILER INFORMATION

The Certification / VIN tag is located on the front of the trailer.



Figure 5-1: Certification / VIN Tag Location

The trailer Certification / VIN tag contains the following information:

MANUFACTURER: Talbert Mfg. See Figure 5-1.

**DATE:** Month and year the trailer was manufactured. See Figure 5-1.

**GVWR:** The Gross Vehicle Weight Rating is the maximum allowable gross weight of the trailer and its contents with the listed wheel rims. See Figure 5-1.

**GAWR ALL AXLES:** The Gross Axle Weight Rating is the maximum gross weight that all axles can support. See Figure 5-1.

**TIRE:** The tire size recommended for your trailer and load range. See Figure 5-1.

**RIMS:** The rim size recommended for your trailer. See Figure 5-1.

**COLD INFLATION PRESSURE:** The "pounds per square inch" is the tire pressure (Kilopascals / Pounds per Square Inch) measured when cold. See Figure 5-1.

VIN: The Vehicle Identification Number. See Figure 5-1.

**TYPE:** Type of trailer. See Figure 5-1.

**MODEL:** The model number for your trailer. See Figure 5-1.

CAPACITY: The trailer capacity in tons. See Figure 5-1.

### 5.1.3 BEFORE ATTEMPTING TO COUPLE TRUCK TO TRAILER

1. Check the condition of the kingpin and mounting plate. Wipe the kingpin clean and inspect it for flat spots, cracks and pits.



Uncoupling hazard.

A worn, bent or damaged kingpin can fail while towing, which can result in death or serious injury.

Inspect the kingpin and kingpin plate for wear and damage. Replace a worn or damaged kingpin or kingpin plate before towing trailer.

2. Verify that the kingpin plate and fifth wheel fasteners are tight and welds are sound.



Uncoupling hazard.

A loose kingpin or fifth wheel can result in the trailer uncoupling, which can result in death or serious injury.

### Verify the kingpin and fifth wheel are tight.

- 3. Lubricate the fifth wheel lock mechanism and verify it will move freely.
- 4. Clear all hoses and electrical cables from the coupling area.
- 5. Verify the fifth wheel locks are open.



Crushing hazard.

Death or serious injury may occur if the trailer drops.



Keep bystanders away from trailer while coupling.

### 5.1.4 COUPLE TRUCK TO TRAILER

1. Place wheel chocks behind the trailer tires.

2. Place the truck directly in front of the trailer in a straight line. See Figure 5-2. **NEVER** back under the trailer at an angle.

# Traveling Axle Trailers



Figure 5-2: Align Truck with Trailer for Coupling

- 3. Back the truck until close to the trailer.
- 4. Apply the truck parking brakes and place transmission in neutral.
- 5. Release air from truck suspension (if equipped).
- 6. Inspect the height of the trailer vs the fifth wheel. The kingpin plate on the front of the trailer should first contact the fifth wheel 4-6 inches rearward of the fifth wheel centerline. See Figure 4-3. The trailer should rise slightly when the truck is backed under it. If the trailer is too low, the truck may strike and damage the front of the trailer. If the trailer is too high, it will not couple correctly. Adjust the landing gear as needed to achieve the correct trailer height.



Uncoupling hazard.

Trailer must be at the correct height to couple to truck.

Verify trailer is at the proper height before coupling.



- 7. Verify that the kingpin and fifth wheel are aligned.
- 8. Slowly back the truck keeping the kingpin aligned with the fifth wheel. Continue backing until the fifth wheel locks firmly on the kingpin. Attempt to pull forward as a test to verify the fifth wheel is locked. Do not attempt to move the truck and trailer at this time.

9. Apply the truck parking brake, place transmission in neutral, stop truck engine and remove ignition key.

10. Inspect the coupling. See Figure 5-4. Verify there is **no space** between the kingpin plate and the fifth wheel. If there is space, the kingpin may be on top of the fifth wheel jaws. Raise the trailer with the landing gear, pull the fifth wheel release lever and pull the truck ahead. Repeat steps 6-10 again to couple the trailer correctly.

# Traveling Axle Trailers



Figure 5-4: Fifth Wheel Checks

11. Go under the trailer with a flashlight and look into the back of the fifth wheel. Verify the fifth wheel jaws (A) have closed around the shank of the kingpin and the fifth wheel lock lever is in the locked position. See Figure 5-5.



Figure 5-5: Fifth Wheel Jaws Closed Around Kingpin Shank

- 12. Inflate the truck suspension (if equipped).
- Connect the 7-pin harness to electrical connector (1), service hose to glad hand (2) and supply hose to glad hand (3). See Figure 5-6.
- 14. Connect the pressure and return hydraulic hoses to hydraulic connectors (4). See Figure 5-6.



Figure 5-6: Connect Hoses and Electrical Connector



Pressurized fluids can penetrate the skin.

Hydraulic hoses can fail from age, damage and exposure.

Do not search for hydraulic leaks without body and face protection. A tiny, almost invisible leak can penetrate the skin, thereby requiring immediate medical attention.



Use wood or cardboard to detect hydraulic leaks, never your hands.

15. Move crank handle (1) from the storage position (left portion of Figure 5-7) to installed position (right portion of figure). Talbert Mfg uses a two speed landing gear from several different manufacturers. High speed may be "in" on some models and "out" on others. Engage the crank handle (1) to the shaft and turn to retract the landing gear. Return the landing gear crank handle to the storage position.



Figure 5-7: Two Speed Landing Gear

16. Press the trailer air supply valve in the truck to fill the trailer air tanks. Do not release parking brakes.

17. Perform pre-trip inspection.

### 5.1.5 PRE-TRIP INSPECTION

Perform the inspections and checks before towing trailer:

- Check all lights for proper operation.
- Check that ABS light on street side rear corner of the trailer is not illuminated. If lamp is illuminated, see the axle and brake manufacturers' manual.
- Check that all safety decals are in place and in good, readable condition.
- Check that all reflectors are in place and in good condition.
- Check air pressure on all tires. Air pressure is listed on the Certification/VIN tag.
- Check and inspect all tires. If a tire has a bald spot, bulge, cut or cords showing, replace the tire(s) before towing trailer.
- Check wheel lug torque.
- Check the wheel hub fluid level and also for signs of lubricant leakage.
- Verify that air suspension springs are inflated.
- Check all electrical harness and air hoses from for damage.
- Listen for air leaks in hoses and air suspension.
- Check brakes for wear and verify the brakes function properly.
- Ensure all ramps are folded and secured in storage position.

Repair or replace any worn, damaged, leaking, broken or non-functioning items before towing the trailer.

# **A** WARNING

# Failure to perform a pre-trip inspection could cause damage to the trailer or serious injury or death.

### 5.2 LOADING AND UNLOADING

Improper trailer loading causes many accidents and deaths. To safely load a trailer, you must consider the overall load weight and load distribution.

The load distribution must be such that no component part of the trailer is loaded beyond its rating. You must be sure that the load distribution does not exceed the rating of the tires, wheels and axles.



Collision hazard.

An overloaded trailer may result in death or serious injury.

Do not load a trailer so that the Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR) is exceeded.

### 5.2.1 HYDRAULIC CONTROLS



Figure 5-8: Hydraulic Controls

1 – Tilt Deck Control 2 – Traveling Axle Control 3 – Winch Control

#### 5.2.1.1. Position Trailer for Loading/Unloading



Crushing and severing hazard.

The moving fold tail can crush and sever hands and limbs.

Keep away from moving parts and pinch points.

- 1. Park the trailer on firm level surface.
- 2. Connect hydraulic hoses to trailer if not already connected.
- 3. Start the hydraulic system.
- 4. Release the trailer brakes only.
- 5. Push traveling axle control (2) in to move axles forward. See Figure 5-9.





Figure 5-9: Move Axle(s) Forward

6. Push tilt deck control lever (1) in to tilt rear deck down to loading level. See figure 5-10.



Figure 5-10: Tilt Rear Deck Down

7. Safely load equipment onto trailer.

# 

To prevent serious injury or death during equipment loading:

1. Load on level ground.

2. Keep the equipment straight with the ramp and trailer throughout the loading process. Use a spotter.

- 3. Chock the truck and trailer tires.
- 4. Equipment loading is dangerous. Proceed slowly and cautiously at all times.
- 5. Load only with sufficient light.
- 6. Secure the load with properly rated chains or straps.
- 7. DO NOT exceed the Gross Vehicle Weight Rating (GVWR) of the trailer.
- 8. Keep bystanders clear when vehicle is being loaded.
- 9. Review loading safety instructions with all operators.

- 8. Secure load to trailer with properly rated devices.
- 5.2.1.2. POSITION TRAILER FOR TRANSPORT



Crushing and severing hazard.

The moving deck can crush and sever hands and limbs.

### Keep away from moving parts and pinch points.



1. Pull tilt deck control lever (1) out to tilt rear deck up. See Figure 5-11.



Figure 5-11: Tilt Rear Deck Up

2. Pull traveling axle control (2) out to move axles rearward. See Figure 5-12.



Figure 5-12: Move Axle(s) Backward

### 5.2.2 WINCH OPERATION



Figure 5-13: Winch



To prevent serious injury or death during equipment loading:

1. Load on level ground.

2. Keep the equipment straight with the ramps and trailer throughout the loading process. Use a spotter.

- 3. Chock the truck and trailer tires.
- 4. Equipment loading is dangerous. Proceed slowly and cautiously at all times.
- 5. Load only with sufficient light.
- 6. Secure the load with properly rated chains or straps.
- 7. DO NOT exceed the Gross Vehicle Weight Rating (GVWR) of the trailer.
- 8. Keep bystanders clear when vehicle is being loaded.
- 9. Review loading safety instructions with all operators.



Severing hazard.

The moving winch cable can sever fingers.

Keep away from winch and cable during winch operation.



The winch on your trailer is hydraulic powered and controlled by a 12 volt wireless remote. The winch drive can be disengaged so you can manually pull the cable out. The winch can also be operated using the hydraulic control lever.

#### 5.2.2.1. EXTEND WINCH CABLE USING REMOTE

1. Connect hydraulic hoses and the 7-pin connector to trailer if not already connected.

- 2. Start the hydraulic system.
- 3. Press the "WINCH OUT" button to extend the winch cable. See Figure 5-14. Release button when cable is at desired length. The indicator lamp will flash when the system is active.



Figure 5-14: Extend Winch Cable

- 4. Stop the hydraulic system.
- 5.2.2.2. EXTEND WINCH CABLE MANUALLY



Falling hazard.

The trailer deck may be slippery if wet or ice and snow covered.

Use caution while on the trailer to avoid falling.



- 1. Disengage the winch gearbox by engaging the air clutch switch (1). See Figure5-15. Lift the red switch cover and raise the switch. Pull the cable out to the desired length and connect to equipment.
- 2. Engage the winch gearbox by closing the red cover on the air clutch switch as shown in illustration.

# Traveling Axle Trailers



Figure 5-15: Switch Off, Winch Engaged

### 5.2.2.3. EXTEND WINCH CABLE USING HYDRAULIC CONTROL LEVER

- 1. Start the hydraulic system.
- 2. Push the hydraulic control lever (3) to release the desired length of cable and connect to equipment. See Figure 5-16.



Figure 5-16: Winch hydraulic control lever

### 5.2.2.4. RETRACT WINCH CABLE WITH REMOTE

- 1. Connect hydraulic hoses and the 7-pin connector to trailer if not already connected.
- 2. Start the hydraulic system.

3. Press the "WINCH IN" button to retract the winch cable. See Figure 5-17. Release button when cable is at desired length. The indicator lamp will flash when the system is active.



Figure 5-17: Retract Winch Cable

### 5.2.2.5. RETRACT WINCH CABLE WITH HYDRAULIC CONTROL LEVER

- 1. Start the hydraulic system.
- 2. Pull the hydraulic control lever (3) to retract cable. See Figure 5-18.



Figure 5-18: Winch Hydraulic Control Lever

# 5.3 UNCOUPLE TRUCK

### 5.3.1 UNCOUPLE TRUCK FROM TRAILER

1. Park the trailer on firm level ground.

2. Set the parking brakes and pull trailer air supply valve out.

- 3. If trailer is loaded, place blocks or pads under landing gear legs to prevent settling.
- 4. Lower the landing gear. Talbert Trailers use a two speed landing gear from several different manufacturers. High speed may be "in" on some models and "out" on others. Remove the crank handle (1) from the storage position (Figure 4-19) and engage the crank handle (1) to the shaft. Turn crank handle to extend the landing gear until it makes firm contact with the pavement, blocks or pads. Switch to low gear and crank an additional 4-8 turns. Return the landing gear crank handle to the storage position.





Figure 5-19: Landing Gear Handle Stored

Figure 5-20: Handle Engaged

5. Disconnect the harness from electrical connector (1), service hose from glad hand (2) and supply hose from glad hand (3). Disconnect the hydraulic hoses from the couplers (4) on the trailer. See figure 5-21.



Figure 5-21: Disconnect Hoses and Electrical Connector

- 6. Pull the fifth wheel release lever.
- 7. Release air in truck suspension (if equipped) and pull truck forward until fifth wheel comes out from under the trailer.
- 8. Stop with truck frame under trailer. This will prevent the trailer from falling to the ground if the landing gear should collapse or sink.
- 9. Apply parking brake and place transmission in neutral.
- 10. Make sure ground is supporting the trailer. Make sure landing gear is not damaged.
- 11. Check the area and drive truck forward until clear of trailer.

### 6.1 WHEELS AND TIRES

Uneven tread wear can be caused by tire imbalance, axle misalignment or improper inflation. If you observe uneven tread wear, take the trailer to an authorized truck/trailer service center for diagnosis. Trailer wheels and lugs are subjected to high side loads. This can cause the wheel lugs to become loose. Check to be certain wheel lugs are tightened to 450-500 lb ft of torque. Refer to the maintenance section for the proper tightening procedure. Failure to perform this check may result in a wheel parting from the trailer, and a crash leading to death or serious injury. You must use a torque wrench to obtain the proper tightening of the lug nuts.

### 6.2 ALIGNMENT

Properly aligned trailer axles optimize fuel economy and drivability, and help prevent excessive tire wear. A perfect alignment scenario has all trailer wheels parallel to one another and perpendicular to the centerline of the trailer. However due to uncontrollable factors, this perfect scenario is often an unreasonable expectation. A more likely alignment scenario has the trailer wheels parallel within a very small tolerance range to one another and perpendicular within a very small tolerance range to the centerline of the trailer. There are two important trailer axle angles that must be kept within recommended tolerance ranges: thrust angle and scrub angle. These angles, when out of tolerance, can lead to increased rolling resistance, excessive tire wear and can contribute to trailer "dog tracking". Dog tracking is a condition where the trailer does not follow or track directly behind the truck as the vehicle is being operated in a straight line and is influenced by trailer frame alignment, king pin location, axle side-to-side location, and other things. If realignment is necessary, take the trailer to your dealer or an authorized trailer service center.

# 7. INSPECTIONS AND MAINTENANCE

Talbert Mfg uses components on their trailers such as landing gear, axle assemblies, tires, rims and brakes which are produced by other manufacturers. Refer to the OEM manufacturer's information for specific maintenance instructions. If you do not have the manufacturers' information, contact Talbert Mfg or your dealer for assistance.

Routine inspections, maintenance and service must be performed on a regular basis to insure safe and reliable operation. Inspections can be performed by a person trained in spotting potential problems. Service and repairs must be performed by a trained, qualified technician.

Note: In addition to this manual, also check the relevant component manufacturer's manual.

# **WARNING**

Crushing hazard.

Before performing trailer Inspections, service or maintenance:

- Park trailer on firm level ground.
- Set parking brakes and turn truck engine off and remove ignition key.
- Chock tires.
- If raising trailer, support trailer with properly rated and placed stands.

### 7.1 EVERY DAY

### 7.1.1 PRE-TRIP INSPECTIONS

Perform the following inspections and checks before towing trailer. This list is also covered in the pre-trip inspection:

- Check all lights for proper operation.
- Check that ABS light on street side rear corner of the trailer is not illuminated. If lamp is illuminated, see the axle and brake manufacturers' manual.
- Check that all safety decals are in place and in good, readable condition.
- Check that all reflectors are in place and in good condition.
- Check air pressure on all tires. Air pressure is listed on the Certification/VIN tag.
- Check and inspect all tires. If a tire has a bald spot, bulge, cut or cords showing, replace the tire(s) before towing trailer.
- Check wheel lug torque.
- Check the wheel hub fluid level and also for signs of lubricant leakage.
- Verify that air suspension springs are inflated.
- Check all electrical harness and air hoses from for damage.
- Listen for air leaks in hoses and air suspension.
- Check brakes for wear and verify the brakes function properly.
- Ensure all ramps are folded and secured in storage position.

Repair or replace any worn, damaged, leaking, broken or non-functioning items before towing the trailer.

### 7.1.2 INSPECT TRAILER

1. Inspect the trailer for damage daily.

2. Inspect all of the fasteners, welds and structural frame members for bending and other damage, cracks, or failure. Inspect the trailer deck for broken or missing deck planks. Repair or replace any damaged part of the trailer. If you have any questions about the condition or method of repair, get the recommendation of, or have the repair done by Talbert Mfg or your dealer. Welds must be repaired by a qualified technician.

# **WARNING**

Broken or damaged fasteners or welds can cause injury and/or damage to trailer and contents.

Inspect for and repair all damaged parts.

### 7.2 EVERY WEEK

### 7.2.1 DRAIN TRAILER AIR TANKS

Drain moisture from trailer air tanks by opening petcock on the bottom of each air tank. Close petcocks after draining.

#### 7.2.2 LUBRICATION

Lubricate the following grease fittings at least once every week with a high quality lithium grease.

### 7.2.2.1. DETACHABLE GOOSENECK TRAILERS



Figure 7-1: Lubricate Stop Pins

#### 7.2.2.2. FOLD TAIL AND TRAVELING AXLE TRAILERS



Figure 7-2: Lubricate Landing Gear (2 Zerks Per Side)

### 7.2.2.3. TRAVELING AXLE TRAILERS



Figure 7-3: Lubricate Slide Rollers



Figure 7-4: Lubricate Suspension (2 Zerks Per Axle)



Figure 7-5: Tilt Cylinder-Piston End



Figure 7-6: Tilt Cylinder-Rod End Access

## 7.3 As Necessary

Lubricate the kingpin wear plate as necessary with a quality lithium grease.

### 7.4 HYDRAULIC SYSTEM

Use an oil viscosity based on the expected air temperature range during the period between oil changes. Use of a good quality hydraulic oil and oil filter is critical to the performance and life of the hydraulic system.

Check the hydraulic pump and filter information for service and maintenance intervals, recommended oil viscosity and oil additives.

Do not adjust pump pressure or relief valve settings. If the hydraulic system is not functioning properly, contact a qualified hydraulics technician.

# **WARNING**

Risk of hydraulic system malfunction.

Adjusting pump pressure and/or relief valve settings can cause the hydraulic system to malfunction.

Never adjust the pump pressure and/or relief valve settings. Contact Talbert Mfg or a qualified hydraulics technician.

# **WARNING**

Pressurized fluids can penetrate the skin.

Relieve pressure in the hydraulic system before opening a hose, line or fitting.

Do not search for hydraulic leaks without body and face protection. A tiny, almost invisible leak can penetrate the skin, thereby requiring immediate medical attention.



Use wood or cardboard to detect hydraulic leaks, never your hands.

### 7.5 TIRES

Before towing the trailer, be sure the tire pressure is at the value indicated on the Certification / VIN label. Tire pressure must be checked while the tires are cold. Do not check the tire pressure immediately after towing the trailer. If the trailer has been towed for as much as one mile, allow at least three hours for a tire to cool. Replace tires that have the wear bands showing before towing trailer.

A bubble, cut or bulge in a side wall can result in a tire blowout. Inspect both side walls of each tire for any bubble, cut or bulge; and replace a damaged tire.



Collision hazard.

Worn, damaged or under-inflated tires can cause loss of control, injury and damage.

Inspect tires before towing trailer.

# 7.6 WHEELS

Whenever tires/wheels are removed, check the condition of the wheel, wheel lugs, hubs and studs. Replace any damaged, corroded or worn parts. Use the correct wheel lugs and wedges (if equipped) for your trailer.



Wheel failure hazard.

- Never weld on a wheel for any reason
- Never install aluminum wheels on an axle designed for steel wheels. The stud length is greater for aluminum wheels than steel wheels.
- Always use the correct lugs and wedges (if equipped).

#### 7.6.1 WHEEL ENDS

Your trailer is equipped with oil bath wheel ends.



Figure 7-7: Wheel End Lubrication

Refer to your axle manufacturers' manual for the recommended lubricant. Remove the rubber plug (1). Add lubricant to the bottom full line on hub cap. See the axle manual for the lubricant specifications. Install rubber plug (1).