

RANCO

SIDE DUMP OPERATION – MAINTENANCE & PARTS MANUAL INDEX

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IF YOUR TRAILER HAS ANY OF THE FOLLOWING SPECIAL OPTIONS THE DRAWINGS AND PARTS LIST FOR THOSE OPTIONS CAN BE FOUND IN THIS SECTION:

- A. PINTLE HITCH**
 - a. [PINTLE HITCH](#)
- B. PINTLE HITCH**
 - a. [PUSH BLOCK](#)

ITEMS IN THIS SECTION APPLY ONLY TO THE SPECIFIC TRAILER SERIAL NUMBER THAT THIS PARTS CATALOG IS MADE FOR.

SECTION ONE

**CONSUMER
INFORMATION**

**GENERAL
OPERATION
INSTRUCTIONS**

LUBRICATION

**PREVENTIVE
&
SCHEDULED
MAINTENANCE**

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CONSUMER INFORMATION

REPORTING SAFETY DEFECTS

IF YOU BELIEVE THAT YOUR VEHICLE HAS A DEFECT, WHICH COULD CAUSE A CRASH OR COULD CAUSE INJURY OR DEATH, YOU SHOULD IMMEDIATELY INFORM THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) IN ADDITION TO NOTIFYING RANCO TRAILERS.

IF NHTSA RECEIVES SUFFICIENT 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 RANCO TRAILERS.

TO CONTACT NHTSA, YOU MAY EITHER CALL THE AUTO SAFETY HOT LINE TOLL FREE AT 1-800-424-9393 (OR 366-0123 IN WASHINGTON DC AREA) OR WRITE TO NHTSA, U.S. DEPARTMENT OF TRANSPORTATION, WASHINGTON, D.C. 20590. YOU CAN ALSO OBTAIN OTHER INFORMATION ABOUT MOTOR VEHICLE SAFETY FROM THE HOT LINE.

GENERAL INFORMATION

MAINTENANCE SHOULD BE PERFORMED BY A RANCO DEALER OR OTHER QUALIFIED SERVICE FACILITY THAT REGULARLY PROVIDE SUCH SERVICE. ALTERATIONS TO A RANCO TRAILER SHOULD NOT BE MADE WITHOUT FIRST CONSULTING RANCO.

ALTERATIONS COULD AFFECT THE STRUCTURAL INTEGRITY OF THE TRAILER AND VOID THE WARRANTY. WELDING OR OTHER ALTERATIONS SHOULD NEVER BE MADE TO ANY AIR RESERVOIR, WHEEL, RIM, AIR CHAMBER OR SPRING.

THE GROSS AXLE WEIGHT RATING (GAWR) THAT IS STAMPED ON THE CERTIFICATE PLATE IS THE STRUCTURAL CAPACITY OF THE LOWEST RATED COMPONENT OF THE SUSPENSION, SPRINGS, HUBS, DRUMS, WHEELS, RIMS, BEARINGS, AXLES OR TIRES.

IF COMPONENTS ARE SUBSTITUTED THAT AFFECT GAWR AND ARE OF LESS CAPACITY THAN THOSE ORIGINALLY INSTALLED, THE GAWR ON THE CERTIFICATE PLATE MUST BE LOWERED TO THE CORRESPONDING LOWER CAPACITY BY ADDING AN **"ALTERED VEHICLE"** LABEL. IF COMPONENTS ARE SUBSTITUTED THAT ARE OF EQUAL OR GREATER CAPACITY THAN THOSE ORIGINALLY INSTALLED, THEN THE GAWR LABEL NEED NOT BE CHANGED.

PROTECTIVE FILMS SUCH AS PAINTS AND OTHER COATINGS, ARE NECESSARY TO PREVENT CORROSION AND TO PROTECT THE METAL SURFACES. TRAILERS THAT OPERATE IN ENVIRONMENTS THAT ARE CONDUCTIVE TO SEVERE CORROSIONS MAY REQUIRE MORE OR DIFFERENT PROTECTIVE COATING THAN THOSE USUALLY APPLIED AS STANDARD. CHECK WITH YOUR RANCO DEALER OR THE FACTORY FOR RECOMMENDATIONS ON COATINGS FOR CORROSIVE MATERIALS.

THERE ARE **"WARNING"** AND **"CAUTION"** DECALS PROMINENTLY DISPLAYED ON ALL RANCO TRAILERS. THESE SHOULD BE FOLLOWED TO THE LETTER BY ALL PERSONNEL OPERATING OR WORKING ON THE VEHICLE.

OPERATING INSTRUCTIONS

OPERATOR PRE-START CHECKS

BEFORE BACKING UNDER THE TRAILER, BE SURE THAT THE TRUCK 5TH WHEEL IS PROPERLY GREASED AND THAT THE 5TH WHEEL HEIGHT IS COMPATIBLE WITH THE 5TH WHEEL PIN HEIGHT.

CHECK SPRING BRAKES TO INSURE THAT THEY ARE PROPERLY SET SO THAT THE TRAILER WILL NOT SLIDE BACK WHEN THE TRACTOR IS BACKED UNDER THE 5TH WHEEL. THIS TRAILER IS EQUIPPED WITH SPRING BRAKES THAT WILL LOCK THE BRAKES WHEN ALL AIR LINES ARE DISCONNECTED FROM THE TRACTOR AND WILL ONLY RELEASE AFTER THE AIR BRAKE PRESSURE IN THE AIR TANKS EXCEEDS 100 POUNDS.

STARTING PROCEDURE AND CONTROLS

AFTER BACKING THE TRACTOR UNDER THE TRAILER AND INSURING THAT THE 5TH WHEEL IS LOCKED BY ATTEMPTING TO PULL AHEAD, THE AIR LINES AND ELECTRICAL CONNECTOR SHOULD BE CONNECTED PROPERLY, ENSURING THAT THE SERVICE AND EMERGENCY GLADHANDS ARE CONNECTED TO THE SERVICE AND EMERGENCY GLADHANDS ON THE TRAILER. ALL GLADHANDS SHOULD BE COLOR CODED, SERVICE (BLUE) AND EMERGENCY (RED). AFTER PROPER CONNECTION IS MADE, THE VALVE IN THE TRACTOR THAT ALLOWS AIR TO FLOW TO THE TRAILER SHOULD BE OPENED.

WHILE AIR PRESSURE IS BEING BUILT IN THE TRAILER TANKS THE OPERATOR SHOULD PERFORM THE FOLLOWING INSPECTIONS AND PROCEDURES TO INSURE THAT THE TRAILER IS IN OPERATIONAL CONDITION WHEN THE AIR PRESSURE IS BUILT UP SUFFICIENTLY TO RELEASE THE BRAKES.

1. RAISE THE PARKING LEGS OF THE TRAILER TO THE TRAVEL POSITION.
2. CHECK THE TIRES FOR PROPER INFLATION AND TO INSURE THERE ARE NO CUTS OR BRUISES THAT WILL LEAD TO TIRE FAILURE ON THE ROAD. WHILE CHECKING THE TIRES, THE OPERATOR SHOULD ALSO OBSERVE THE LEVEL OF OIL IN THE STEMCO OIL SEALS. (REFER TO LUBRICATION SECTION)
3. TURN ON THE TRACTOR LIGHTS AND CHECK ALL TRAILER LIGHTS FOR PROPER OPERATION. REPLACE LIGHTS OR BULBS THAT ARE NOT OPERATING PROPERLY.
4. AT THIS TIME THE AIR PRESSURE SHOULD HAVE BUILT UP SUFFICIENTLY TO HAVE RELEASED THE BRAKES ON THE TRAILER. CHECK TO SEE THAT ALL BRAKES HAVE IN FACT RELEASED. IF THEY HAVE NOT RELEASED CHECK TO SEE WHY AIR IS NOT GETTING TO THEM
5. AFTER THE BRAKES HAVE RELEASED, CHECK FOR AIR LEAKS. LISTEN FOR ANY AIR LEAKS IN THE AIR GATE OPERATING SYSTEM AS WELL AS IN THE AIR BRAKE SYSTEM. ANY LEAK DISCOVERED SHOULD BE FIXED PRIOR TO ATTEMPTING TO OPERATE THE TRAILER.
6. CHECK THE GATE CONTROL CHAINS (OR PIN SETTING EQUALIZER) ON THE FRONT AND REAR OF GATES TO ASSURE THEY ARE PROPERLY SET FOR THE PRODUCT BEING DUMPED AND ARE BOTH SET THE SAME
7. AFTER INSURING THAT THE TRAILER IS EMPTY OF ANY PRODUCT, CHECK THE FUNCTION OF THE DUMP VALVE USING THE MANUAL HANDLE ON THE SIDE OF THE TRAILER WHERE THE FILTER AND LUBRICATOR ARE LOCATED. PUSHING UP ON THE HANDLE WILL OPEN THE GATES AND WHEN THE HANDLE IS RELEASED THE GATES WILL CLOSE. (THE ABOVE INSTRUCTIONS APPLY WHEN USING THE STANDARD WABCO AIR VALVE. WHEN USING OTHER OPTIONAL VALVES, CONSULT THE SPECIAL OPTIONS SECTION OF THIS MANUAL FOR OPERATION OF THE TYPE OF VALVE INSTALLED ON THIS UNIT) THIS IS A GOOD TIME TO CHECK TO SEE THAT THE LUBRICATOR IS FUNCTIONING PROPERLY. WHEN THE GATES ARE CYCLED BY USING THE DUMP VALVE, APPROXIMATELY 4 TO 5 DROPS OF LUBRICANT SHOULD DROP FROM THE TUBE VISIBLE IN THE SIGHT GLASS AT THE TOP OF THE LUBRICATOR. IF NO OIL IS OBSERVED OR IS TOO MUCH IS OBSERVED, AN ADJUSTMENT CAN BE MADE USING THE SMALL ADJUSTING SCREW ON TOP OF THE OILER. IF EVERYTHING FUNCTIONS PROPERLY, RETURN TO THE TRACTOR AND USING THE TOGGLE SWITCH, CYCLE THE GATES AGAIN TO INSURE THAT THE ELECTRICAL CONNECTION IS WORKING.

OPERATION OF THE BASIC UNIT

A BOTTOM DUMP TRAILER IS DESIGNED TO HAUL AND DUMP A VARIETY OF MATERIALS, SAND, GRAVE, ROCK, DIRT, COAL, ETC. THERE ARE THREE BASIC WAYS TO DUMP A BOTTOM DUMP TRAILER.

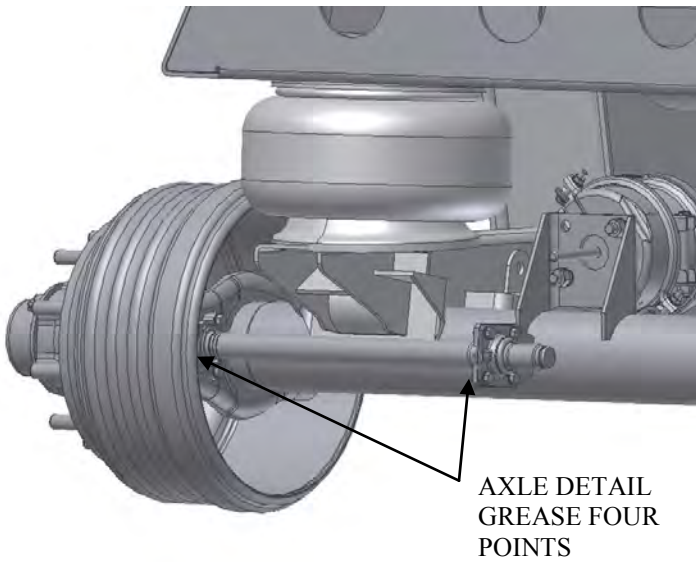
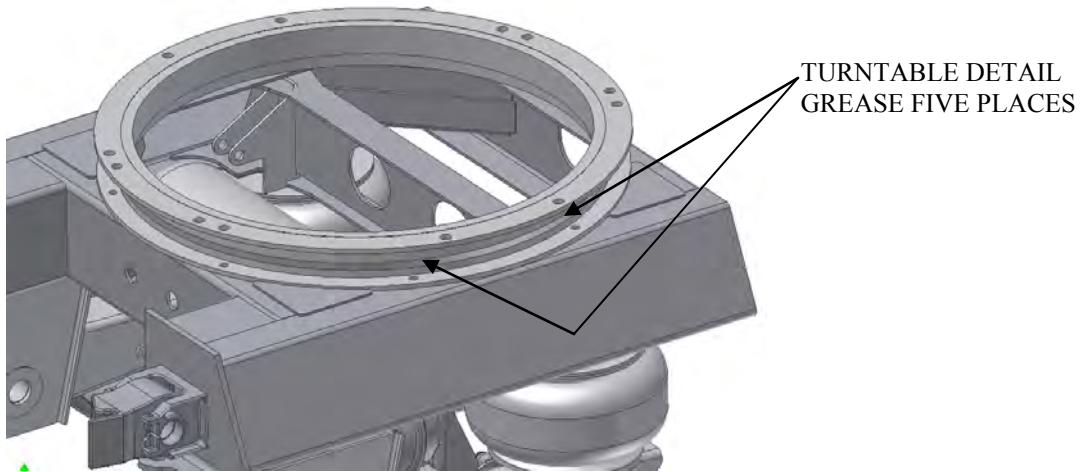
1. DUMP OVER A GRIZZLY: DUMPING OVER A GRIZZLY IS THE SIMPLEST AND REQUIRES ONLY THAT THE DRIVER LOCATE THE HOPPER DOORS OVER THE GRIZZLY AND ACTIVATE THE DUMP SWITCH TO RELEASE THE LOAD. THE GATE CHAINS (PIN SETTING EQUALIZER) WOULD NORMALLY BE SET TO THE FULL OPEN POSITION UNLESS THE GRIZZLY IS VERY NARROW, IN WHICH CASE, THE GATES WOULD BE ADJUSTED ACCORDINGLY. DUMPING IN THIS MANNER IS USUALLY ACCOMPLISHED 10 SECONDS OR LESS. DEPENDING ON THE MATERIAL BEING DUMPED, THE OPERATOR MIGHT WANT TO BANG THE GATES CLOSED AND RE-OPEN THEM TO INSURE A COMPLETE CLEAN-OUT OF MATERIAL PRIOR TO PULLING OFF THE GRIZZLY.
2. DUMP IN A WINDROW: DUMPING IN A WINDROW IS PROBABLY THE MOST COMMON METHOD OF DUMPING A BOTTOM DUMP TRAILER. IN THIS METHOD, A DETERMINATION IS MADE AS TO HOW LONG AND WIDE A WINDROW IS DESIRED AND THE GATES ARE CHAINED (OR PINNED) TO OPEN TO A PRESET WIDTH SO THE PROPER WINDROW IS OBTAINED. CAUTION! ALWAYS INSURE THAT THE FRONT AND REAR SETTING ARE THE SAME, OTHERWISE GATE TWISTING CAN RESULT IN PERMANENT DAMAGE TO THE GATES, EQUALIZERS AND/OR HINGES. WHEN THE OPERATOR ARRIVES AT THE LOCATION THE WINDROW IS DESIRED, HE STOPS AND THEN GENERALLY USING THE LOWEST GEAR, STARTS SLOWLY FORWARD AND ACTIVATES THE GATE SWITCH TO OPEN THE GATES. AGAIN, DEPENDING ON THE MATERIALS BEING DUMPED, THE OPERATOR MAY WANT TO BANG THE GATES CLOSED AND RE-OPEN THEM TO INSURE THAT THE MATERIAL IS CLEANED OUT OF THE TRAILER AT THE END OF THE WINDROW.
3. SPREADING: SPREADING IS A DUMPING METHOD THAT IS GENERALLY USED WITH ROAD BASE, GRAVEL OR A SIMILAR PRODUCT AND IS USED TO BUILD UP AN EXISTING ROAD. IN THIS METHOD, THE GATES ARE CHAINED (OR PINNED) TO BETWEEN 12 AND 24 INCHES AND THE TRUCK SPEED IS MAINTAINED AT 15 TO 25 MILES PER HOUR. TO OBTAIN THE BEST RESULTS, SOME TRIAL RUNS ARE GENERALLY NECESSARY. THE IDEA IS TO SPREAD THE GRAVEL APPROXIMATELY 40 FEET WIDE BY 100 FEET LONG. DONE PROPERLY, THIS WILL RESULT IN 3 TO 4 INCHES OF GRAVEN IN THE CENTER OF THE ROAD AND 1 TO 1 ½ INCHES ON EACH EDGE OF THE ROAD. THIS METHOD IS USED BY MOST COUNTY AND STATE ROAD DEPARTMENTS TO RESURFACE GRAVEL ROADS.

SAFETY PRECAUTIONS

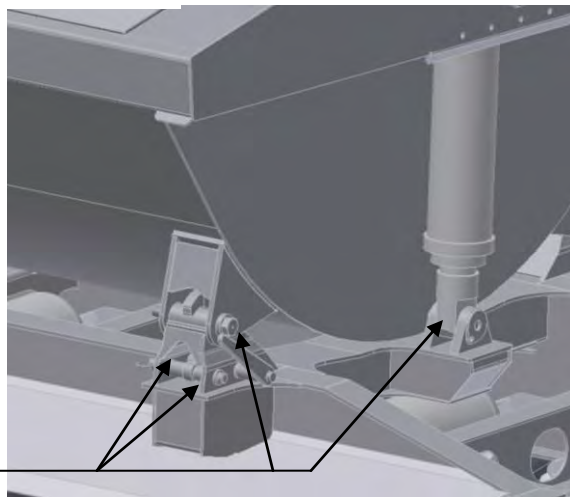
THE BOTTOM DUMP TRAILER IS BASICALLY A SAFE UNIT SINCE IT DOES NOT HAVE TO BE RAISED IN THE AIR TO DUMP, BUT THERE ARE SEVERAL AREAS THAT REQUIRE OPERATOR ATTENTION TO POTENTIALLY DANGEROUS SITUATIONS.

1. THE OPERATOR SHOULD INSURE THAT THE DUMPING AREA IS FREE OF ANY OBSTRUCTIONS THAT WOULD DAMAGE THE TRAILER. SINCE THE GATE CLEARANCE OF 16 TO 17 INCHES IS MORE THAN THE AXLE CLEARANCE OF THE TRUCK, ANY OBJECT THAT CAN BE CLEARED BY THE TRUCK WILL BE CLEARED BY THE TRAILER.
2. THE OPERATOR SHOULD INSURE THAT THE GROUND IS STABLE AND WILL SUPPORT THE FULLY LOADED TRUCK AND TRAILER WITHOUT BOGGING DOWN.
3. IF DUMPING AT ANY SPEED ABOVE THE LOWEST GEAR THE OPERATOR SHOULD NEVER DUMP IN ANY DIRECTION BUT STRAIGHT AHEAD.

PARTS LUBRICATION



TUB - GREASE TWO
POINTS (ON 4
LATCHES), BOTH
CYLINDERS, AND TIE
DOWN BOLT



LUBRICATION INSTRUCTIONS

GREASE:

THERE ARE SEVERAL POINTS ON THIS TRAILER THAT REQUIRE GREASE. ANY STANDARD LITHIUM BASED MULTI-PURPOSE GREASE WILL SUIT THE REQUIREMENTS FOR GREASING THESE POINTS. GREASING SHOULD BE ACCOMPLISHED EVERY 100 HOURS OR EVERY 5000 MILES DURING NORMAL SERVICE.

AS NOTED IN THE DRAWING ON PAGE 4, IF YOU ARE PULLING A PUP TRAILER WITH A TURNTABLE THERE ARE 5 GREASE FITTINGS. IF YOU HAVE A STANDARD 5TH WHEEL WE HAVE PROVIDED TWO GREASE FITTINGS ON TOP OF THE 5TH WHEEL SO THAT YOU CAN APPLY GREASE TO THE 5TH WHEEL WITHOUT UNHOOKING FROM THE TRAILER.

THERE ARE ALSO 4 GREASE FITTINGS ON THE GATES, ONE ON EACH GATE BEARING.

ON EACH AXLE THERE ARE THREE GREASE FITTINGS ON THE SLACK ADJUSTER AND ON THE BRAKE CAMSHAFT HOUSING.

AXLE LUBRICANT:

ANY STANDARD 90 WEIGHT GEAR LUBE IS SUITABLE FOR USE IN THE AXLE SEAL CAVITY. THE LEVEL OF THE LUBRICANT SHOULD BE APPROXIMATELY ¼ INCH BELOW THE FILL PLUG IN THE END OF THE STEMCO OIL SEAL. A LINE AND THE WORK "FILL" IS IN THIS POSITION. IF THE OIL LEVEL SHOULD FALL BELOW THE LINE MARKED "ADD" ADDITIONAL LUBRICANT CAN BE ADDED THRU THE FILL PLUG USING ANY STANDARD GEAR LUBE PUMP.

SIDE DUMP TRAILER

PREVENTIVE MAINTENANCE

The following is a list of Preventive Maintenance measures that if followed will help keep your RANCO TRAILER in good working order and will result in a minimum of down time for your equipment.

DAILY CHECKS – MAINTENANCE

In addition to the daily inspection items that are required or recommended under DOT Regulations and any inspections/checks required by the Company, RANCO recommends that the following procedures be followed every day that your trailer is in use.

DRAIN ALL AIR TANKS – Refer to Post Shift section of Operating Instructions in Owners Manual & Yellow Decal on Trailer.

DRAIN AIR FILTER – Refer to General Lubrication & Maintenance in Owners Manual & Yellow Decal on Trailer.

CHECK TUB DUMP OPERATION – Refer to General Operating Instructions in Owners Manual.

GREASE 5TH WHEEL & KING PIN – Refer to General Operating Instructions in Owners Manual.

WEEKLY CHECKS – MAINTENANCE

GREASE TUB LATCHES, AXLE CAM BUSHINGS & SLACK ADJUSTERS - Refer to General Lubrication & Maintenance in Owners Manual & Yellow Decal on Trailer.

ADJUST AND LUBRICATE TARP – Refer to Tarp Maintenance Section of General Lubrication & Maintenance in Owners Manual.

CHECK TIRE PRESSURE WITH GAGE – Refer to Tire Maintenance Section of General Lubrication & Maintenance in Owners Manual.

MONTHLY CHECKS – MAINTENANCE

CHECK SUSPENSION FOR CRACKS, WEAR & TORQUE VALUES – Refer to Suspension Section of General Lubrication & Maintenance in Owners Manual & Suspension Torque Requirements Decal on Suspension Sub-Frame.

SIDE DUMP TRAILER SCHEDULED MAINTENANCE

The following is a list of Scheduled Maintenance measures that if followed will help keep your RANCO TRAILER in good working order and will result in a minimum of down time. These Scheduled Maintenance procedures are best performed at your DEALERS shop unless you have a qualified shop of your own capable of handling these procedures.

AFTER 1st MONTH OF USE

TARP ADJUSTMENT - The cables and the tarp material tends to stretch once you start using the trailer. It is very important that the slack be taken out of the cables properly during this first check. -Refer to Tarp Adjustment Section on BACK of this page for adjustment recommendations.

CHECK TORQUE ON ALL SUSPENSION FASTENERS - Once the trailer is placed in service; the fasteners stretch slightly and may loose the torque values that were applied at the factory. It is important that these torque values be maintained in order for the suspension to operate properly. The proper torque values for your suspension are listed in the Suspension Fasteners Section on BACK of this page and on a Decal attached to the sub-frame of your trailer.

CHECK TORQUE ON ALL WHEEL END FASTENERS - The wheel end fasteners stretch just like the suspension fasteners, and the torque should be checked after the ~ month of service. Refer to Wheel End Fasteners Section on BACK of this page for proper torque values for different styles of wheels.

GREASE TUB LATCHES, AXLE CAM BUSHINGS & SLACK ADJUSTERS - Proper Lubrication is most important in the operation of any type of dump trailer and a regular schedule should be set up and maintained. -Refer to Grease Section on BACK of this page, Page 1-4 & 1-5 of this Manual & Yellow Decal on Trailer.

CHECK FOR PROPER ADJUSTMENT AND OPERATION OF BRAKES - The air brake system is always set and checked at the factory, but after being in use for a short period of time problems may show up, so brakes should be checked after 1 month and every 6 months after that. - Refer to Air Brake Section on BACK of this page for the proper method of checking brake wear & settings.

CHECK FOR PROPER OPERATION OF TUB DUMP SYSTEM - Refer to Operation of Tub Dump System Section on BACK of this page.

CHECK TIRES FOR PROPER INFLATION AND WEAR - Refer to Tire Section on BACK of this page for proper inflation and tread depth information.

AFTER 6 MONTHS OF USE - REPEAT ALL CHECKS FROM 1st MONTH

AT 1 YEAR OF SERVICE - REPEAT ALL CHECKS FROM 6 MONTHS OF SERVICE

SIDE DUMP OPERATION

CAUTION! SIDE DUMP OPERATION CAN BE DANGEROUS!

OPERATOR SHOULD BE ALERT AT ALL TIMES WHEN RAISING TUB AND WARN PERSONS TO STAND CLEAR. YOU MUST NOT OPERATE THIS EQUIPMENT UNLESS YOU HAVE BEEN TRAINED IN ITS OPERATION. REMEMBER! AN UNTRAINED OR CARELESS OPERATOR SUBJECTS HIMSELF AND OTHERS TO DEATH OR SERIOUS INJURY. OPERATOR SHOULD FOLLOW THE SAFETY PRECAUTIONS IN THIS MANUAL AND THE PRECAUTIONS SET FORTH BY YOUR COMPANY.

BEFORE DUMPING, OPERATOR SHOULD CHECK DUMP SITE FOR A FIRM LEVEL SURFACE. CHECK FOR STRUCTURES THAT COULD BE A DANGER.

DO NOT OVERLOAD DUMP UNIT. THE LOAD MUST BE EVENLY DISTRIBUTED DURING LOADING AND UNLOADING.

THE OPERATOR SHOULD REMAIN AT THE CONTROLS DURING THE ENTIRE DUMPING OPERATION. IT IS IMPORTANT TO FEATHER THE CONTROL VALVE INTO THE HOLD POSITION TO AVOID A PRESSURE SPIKE IN THE CYLINDER.

DO NOT JERK OR SLINGSHOT TUB IN AN ATTEMPT TO FREE A STICKING OR FROZEN LOAD. RAISING THE TUB PART WAY AND THEN QUICKLY ENGAGING THE VALVE IN THE LOWER POSITION WILL CAUSE A TREMENDOUS PRESSURE SPIKE. THIS PRESSURE SPIKE MAY BULGE OR SPLIT THE CYLINDER, OR CAUSE FRAME DAMAGE TO THE TRAILER.

WHEN LOWERING A LOAD THAT IS STICKING, THE DUMP UNIT MUST BE FEATHERED DOWN SLOWLY TO AVOID A HIGH PRESSURE BUILD UP IN THE CYLINDER. DO NOT OPERATE CYLINDER AT PRESSURES ABOVE 2,000 P.S.I.

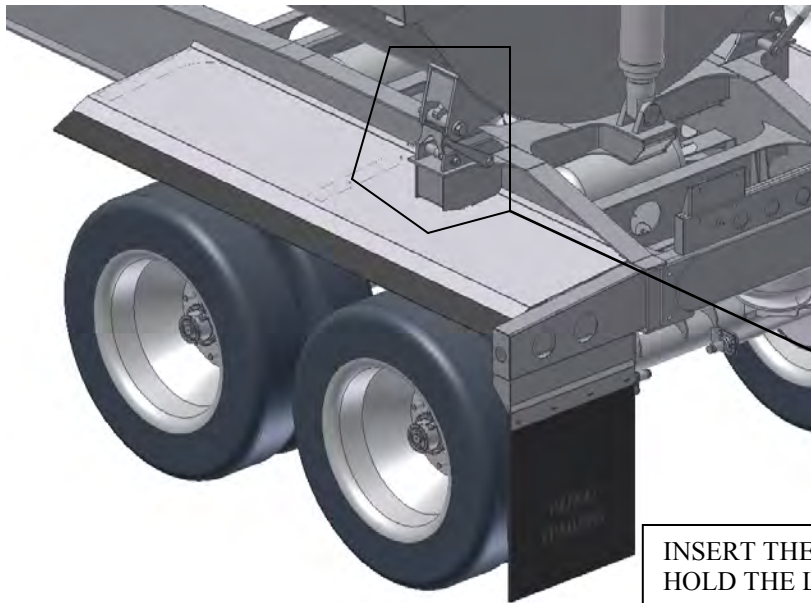
THE UNIT MUST BE LOWERED COMPLETELY BEFORE MOVING. DO NOT DRIVE WITH P.T.O. OR HYDRAULIC PUMP ENGAGED.

HYDRAULIC HOSES SHOULD BE INSPECTED REGULARLY AND REPLACE IF WORN OR DAMAGED. HYDRAULIC OIL SHOULD BE CHANGED REGULARLY.

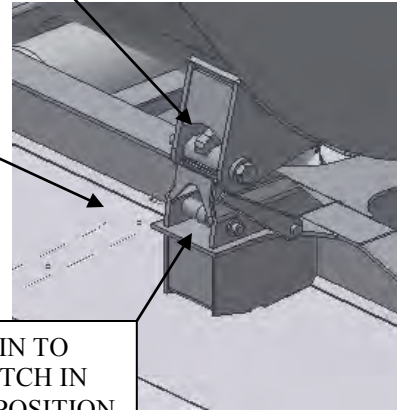
A LIGHT FILM OF OIL ON EACH PLUNGER OR STAGE OF A TELESCOPIC CYLINDER INDICATED GOOD CYLINDER OPERATION. AFTER MANY CYCLES OF THE CYLINDER, A SMALL ACCUMULATION OF OIL MAY BE NOTICED ON THE PLUNGERS OR SLEEVES AT THE HEAD NUTS. THIS SHOULD NOT BE MISTAKEN FOR PACKING LEAKAGE

CYLINDER SHOULD BE FREE OF ENTRAPPED AIR. IT IS ADVISABLE TO BLEED AIR FROM CYLINDER WEEKLY FOR A SMOOTH OPERATION. THE BREATHER VALVE IS LOCATED ON THE UPPER PORTION OF THE CYLINDER NEAR THE MOUNT.

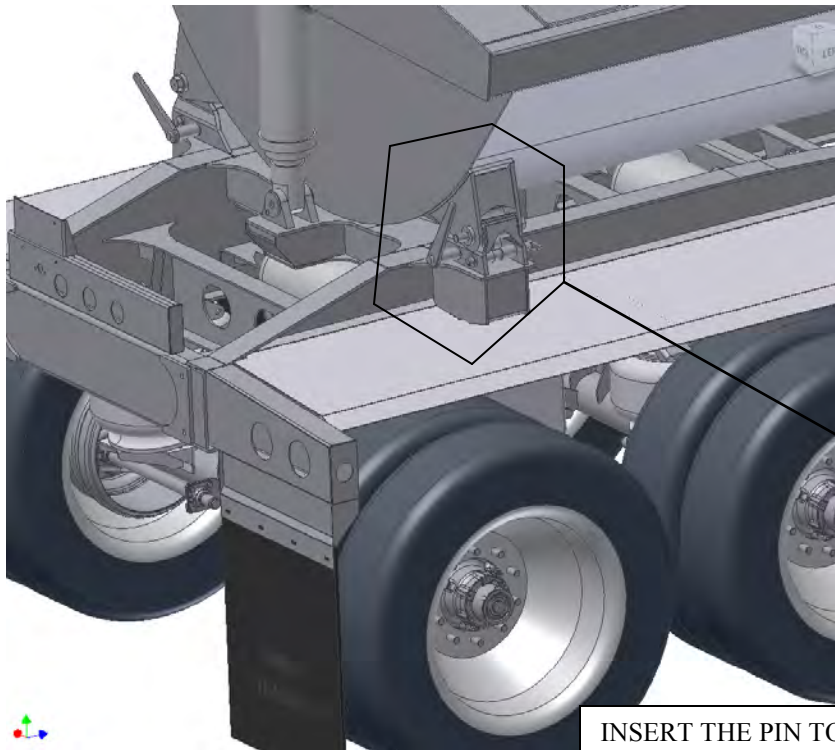
SIDE DUMP OPERATION



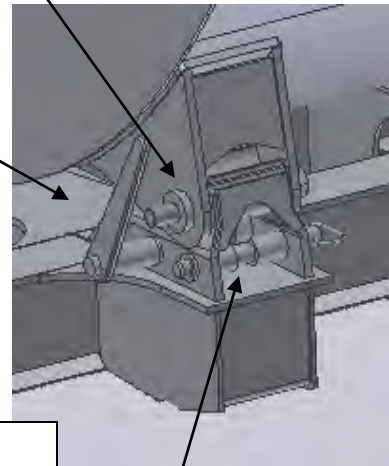
ON THE DUMPING SIDE OF THE TRAILER, MAKE SURE THE HOOK IS LATCHED IN THE FRONT AND REAR LATCHES



INSERT THE PIN TO HOLD THE LATCH IN THE CLOSED POSITION



ON THE LIFTING SIDE OF THE TRAILER, MAKE SURE THE HOOK IS **NOT** LATCHED IN THE FRONT AND REAR LATCHES



INSERT THE PIN TO HOLD THE LATCH IN THE OPEN POSITION



SCHEDULED MAINTENANCE WORK SHEET

<u>TARP ADJUSTMENT</u>	<u>RECOMMENDED</u>	<u>CHECKED BY</u>	<u>DATE</u>
Cable Tension	Not touching 18" ahead of rear pulley	_____	_____
V-Belt or Chain	Firm Tension	_____	_____
Tarp Length	Stretched tight	_____	_____
Bow Alignment	All aligned	_____	_____

CHECK TORQUE ON ALL SUSPENSION FASTENERS:

<u>H-900 SINGLE POINT SUSPENSION</u>	<u>RECOMMENDED TORQUE</u>		
1 1/8" Trunion "U" Bolts	880 ft. lbs.	_____	_____
1" Trunion Hanger Bolts	730 ft. lbs.	_____	_____
3/4" axle "U" Bolts	300 ft. lbs.	_____	_____
5/8" End Cap Bolts	180 ft. lbs.	_____	_____

H-970 (4 SPRING OR REYCO 886 SPRING SUSPENSION):

7/8" Axle "U" Bolts	300 ft. lbs.	_____	_____
5/8" Radius Rod Arm Clamp Bolts	155 ft. lbs.	_____	_____
5/8" Spring Retainer Bolts	50 ft. lbs.	_____	_____
1" Radius Rod Arm Bolts	50 ft. lbs.	_____	_____

CHECK TORQUE ON ALL WHEEL END FASTENERS:

Inner Lug Nuts	500 ft. lbs.	_____	_____
Outer Lug Nuts	500 ft. lbs.	_____	_____
Hub Piloted Nuts	500 ft. lbs.	_____	_____

GREASE TUB LATCHES~ AXLE CAM BUSHINGS & SLACK ADJUSTERS:

	<u>GREASED</u>	<u>DATE</u>
Latch Bushings	_____	_____
Cam Bushings & Slack Adjusters	_____	_____

CHECK FOR PROPER ADJUSTMENT AND OPERATION OF BRAKES:

Check Brake Wear	Amount of shoe remaining (New is 24/32-Min 8/32 required)	<u>LF</u> _____ /32	<u>LR</u> _____ /32
	RECOMMENDED	CHECKED BY	DATE
Check Push Rod Adjustment	Not more than 1-7/8" stroke	_____	_____
Check Brake Drums	No cracks - excessive wear	_____	_____
Check Brake Operation	No air leaks - All brakes operating	_____	_____
Check ABS System	See Book on System	_____	_____

CHECK FOR PROPER OPERATION OF TUB DUMP SYSTEM:

Check for air leaks in solenoid lines	No leaks in lines & fittings	_____	_____
Check air filter	Drain works - Filter not clogged	_____	_____
Check for smooth tub dump operation	No hesitation, stopping, or sticking, or hydraulic leaks	_____	_____

CHECK ALL TIRES FOR PROPER INFLATION AND EVEN WEAR PATTERN:

Check Inflation	See instructions on tire for proper inflation		
Check Tread Depth	(Min. 4/32 Required)		
		<u>LF</u> _____ /32	<u>LFI</u> _____ /32
		<u>LR</u> _____ /32	<u>LRI</u> _____ /32
		<u>RF</u> _____ /32	<u>RFI</u> _____ /32
		<u>RR</u> _____ /32	<u>RRI</u> _____ /32

SECTION TWO

ELECTRICAL SYSTEM

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TYPICAL FRONT CROSS MEMBER

SERVICE AND EMERGENCY GLADHANDS – LEFT SIDE

7-WAY ELECTRICAL PLUG WITH CIRCUIT BREAKERS- RIGHT OF GLADHANDS

2 PRONG ELECTRICAL TARP (IF PURCHASED) – CENTER OF TRAILER

6-WAY ELECTRICAL PLUG- LEFT SIDE OF HYDRAULIC CONNECTIONS

4-WAY ELECTRICAL PLUG- (ON LEAD UNITS ONLY) LEFT SIDE OF 6-WAY
HYDRAULIC CONNECTIONS – RIGHT SIDE OF TRAILER –

FEMALE CONNECTION - PRESSURE LINE

MALE CONNECTION - RETURN LINE



TYPICAL REAR LIGHT RAIL

STOP & TAIL LIGHTS- RIGHT AND LEFT SIDES

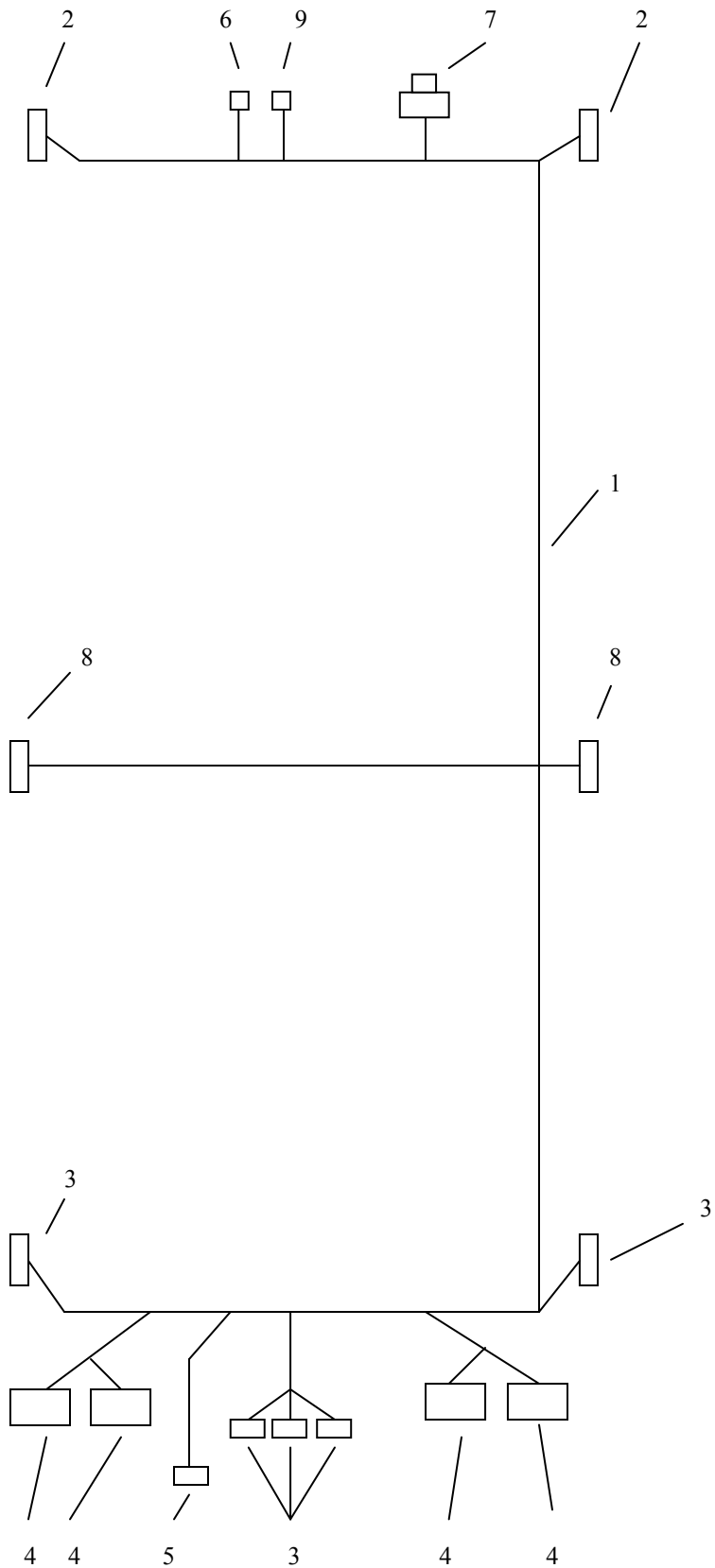
MARKER LIGHTS-CENTER

LICENSE PLATE LIGHT-LEFT OF CENTER MARKER LIGHTS

REFLECTORS-INSIDE OF STOP & TAIL LIGHTS

ALSO SHOWN IN SUB-FRAME ARE 7 WAY AND 4 WAY PLUG-IN

ADAPTER FOR A PULL TRAILER



WIRING

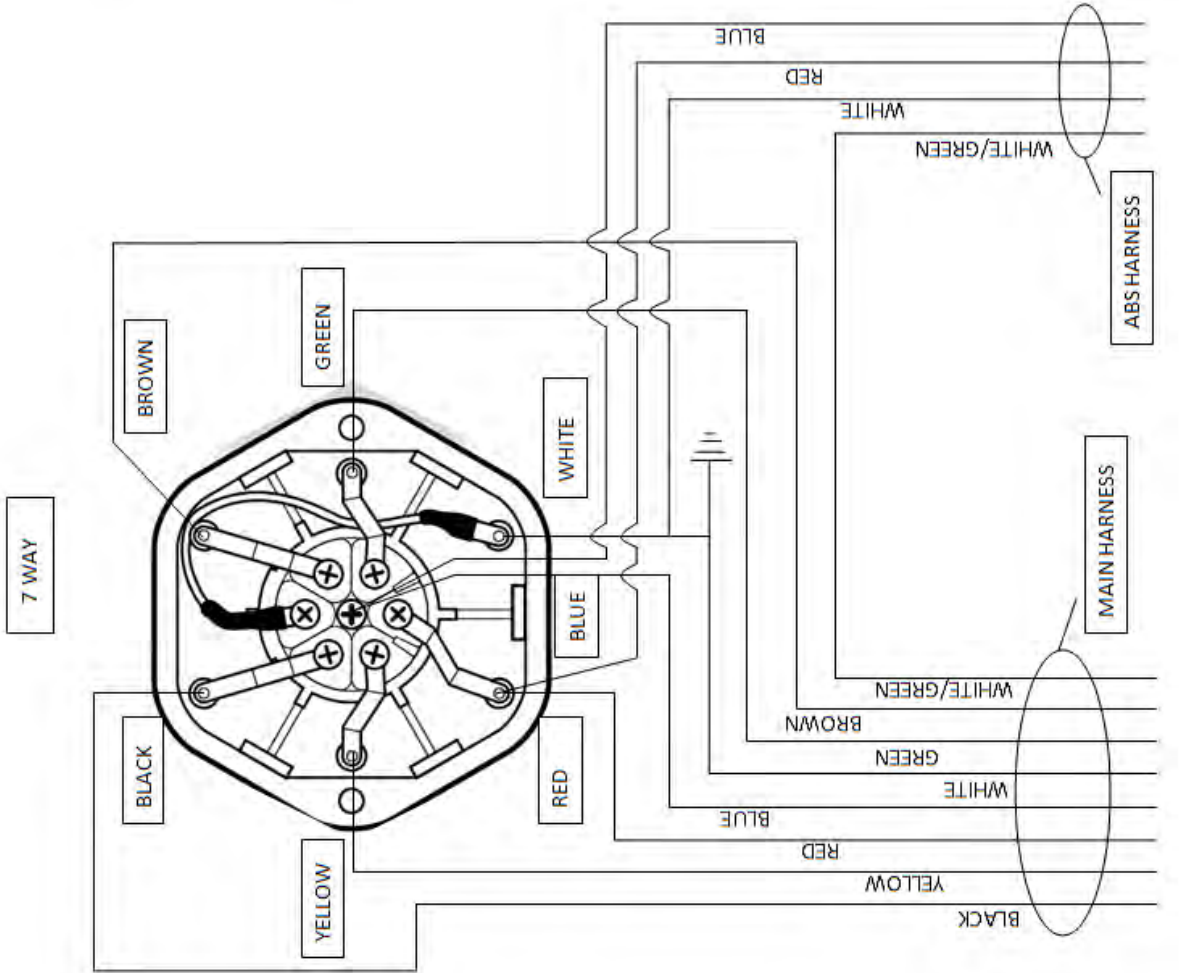
ELECTRICAL SYSTEM PARTS LIST

ITEM NUMBER	PART NUMBER	DESCRIPTION
1	HARNESS (CALL FACTORY WITH MODEL & VIN #)	
2	10205Y	AMBER MARKER LIGHT
	10700	MARKER LAMP GROMMET
3	10205R	RED MARKER LIGHT
	10700	MARKER LAMP GROMMET
4	40248R	STOP, TURN & TAIL LIGHT
	10700	STOP, TURN & TAIL LIGHT GROMMET
5	15009	LICENSE LAMP ASSY
6	N2947	FEMALE 4 WAY PLUG
7	383403	FEMALE 7 WAY PLUG
8	60215Y	AMBER MID-TURN LIGHT
	60700	MID-TURN GROMMET
9	N2948	FEMALE 6 WAY PLUG

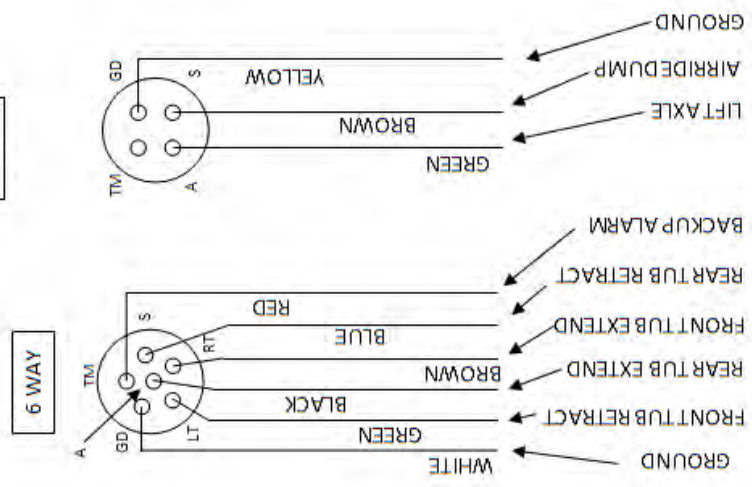
SAE J560 Standards

Conductor Id	Wire Color	Lamp and Signal Circuits
Wht	White	Ground return to towing vehicle
Bk	Black	Clearence, side marker & license plate lamps
Yel	Yellow	Left hand turn signal & hazard signal lamps
Red	Red	Stop lamps and antiback devices
Grn	Green	Right hand turn signal & hazard signal lamps
Brn	Brown	Tail, clearance, side marker lamps & identification lamps
Blu	Blue	Blue Auxiliary

* It is recommended to balance the circuits as indicated.



7 WAY



4 WAY

6 WAY

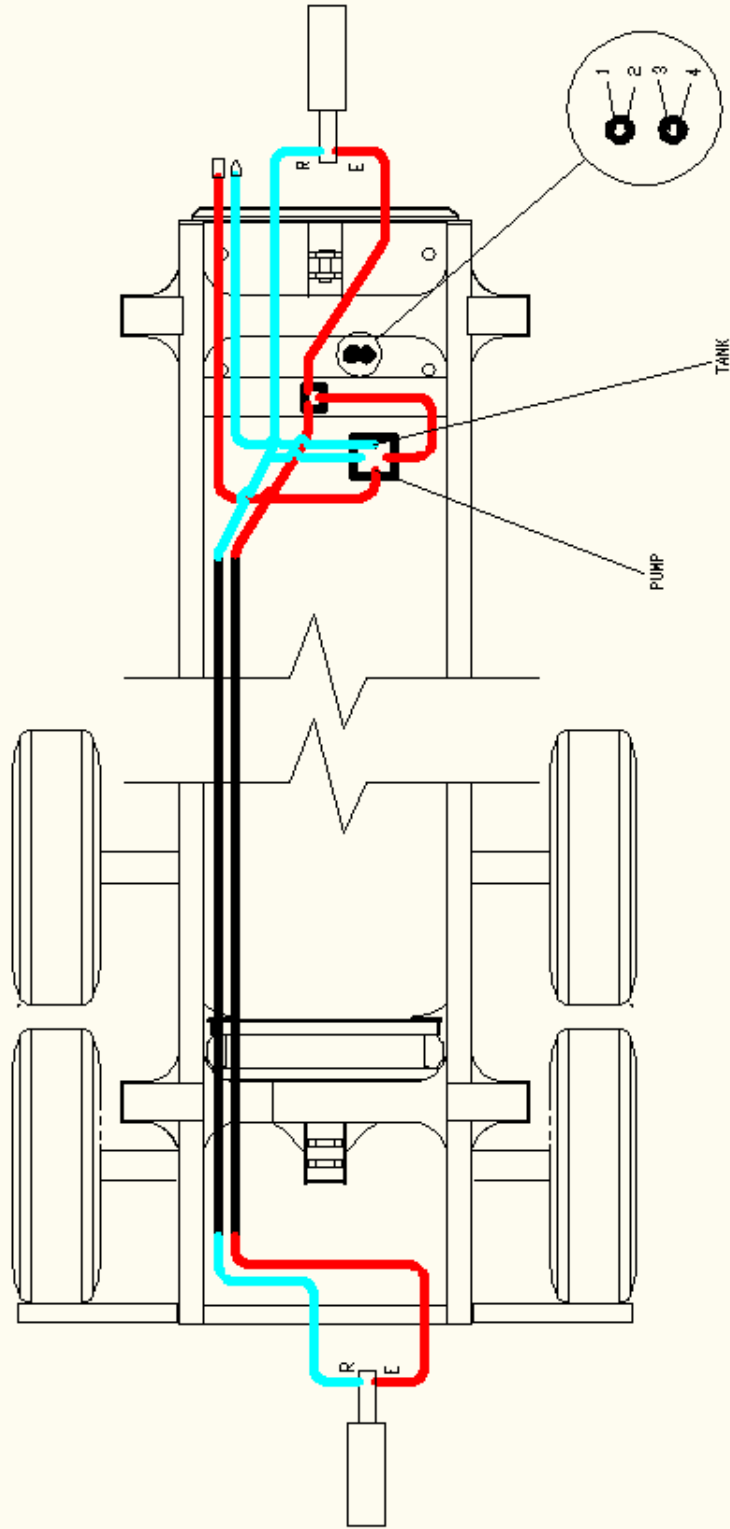
**SECTION
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HYDRAULIC SYSTEM

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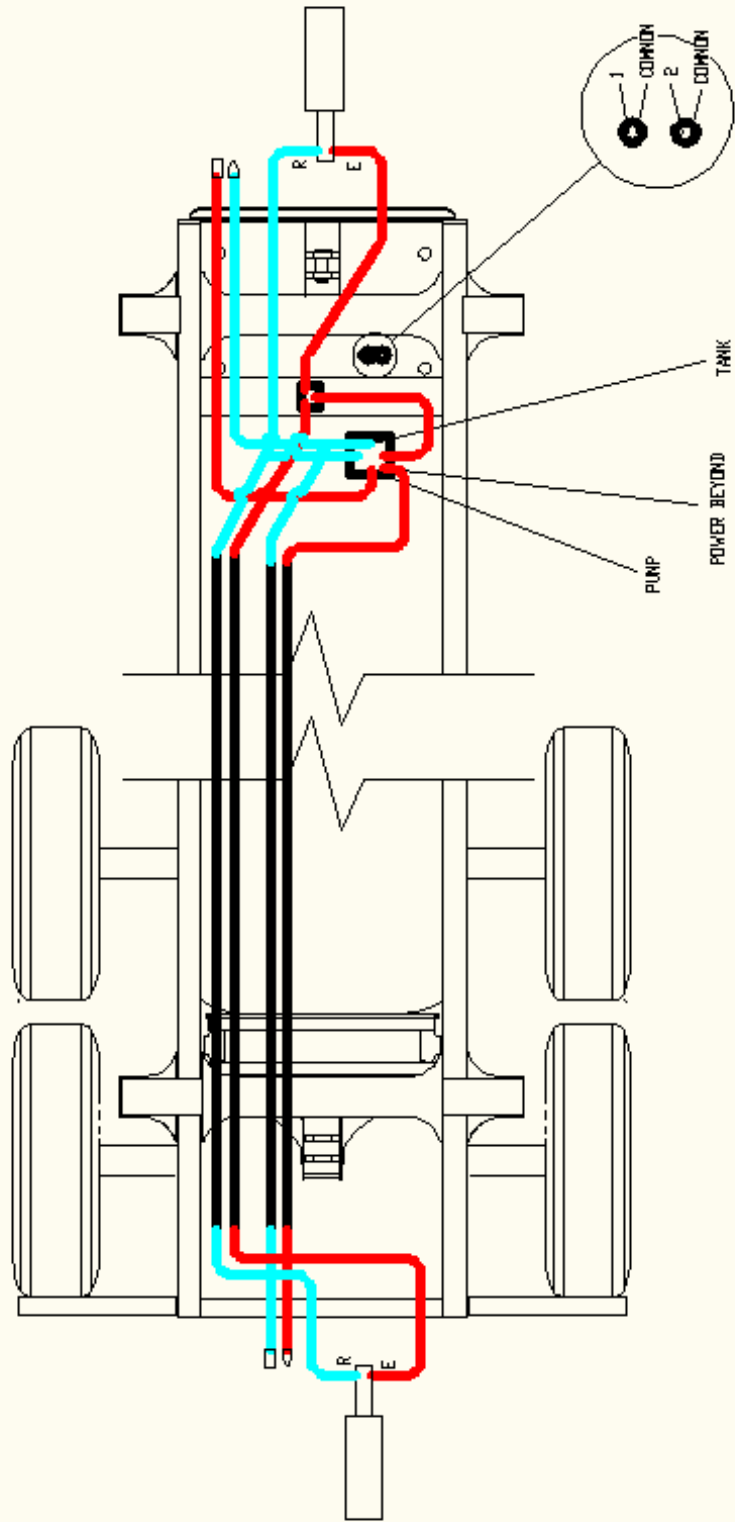
RANCO HYDRAULIC PLUMBING DETAIL
SIDE DUMP STANDARD

— PRESSURE
— RETURN
— HARD LINE

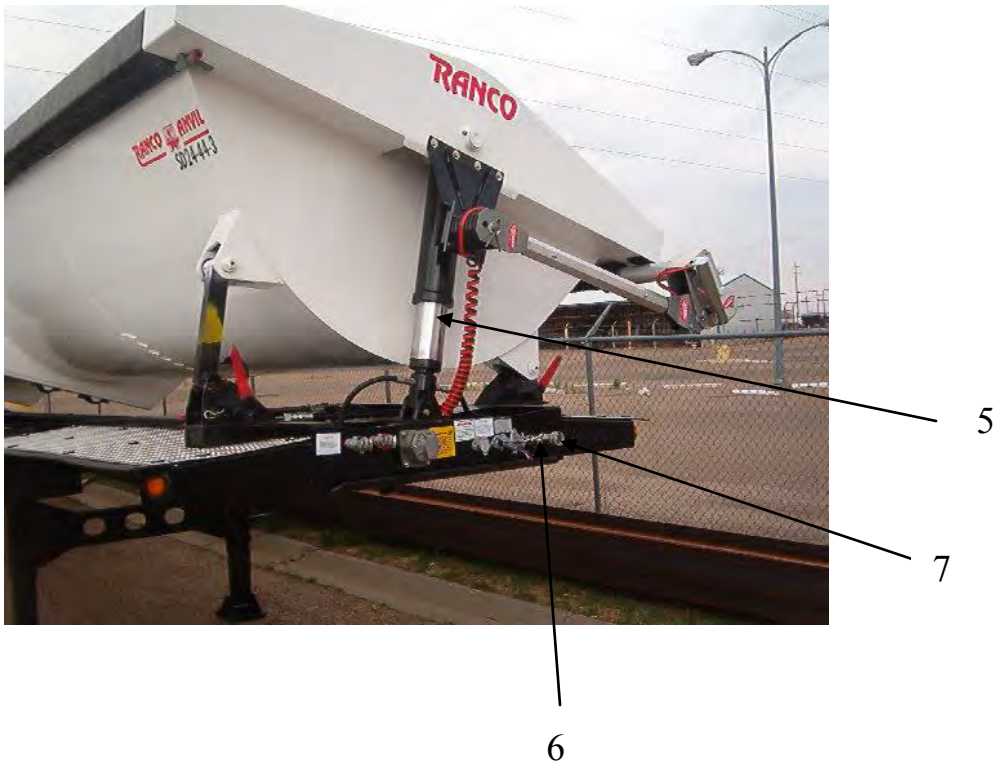
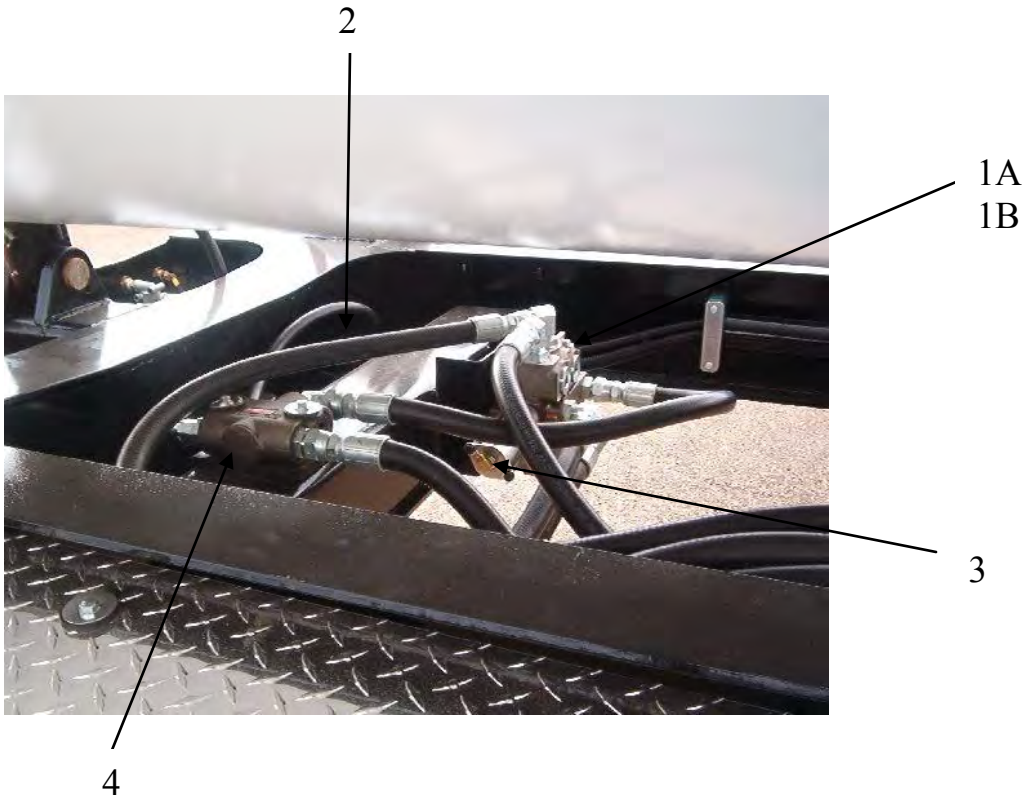


RANCO HYDRAULIC PLUMBING DETAIL
SIDE DUMP W/PINTLE HITCH

█ PRESSURE
█ RETURN
█ HARD LINE



SOLENOID WIRING USING 2 WAY
DOES NOT ALLOW STOPPING OF
CYLINDER IN MID STROKE
③ AND 4 CARRY THROUGH TO REAR TRAILERS



HYDRAULIC SYSTEM PARTS LIST

1A	243-4090	SPOOL VALVE (STANDARD TRAILER)	QTY 1
1B	243-4091	SPOOL VALVE W/POWER BEYOND (LEAD UNIT)	QTY 1
2	243-4004	AIR SOLENOID	QTY 2
3		AIR CONTROLLED SPOOL VALVE (INCLUDED WITH ITEMS 1A & 1B)	
4	B100-12SAE	FLOW DIVIDER VALVE	QTY 1
5	243-7021	HYDRAULIC CYLINDER	QTY 2
6	¾" PIPE	FEMALE CONNECTOR	QTY 1
7	¾" PIPE	MALE CONNECTOR	QTY 1

HOSE ASSEMBLIES FOR HYDRUALIC SYSTEM

EACH HOSE AND FITTING ASSEMBLY IS DIFFERENT LENGTH DEPENDING ON THE TYPE AND SIZE OF TRAILER. PLEASE REFER TO THE DRAWINGS OF THE HYDRAULIC SCHEMATICS AND WHEN ORDERING HOSES HAVE YOUR VEHICLE IDENTIFICATION NUMBER (VIN#) AVAILABLE TO GIVE TO THE PARTS DEPARTMENT.

UTILIZING THE VIN# AND YOU DESCRIPTION OF THE HOSE (STRAIGHT, OR 90 DEG ENDS), THE PARTS DEPARTMENT WILL BE ABLE TO SEND YOU THE PROPER HOSE ASSEMBLY.

SECTION FOUR

AIR BRAKE SYSTEM

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RANCO ABS BRAKE SYSTEM INFORMATION

**RANCO USES MERITOR WABCO EASY-STOP TRAILER ABS
SYSTEMS
ON ALL OF ITS STANDARD TRAILERS.**

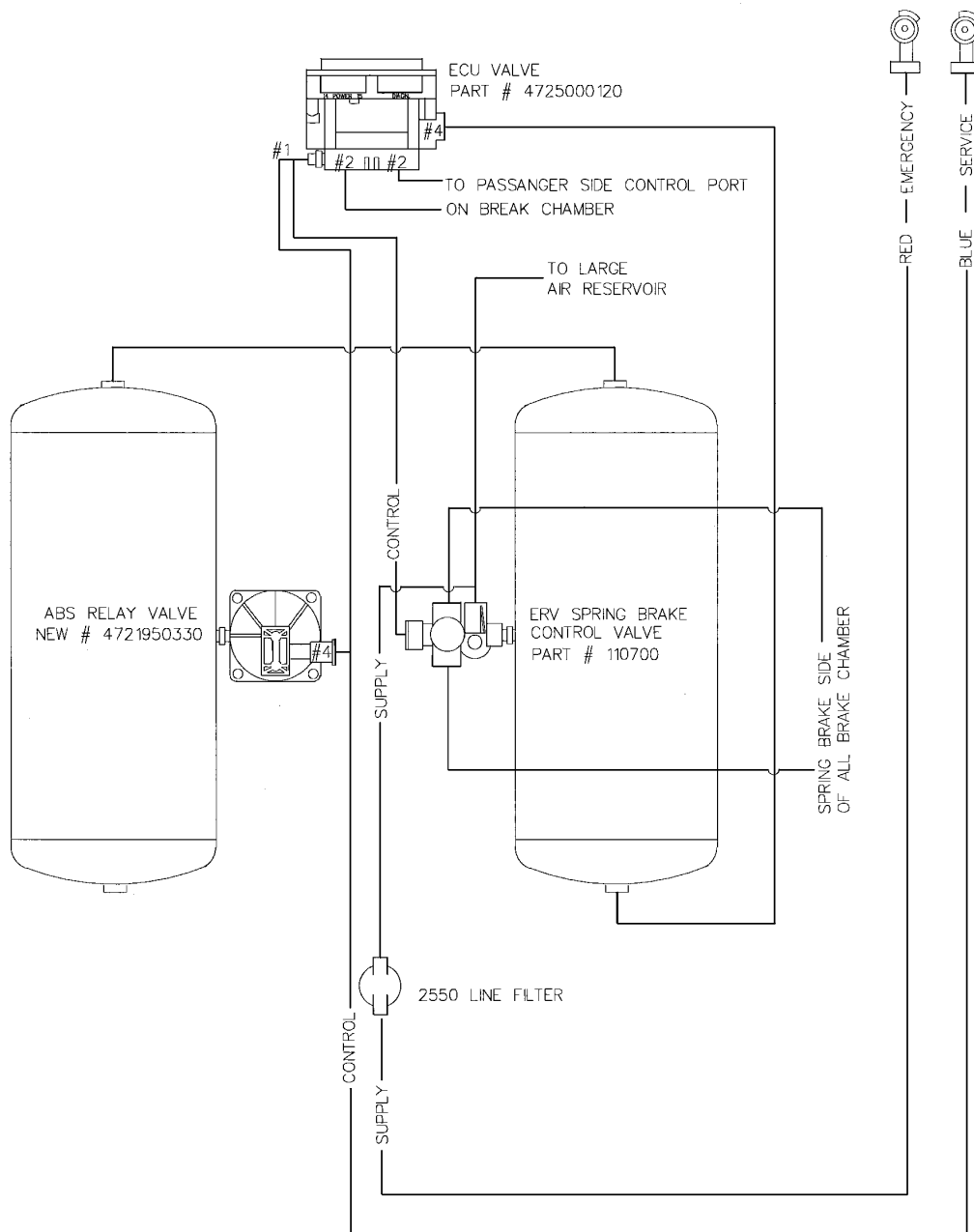
**PLEASE REFER TO THE DRAWINGS OF THE STANDARD SETUP FOR TANDEM AND TRI-AXLE
SYSTEMS ON THE FOLLOWING PAGES.**

**DRAWINGS FOR OTHER TYPES OF TRAILERS WILL BE FOUND IN
THE SPECIAL OPTIONS SECTION.**

**ABS BRAKE SYSTEMS UNDERGO A NUMBER OF CHANGES, THEREFORE, PLEASE HAVE YOUR
TRAILER VIN NUMBER AVAILABLE WHEN YOU CALL INTO THE PARTS
DEPARTMENT.**

**THAT IS THE ONLY WAY WE CAN INSURE THAT YOU RECEIVE THE PROPER PARTS FOR THE
BRAKE SYSTEM INSTALLED ON YOUR TRAILER.**

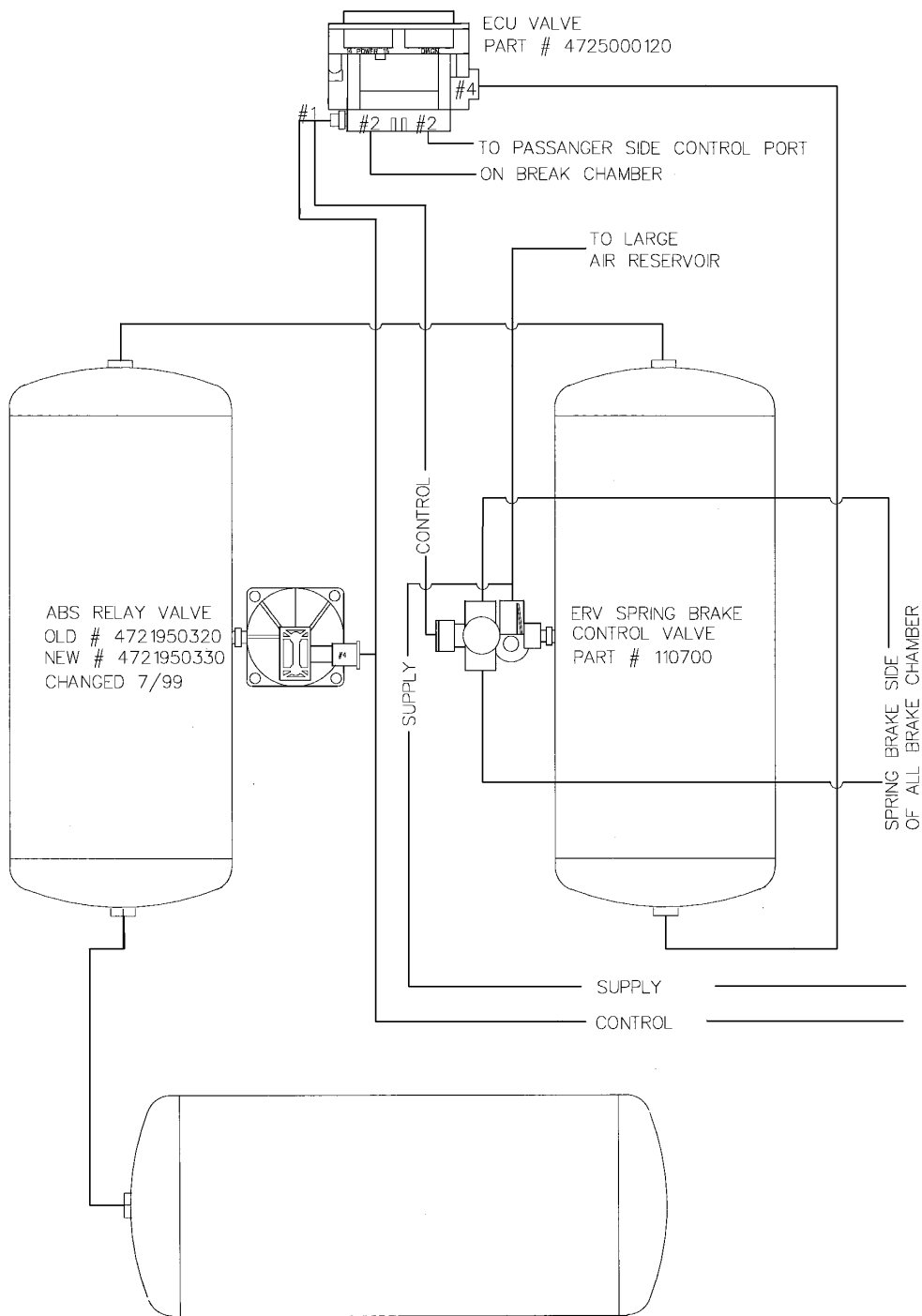
TANDEM AXLE SUSPENSION AIR SYSTEM



**AIR BRAKE SYSTEM TYPICALLY USED ON
H-900 SINGLE POINT SUSPENSION
AND H-9700 FOUR SPRING SUSPENSIONS
ON TANDEM AXLE TRAILERS**

TRI-AXLE SUSPENSION

AIR SYSTEM



AIR BRAKE SYSTEM FOR TRI-AXLE TRAILERS

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SECTION FIVE

AXLE SYSTEM

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RANCO AXLE SYSTEM INFORMATION

RANCO USES AXLES MANUFACTURED BY SEVERAL DIFFERENT COMPANIES ON OUR STANDARD TRAILERS.

ALTHOUGH MOST OF THE AXLES ARE ALIKE IN SOME MANNER, THE PARTS ARE OFTEN DIFFERENT.

RANCO KEEPS A RECORD OF EXACTLY WHAT BRAND OF AXLE IS PUT UNDER EACH TRAILER.

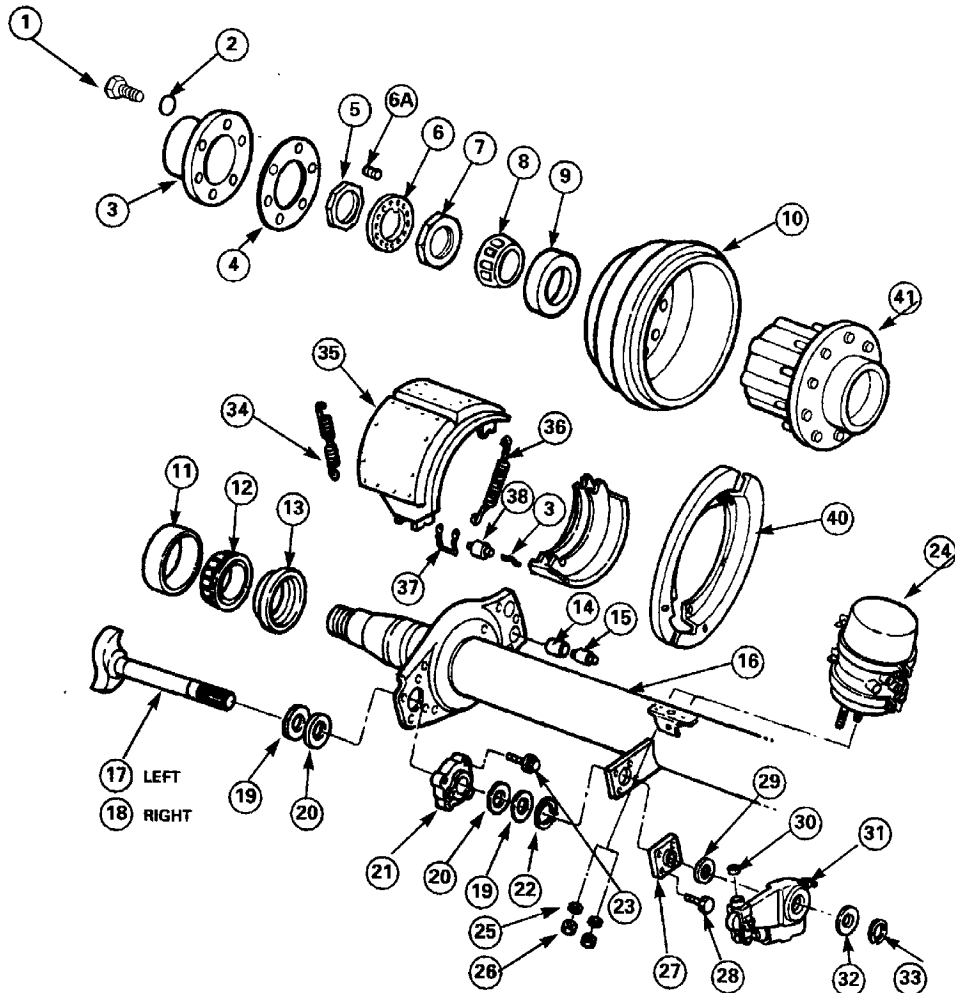
IN ORDER TO ORDER THE CORRECT PARTS FOR YOUR AXLE, REFER TO THE DRAWING ON THE FOLLOWING PAGE TO IDENTIFY THE AXLE PART YOU NEED.

USING THE PART DESCRIPTION AND YOUR TRAILER VIN NUMBER, RANCO WILL BE ABLE TO IDENTIFY THE CORRECT PART FOR YOUR TRAILER AXLE.

BE SURE TO HAVE YOUR VEHICLE IDENTIFICATION NUMBER (VIN #) WHEN TRYING TO ORDER PARTS.

TABLE FOR FIGURE 5-3
TYPICAL 16.5" X 7" Q SERIES BRAKE INSTALLATION

Item	Description	Item	Description	Item	Description
1	Capscrew	14	Bushing Anchor Pin	28	Capscrew
2	Lockwasher	15	Pin Anchor	29	Slack Adjuster Washer
3	Hubcap	16	Beam Axle	30	Slack Adjuster Locknut
4	Gasket	17	Camshaft (left)	31	Automatic Slack Adjuster
5	Wheel Bearing Jam Nut	18	Camshaft (right)	32	Slack Adjuster Washer
6	Lockwasher	19	Washer	33	Slack Adjuster Snap Ring
6A	Setscrew	20	Seal	34	Brake Shoe Return Spring
7	Wheel Bearing Adjusting Nut	21	Bushing	35	Brake Shoe and Lining Assy.
8	Outer Wheel Bearing Cone	22	Snap Ring	36	Brake Shoe Retaining Spring
9	Outer Bearing Cup	23	Capscrew	37	Brake Shoe Roller Retainer
10	Brake Drum	24	Air Chamber	38	Brake Shoe Roller
11	Inner Bearing Cup	25	Lockwasher	39	Shoe Return Spring Pin
12	Inner Bearing Cone	26	Locknut	40	Dust Shield
13	Wheel Bearing Nut	27	Camshaft Bushing Assembly	41	Hub



**SECTION
SIX**

**SUSPENSION
SYSTEM**

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RANCO SUSPENSION SYSTEM INFORMATION

RANCO USES SUSPENSIONS MANUFACTURED BY SEVERAL DIFFERENT COMPANIES ON OUR STANDARD TRAILERS.

ON MOST TANDEM AXLE TRAILERS WE USE A SINGLE POINT SUSPENSION, MODEL H-900 OR A FOUR SPRING SUSPENSION, MODEL H9700. ON MOST TRI-AXLE TRAILERS WE USE A TRANSPOMODEL 88 SUSPENSION.

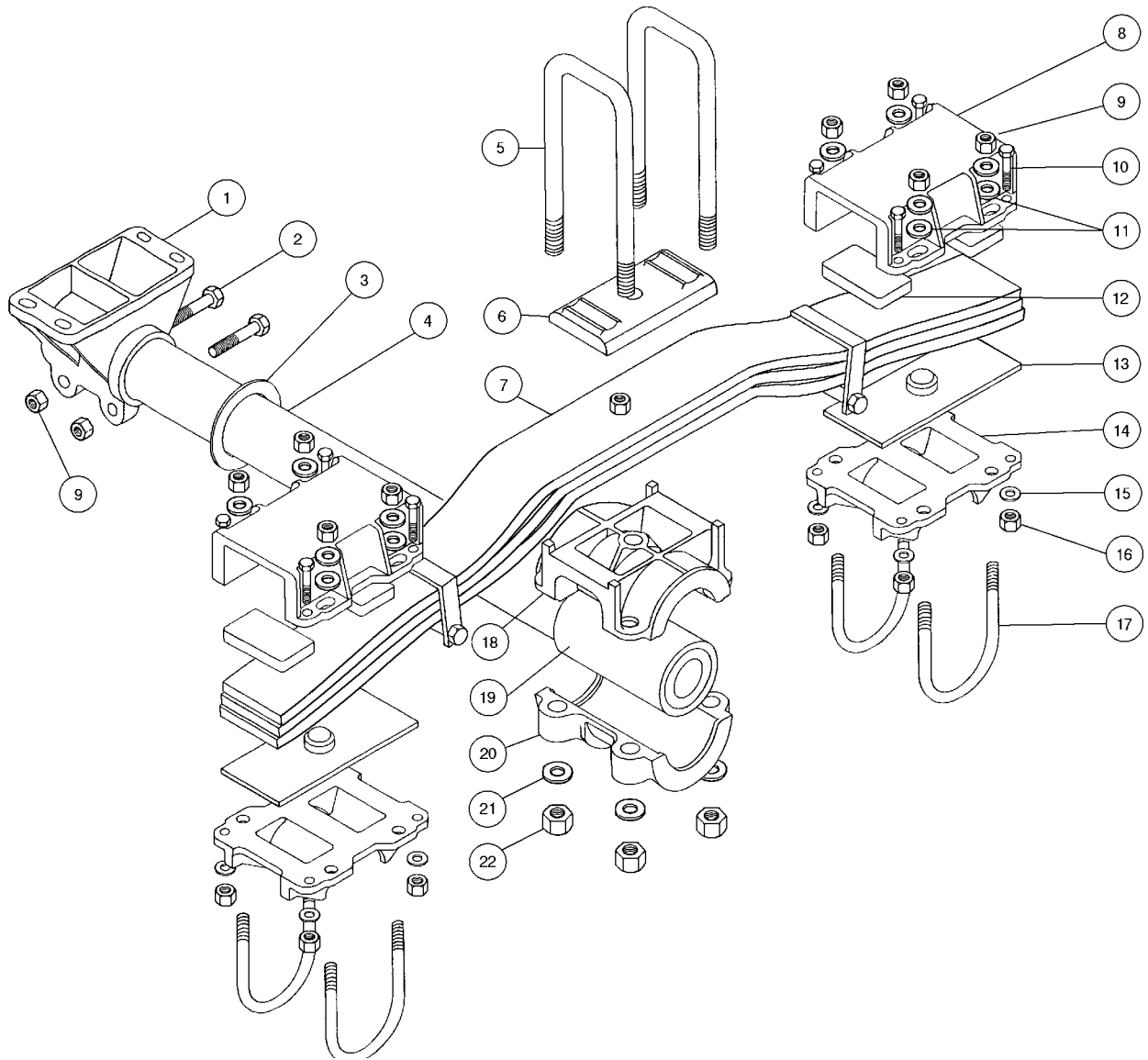
RANCO KEEPS A RECORD OF EXACTLY WHAT BRAND AND TYPE OF SUSPENSION IS PUT UNDER EACH TRAILER.

IN ORDER TO ORDER THE CORRECT PARTS FOR YOUR SUSPENSION, REFER TO THE DRAWING ON THE FOLLOWING PAGES TO IDENTIFY THE SUSPENSION PART YOU NEED.

USING THE PART DESCRIPTION AND YOUR TRAILER VIN NUMBER, RANCO WILL BE ABLE TO IDENTIFY THE CORRECT PART FOR YOUR TRAILER SUSPENSION.

BE SURE TO HAVE YOUR VEHICLE IDENTIFICATION NUMBER (VIN #) WHEN TRYING TO ORDER PARTS.

OVERSLUNG TRUNION- OVERSLUNG AXLE

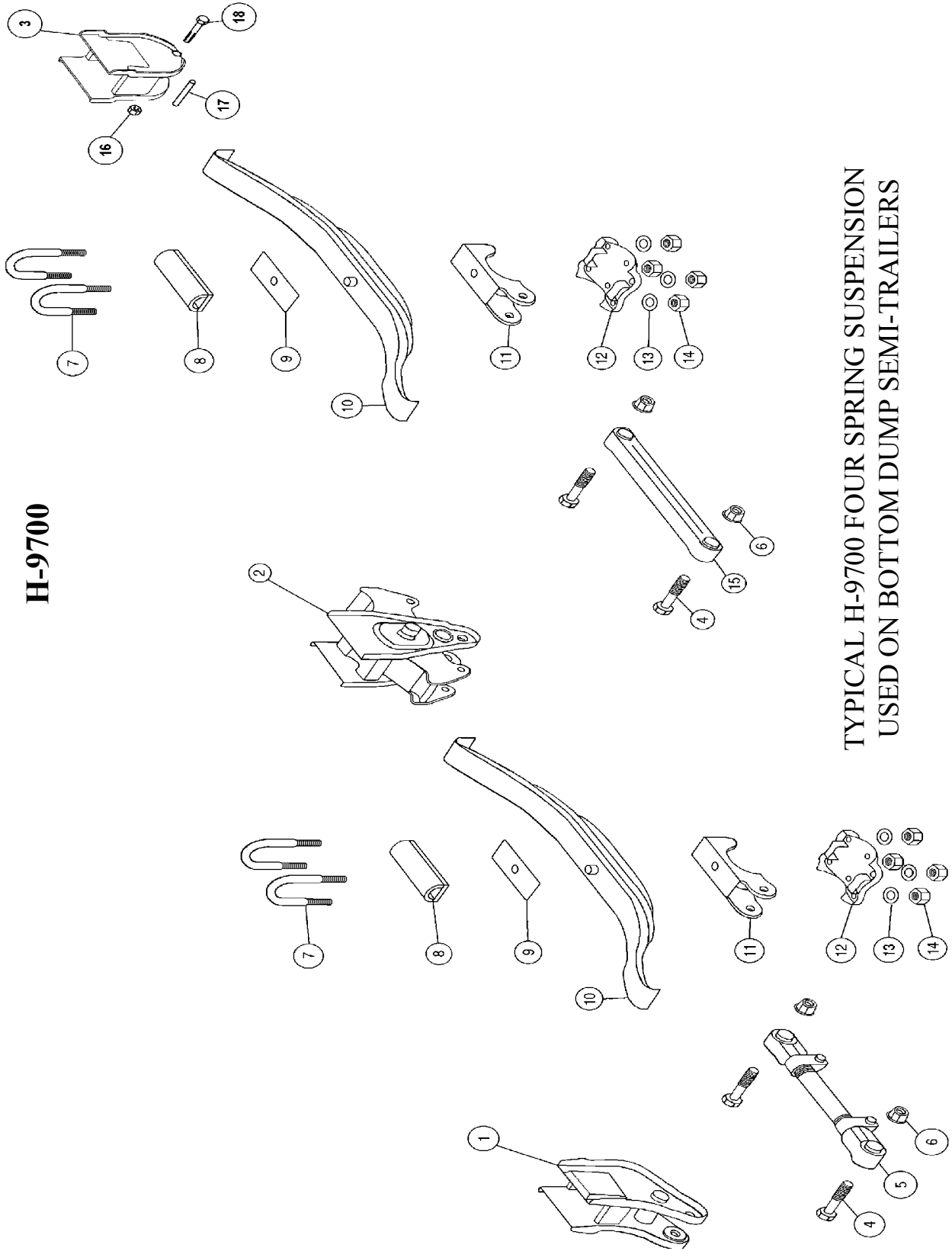


TYPICAL H-900 SINGLE POINT SUSPENSION
USED ON BOTTOM DUMP SEMI-TRAILERS

SUSPENSION PARTS FOR H-900 SUSPENSION

1	897-01	TRUNION HANGER
2	10376-00	4 1/2" X 3/4"-16" HEX BOLT
3	895-00	4 1/2 X 5 3/4" WASHER
4	893-01	44,000# TRUNION TUBE
	893-02	50,000 TRUNION TUBE
5	9639-01	U-BOLT, TRUNION
6	9640-00	TRUNION, TOP PLATE
7	12258-01	SPRING, THREE LEAF
8	9937-00	SPRING END CAP
9	841-00	3/4-16" HEX NUT
10	9293-00	2" X 5/8-18" HEX BOLT
11	817-00	13-16" X 1 1/2" WASHER
12	814-00	RUBBER PAD
13	10608-00	ADJUSTMENT PLATE
14	9934-02	SPRING SEAT ADJUSTMENT
15	10273-00	5/8" WASHER
16	11513-03	5/8-18" HEX NUT
17	10060-01	U-BOLT, AXLE
18	891-00	TRUNION HUB-UPPER
19	890-00	RUBBER BUSHING, TRUNION
20	898-00	TRUNION HUB-LOWER
21	837-00	1 1/4" X 2 1/4" WASHER
22	836-00	1 1/8-12" HEX BOLT

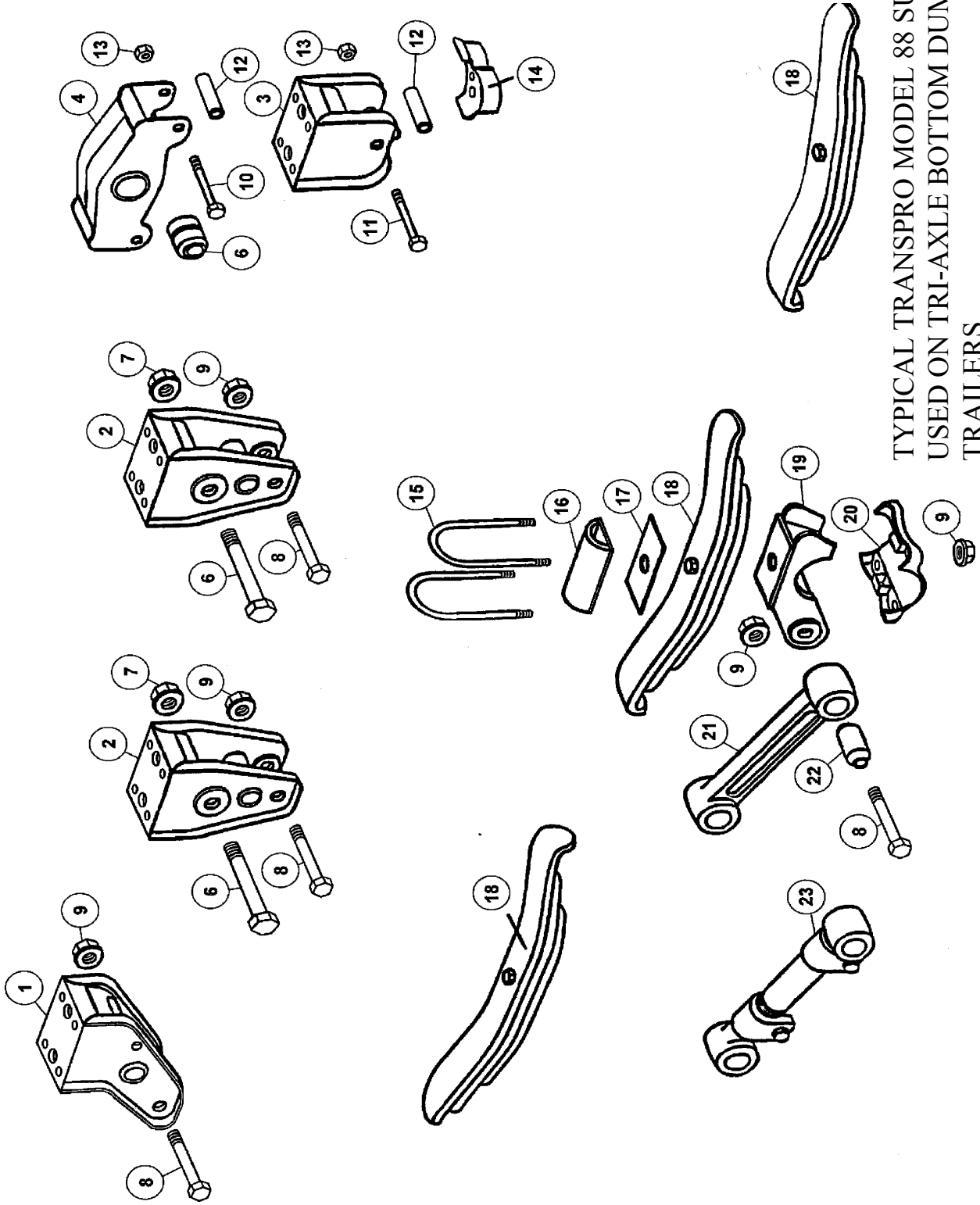
H-9700



TYPICAL H-9700 FOUR SPRING SUSPENSION
USED ON BOTTOM DUMP SEMI-TRAILERS

SUSPENSION PARTS FOR H-9700 FOUR SPRING SUSPENSION

1	7701-08	FLANGE MOUNT FRONT HANGER-RIGHT
	7701-01	FLANGE MOUNT FRONT HANGER-LEFT
2	16319-08	FLANGE MOUNT CENTER HANGER
3	7703-08	FLANGE MOUNT REAR HANGER-RIGHT
	7703-07	FLANGE MOUNT REAR HANGER-LEFT
4	719-02	HEX BOLT
5	16398-04	ADJUSTABLE TORQUE ARM
6	10562-00	FLANGE LOCKNUT
7	7040-11	U-BOLT 12 ¼"
8	16868-01	TOP PLATE
9	17350-02	GALVANIZED LINER
10	354-00	3 LEAF SPRING-HIGH ARCH
11	705-04	SPRING SEAT-2 ¼"
12	710-00	BOTTOM PLATE
13	35-00	7/8 FLAT WASHER
14	34-04	7/8-14 HEX NUT
15	715-00	TORQUE ARM-NON ADJUSTABLE
16	37-03	5/8 LOCK NUT
17	756-00	SLEEVE SPACER
18	759-00	5/8 HEX BOLT

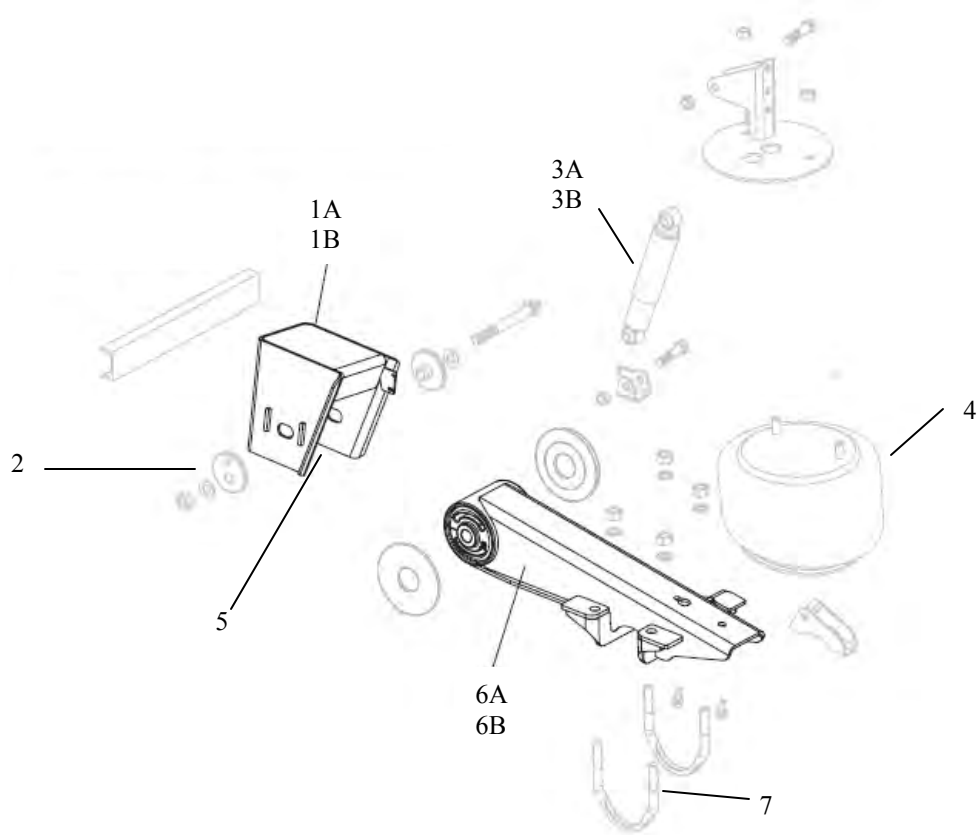


TYPICAL TRANSPRO MODEL 88 SUSPENSION
 USED ON TRI-AXLE BOTTOM DUMP SEMI-
 TRAILERS

TRANSPRO MODEL 88 SUSPENSION

ITEM NUMBER	PART NUMBER	DESCRIPTION
1	0400-01	FRONT HANGER, FLANGE MOUNT LH
	0400-02	FRONT HANGER, FLANGE MOUNT RH
2	0401-00	EQUALIZER HANGER, FLANGE MOUNT
3	0402-01	REAR HANGER, FLANGE MOUNT LH
	0402-02	REAR HANGER, FLANGE MOUNT RH
4	0650-00	EQUALIZER BEAM ASSY
5	0649-02	EQUALIZER BUSHING
6	0001-14	EQUALIZER BOLT, 1"-14 X 6-1/2"
7	0274-01	FLANGED LOCKNUT, 1"-14
8	0001-08	TORQUE ARM BOLT, 7/8"-14
9	0002-12	FLANGED LOCKNUT, 7/8"-14
10	0001-04	HEX HEAD CAP SCREW, 5/8"-18 X 4-1/2"
11	0001-02	HEX HEA HEX HEAD CAP SCREW, 5/8"-18 X 5-1/8"
12	0741-01	SPRING ROLLER
13	0002-07	LOCKNUT, 5/8"-18
14	0045-00	REPLACEABLE WEAR PAD
15	0078-13	U-BOLT
16	0077-00	TOP PLATE
17	0375-00	DELRIN LINER
18	0079-01	3 LEAF SPRING
	0329-00	3 LEAF SPRING (CENTER SPRING ON TRI- AXLE)
19	0636-25	AXLE SEAT, 2-1/2
20	0880-00	BOTTOM PLATE
21	0075-20	RIGID TORQUE ARM
22	0022-00	TORQUE ARM BUSHING
23	1035-20	ADJUSTABLE TORQUE ARM BUSHING

HEDRICKSON HT300T SUSPENSION



PARTS LIST (QTY PER AXLE)

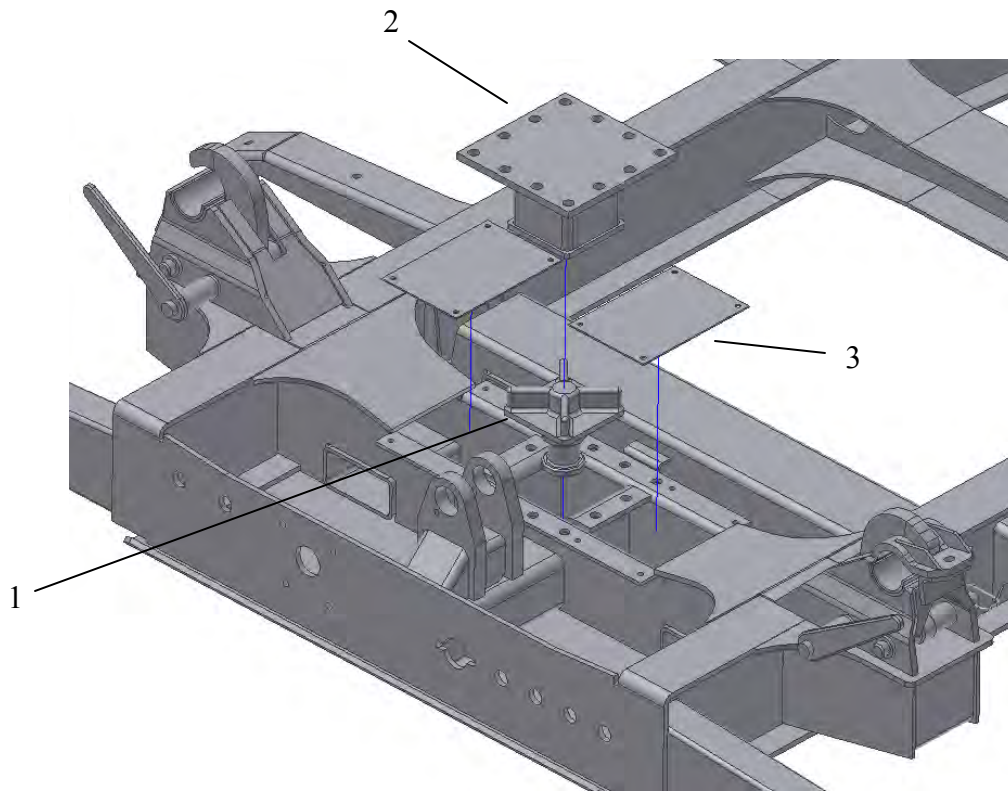
1A	S-23461-1	ROADSIDE HANGAR	QTY 1
1B	S-23461-2	ROADSIDE HANGAR	QTY 1
2	S-20924	CONCENTRIC WASHER	QTY 4
3A	S-20126	SHOCK ABSORBER	QTY 2
3B	C-14587-8	SHOCK STRAP KIT	QTY 1
4	S-4771	AIR BAG	QTY 2
5	S-24691	BUSHING	QTY 2
6A	S-20186-1	ROADSIDE TRAILING ARM	QTY 1
6B	S-20186-2	CURBSIDE TRAILING ARM	QTY 1
7	S-21140/4	U BOLT KIT	QTY 4
8	AK-53	AIR DUMP CONTROL KIT	QTY 1
9	AKH-134-3	AIR SUSPENSION KIT	QTY 1

SECTION SEVEN

MISCELLANEOUS PARTS

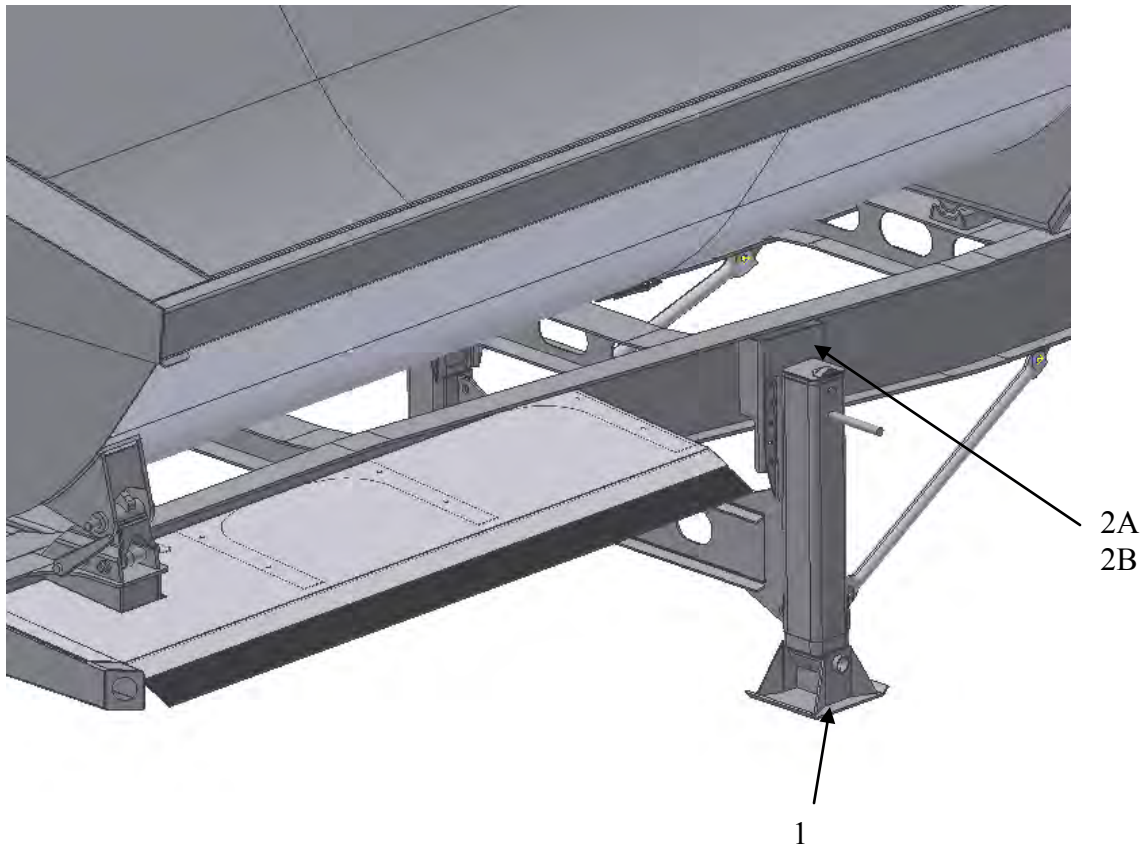
FIFTH WHEEL PARTS
SUPPORT LEG PARTS
PUSH BLOCK & UNDERIDE PARTS
ALUMINUM FENDER PARTS
MUD FLAP BRACKET PARTS
TUB LATCH PARTS

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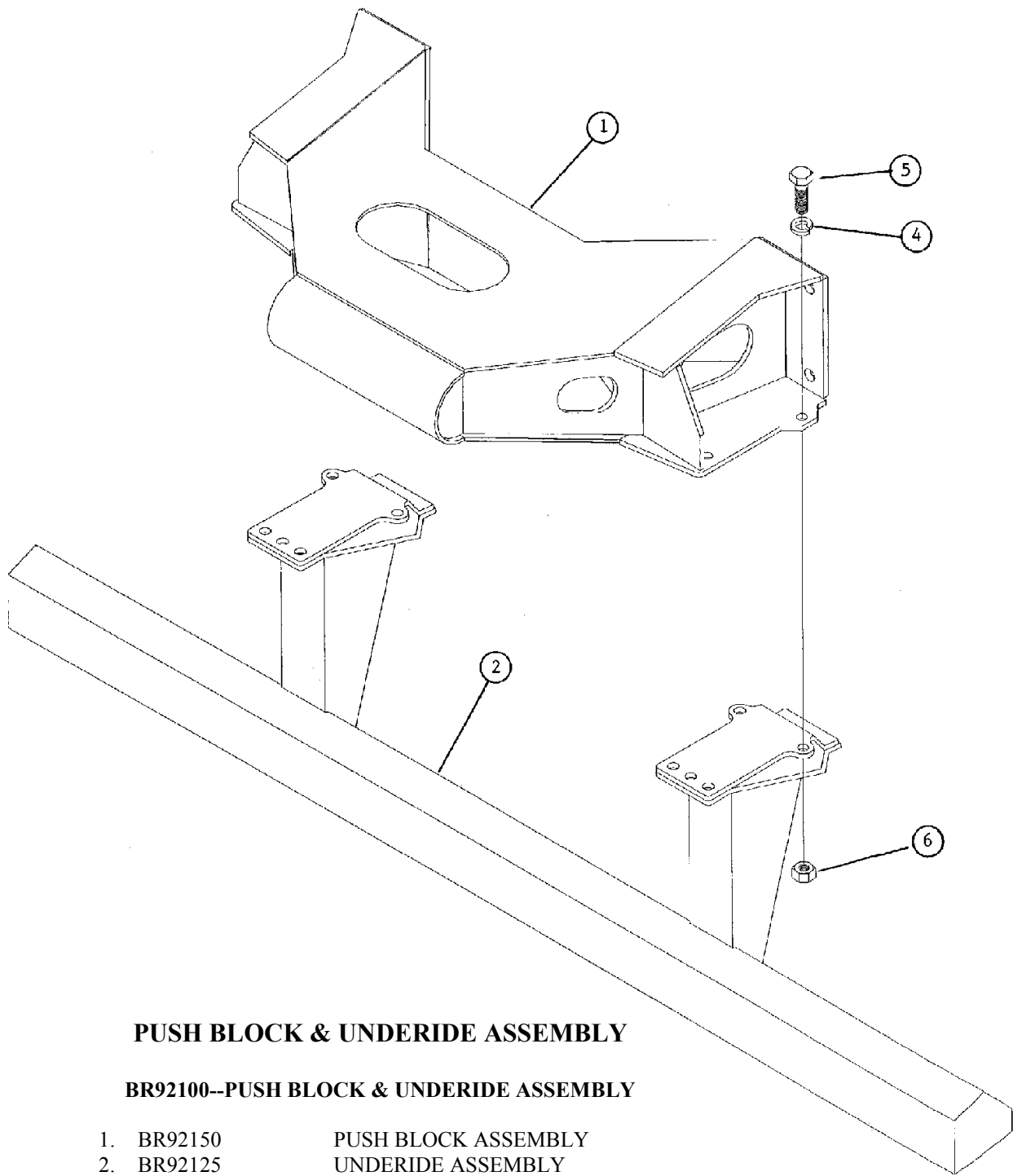
REPLACEABLE FIFTH WHEEL PARTS

1	AAR3	KINGPIN	QTY 1
2	SD 300046	KINGPIN HOLDDOWN	QTY 1
3	SD 300045	COVER	QTY 2



LANDING LEG PARTS

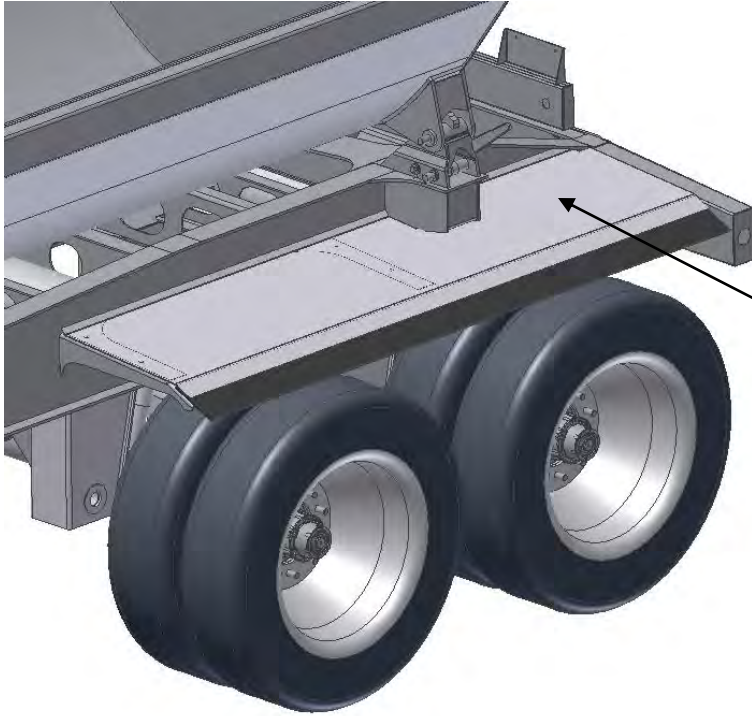
1	232-0100	LANDING LEG WITH REAR PIPE	QTY 1
2A	SD 300027	MOUNTING PLATE RH	QTY 1
2B	SD 300027-1	MOUNTING PLATE LH	QTY 1



PUSH BLOCK & UNDERIDE ASSEMBLY

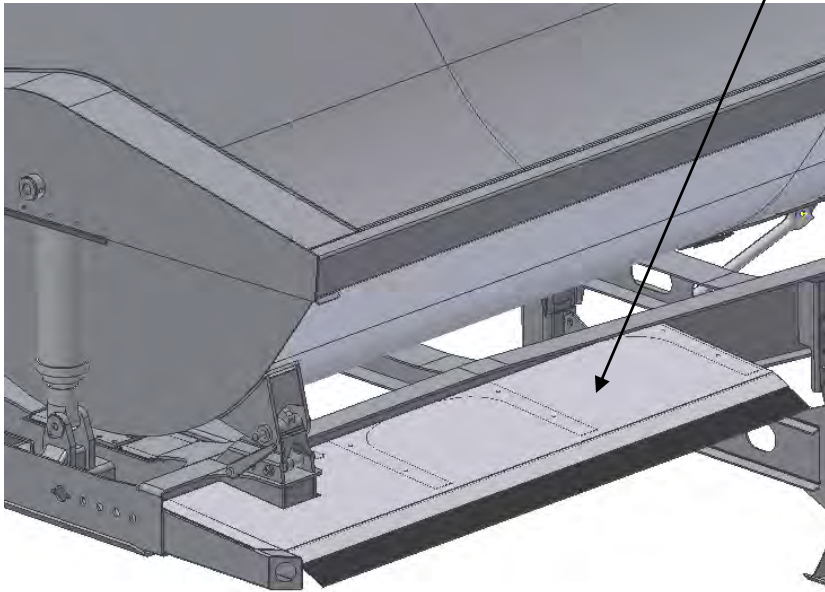
BR92100--PUSH BLOCK & UNDERIDE ASSEMBLY

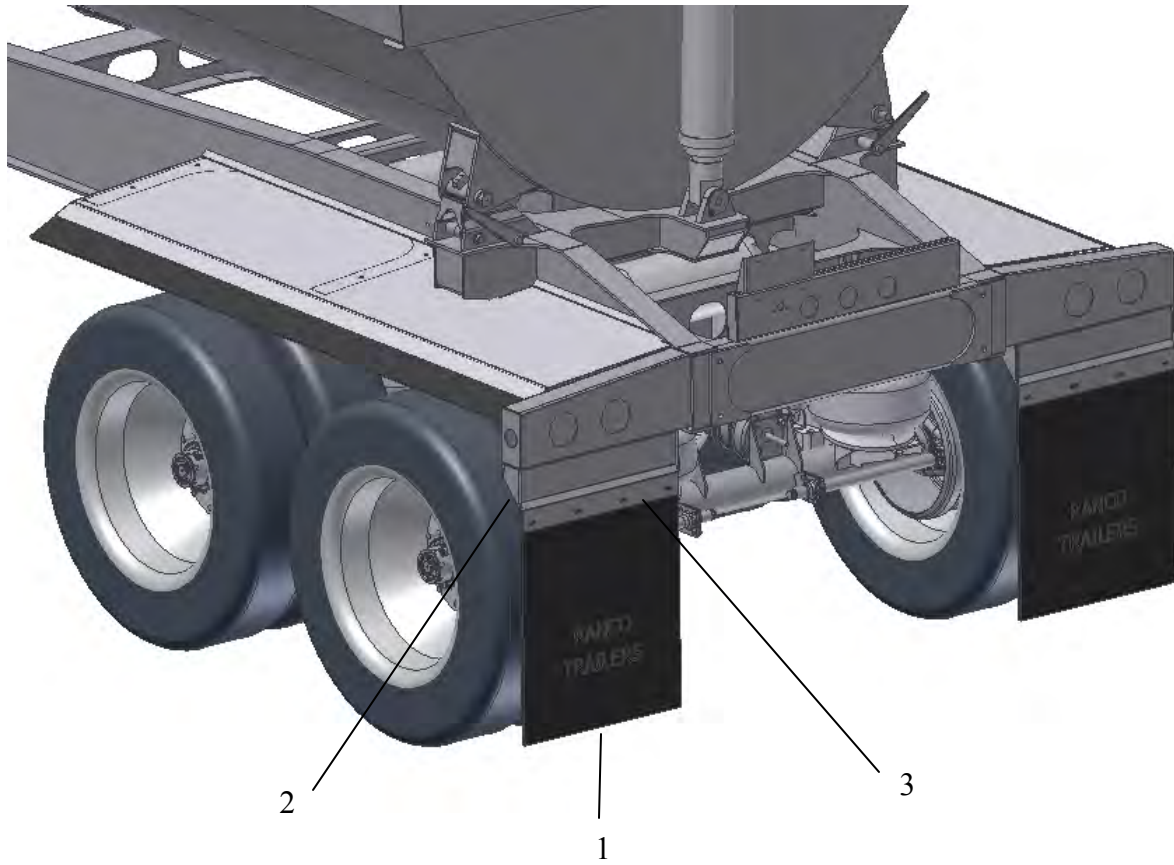
- | | | |
|----|--------------|---------------------------|
| 1. | BR92150 | PUSH BLOCK ASSEMBLY |
| 2. | BR92125 | UNDERIDE ASSEMBLY |
| 3. | BR92142 | 3 HOLE WASHER (NOT SHOWN) |
| 4. | LW.875Z | 7/8" LOCK WASHER |
| 5. | HB.875C2.5Z8 | 7/8" X 2 1/2" BOLT |
| 6. | HN.875C8Z | 7/8" NUT |



ALUM MUDFLAP
BRACKETS – SD
520000-(TRAILER SIZE)

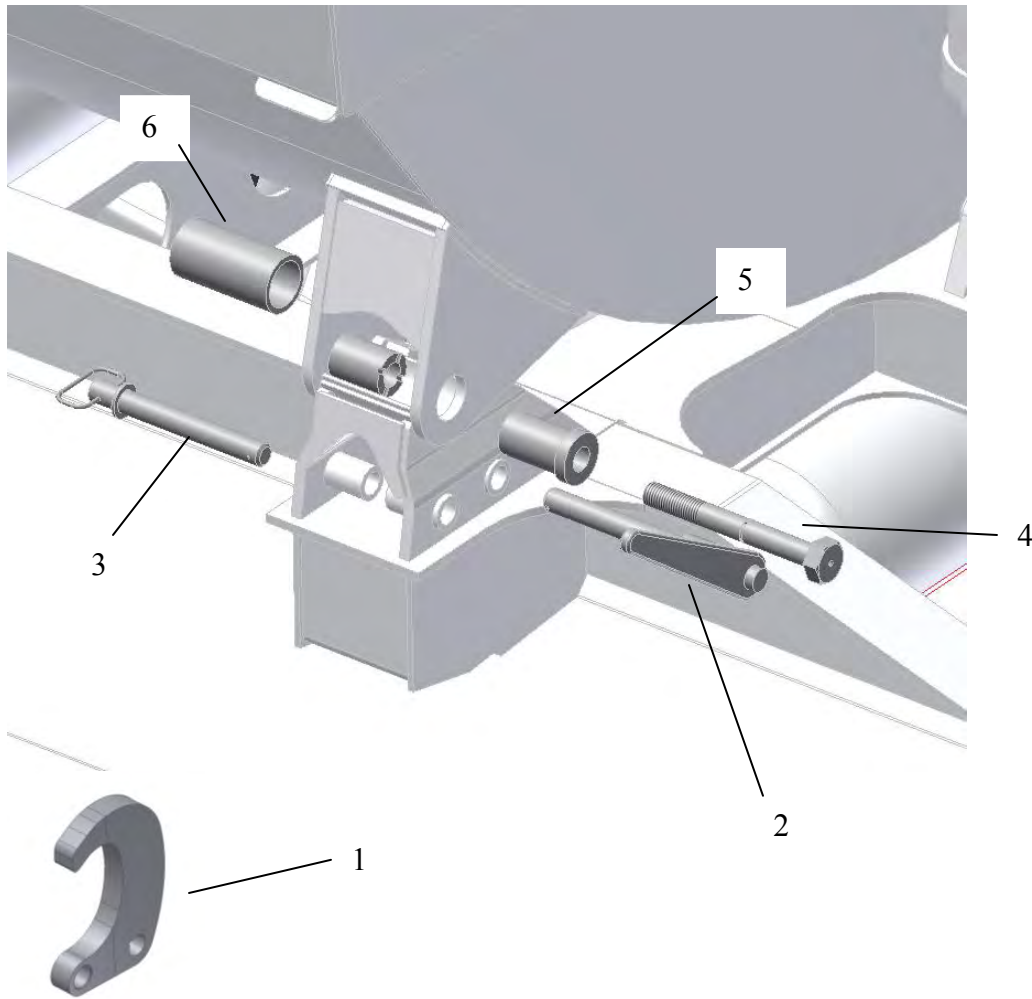
HAVE TRAILER SIZE
AND VIN# AVAILABLE
WHEN TALKING WITH
YOUR PARTS
REPRESENTATIVE.





MUDFLAP MOUNTING PARTS

1	RANCO FLAP	RANCO MUDFLAP	QTY 2
2	BR 50120	MUDFLAP BRACKET	QTY 2
3	BR 50113	MUDFLAP BACKING STRAP	QTY 2



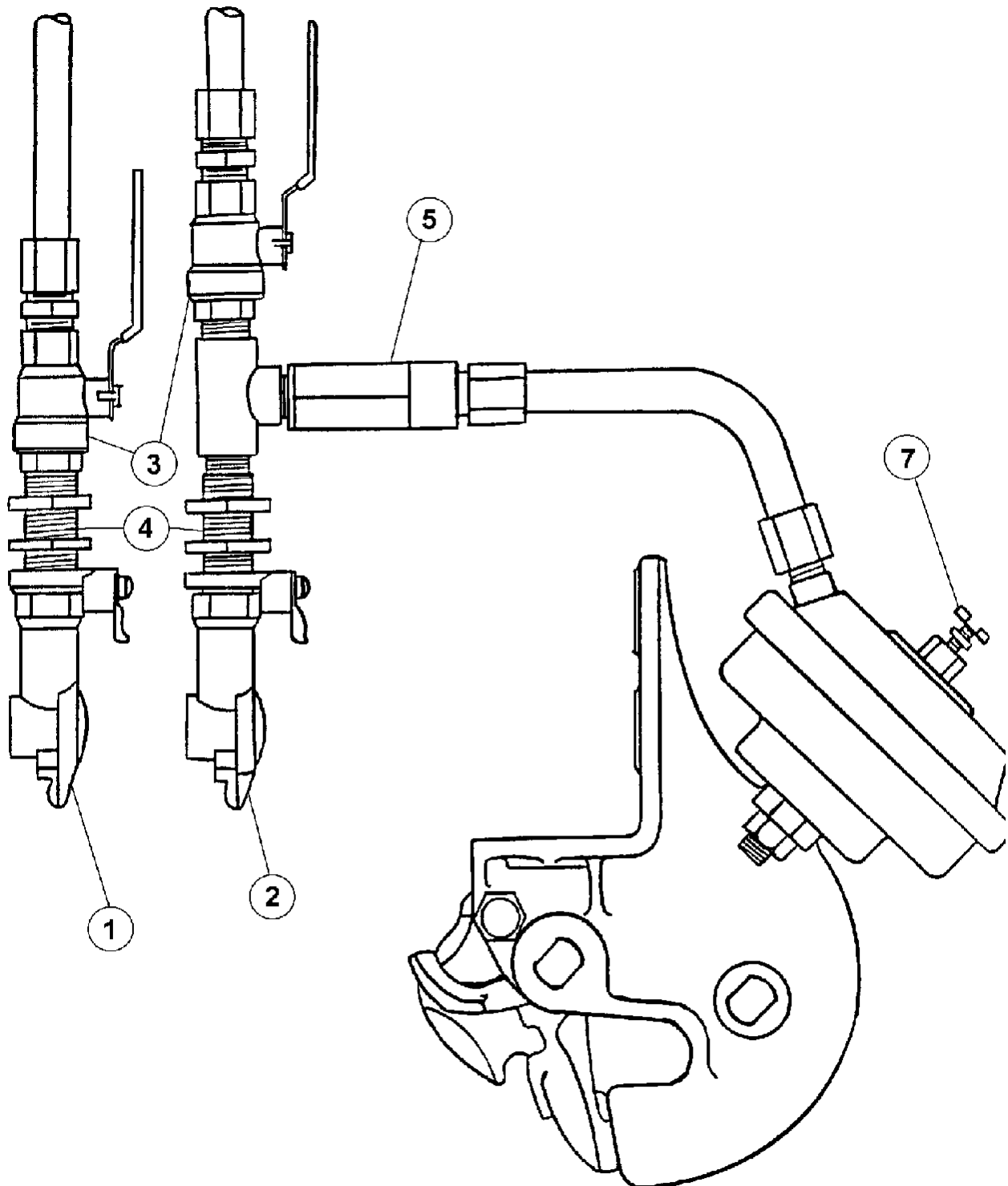
TUB LATCH PARTS (QTY PER CORNER ASSEMBLY)

1	SD 40002	PIVOT LOCK HOOK	QTY 1
2	SD 300170-2	HANDLE ASSEMBLY (RH OR LH)	QTY 1
3	SD 300172	PIN	QTY 1
4	SD 110007	MODIFIED BOLT	QTY 1
5	SD 110051	BUSHING	QTY 2
6	SD 110052	SLEEVE	QTY1

SECTION EIGHT

SPECIAL OPTIONS

**IF YOUR TRAILER HAS ANY SPECIAL OPTIONS,
THE DRAWINGS AND PARTS LIST FOR THOSE
OPTIONS CAN BE FOUND IN THIS SECTION.**



AIR SYSTEM FOR PINTLE HITCH

- | | | |
|----|--------------|---------------------------|
| 1. | 3700-10452S | SERVICE GLADHAND |
| 2. | 3700-10451E | EMERGENCY GLADHAND |
| 3. | 5203-0229-21 | BALL VALVE |
| 4. | 2202-50010 | TERMINAL BOLT |
| 5. | 3700-AC80570 | PRESSURE PROTECTION VALVE |
| 6. | 2201-570 | AIR PINTLE HITCH |
| 7. | 4605-1425 | DRAIN COCK |

BR92160 SMALL LIGHT WEIGHT PUSH BLOCK

