

Model 1700L Live Pup Trailer Owner's Manual



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Drawings and Parts Information - G & H Manufacturing, Inc. does not include Drawing and Parts information with this manual unless specifically requested. This is done for various reasons however the primary one is to ensure that the Customer always receives the correct replacement parts.

Included in this CD is the Job Order Number that this Unit was built by. It contains the “Bill of Material” and part numbers. Use this for reference when requesting Drawing and Parts information. To obtain this information, contact the Parts Department at 817-467-9883. For all requests, please supply the Unit’s Serial Number.

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SECTION 1: GENERAL INFORMATION

Introduction

We have attempted to cover as much information as possible in this manual. The data provided is based on information that was current at time of release. If you cannot find the necessary information in this manual, call our office or email us through our web site as listed below.

G & H Manufacturing
1015 Commercial Blvd. South
Arlington, Texas 76001
(817) 467-9883
www.ghmfg.com

Safety Information

This section contains important safety information. Please read this section carefully to avoid serious injury or death. All safety precautions described in this section should be completely and thoroughly understood and used by all trained personnel using this equipment.

G & H Manufacturing designs and constructs its equipment by incorporating every possible safety provision into the unit at the time of manufacture. The equipment must be operated as installed and as intended by the Manufacturer and protected from tampering or misuse by unauthorized personnel.

Untrained operators and stray personnel, who may be tempted to play with the controls or equipment, are considered to be unauthorized personnel. Therefore, it is very important that the owner(s) and/or operator(s) take and enforce the following precautions:

- All individuals authorized to operate the equipment should be trained in the proper use of the controls. All potential danger points should be specifically pointed out to the operator(s).
- No adjustments, modifications, alterations or repairs should be made by anyone other than qualified personnel.
- All malfunctions or indications of improper operation should be reported to the owner(s) to allow for immediate inspection and repair.
- All indications of need of repair should be carefully monitored. These indicators include but are not limited to blown fuses, electrical equipment sparking, electrical shocks, bulging or deformed structural members, cracked welds, oil leaks or abnormal performance of the equipment.

- Do not travel with the hoist in the raised position. The hoist must be in the full down position for over the road travel.
- Do not adjust pressures to exceed recommended settings and do not exceed the rated lifting capacity.
- Do not leave the hoist raised or partially raised while unattended or during performance of maintenance unless the hoist is propped to prevent accidental lowering.
- Make sure hoist is empty before performing any maintenance or service.
- Do not attempt to raise a container when trailer is on unlevelled ground.
- Keep area around the unit clear when the hoist is operating.
- Do not over jackknife the trailer. Over jackknifing may result in damage to the tongue area.
- Do not over tilt the hoist. Over tilting the hoist may result in damage to the tongue area.
- If using a competitor's hoist first contact the hoist manufacturer for their recommendations for safe trailer operation and operating limits using a G & H Model 1700L Pup Trailer. Then be sure to check the location of the reflective tape on the trailer before attempting to jackknife the trailer to avoid damaging the hoist and/or pup trailer.

NOTE: G & H Manufacturing makes no warranties regarding the safety of the equipment unless these safety instructions are observed by the owner(s) and operator(s) at all times.

Warranty Statement

G & H Manufacturing warrants each new product of its own manufacture to be free from defects in material and workmanship, for a period of twelve (12) months from date of shipment. Our obligation under this warranty is limited to repair or replacement of any part of the product of our manufacture provided that, in our judgment, the part is defective. All other damages and claims, statutory or otherwise, being hereby expressly waived by the purchaser, this includes but is not limited to any towing cost and damage incurred from equipment down time.

This warranty shall not apply to any failure or damage incurred through misuse, neglect, lack of maintenance, accident or any other cause beyond the control of G & H Manufacturing.

This warranty shall not apply to major purchased components such as pumps, valves, cylinders, etc... Warranty for these components will be handled by the customer and covered under the warranty of the original major component manufacturer.

There are no warranties, expressed or implied, which extend beyond the warranty set forth in this Owner's Manual.

Warranty Procedure

Customer notifies G & H Manufacturing via phone at 817-467-9883 of warranty need. G & H Representative will determine with customer which of the following best serves the customers needs:

G & H Manufacturing Supplied Parts

If the warranty claim is for a part supplied by G & H Manufacturing, the customer will be instructed to ship the part, transportation charges prepaid, to the following address:

G & H Manufacturing
1015 Commercial Blvd. South
Arlington, Texas 76001

The G & H Representative will issue an RGA number to the customer. The customer shall ensure that the part and associated documentation contain this number. Following receipt of the part, G & H Manufacturing and/or the original vendor will inspect and evaluate the part. If the warranty is deemed valid, G & H Manufacturing will ship a replacement part to the customer.

Major Purchased Component Parts (pumps, valves, cylinders, etc.)

If the warranty claim is for a major purchased component part, the G & H Manufacturing Representative will provide the customer the original part Manufacturers contact information. The customer shall contact the original part Manufacturer to determine and follow the prescribed warranty procedures.

For all other warranty issues or questions, please contact G & H Manufacturing at the number shown above.

SECTION 2: OPERATION

This section contains information and instructions for operating the 1700L Pup Trailer. Anyone operating the 1700L Pup Trailer needs to read and fully understand this section prior to operating the trailer. Also anyone operating the 1700L Pup Trailer needs to read and understand the manual for the Roll Off Hoist they will be using. For instructions on operating the P.T.O., operators will need to refer to the manual that came with the Roll Off Hoist.

Main Control Valve and Trailer Brake Release Button

The first three controls of the Main Control Valve (Ref. Figure 1) are used for operating the hoist, cable and hydraulic jack leg. Any other controls are auxiliary and will operate the options such as a Tarper system and Stinger.

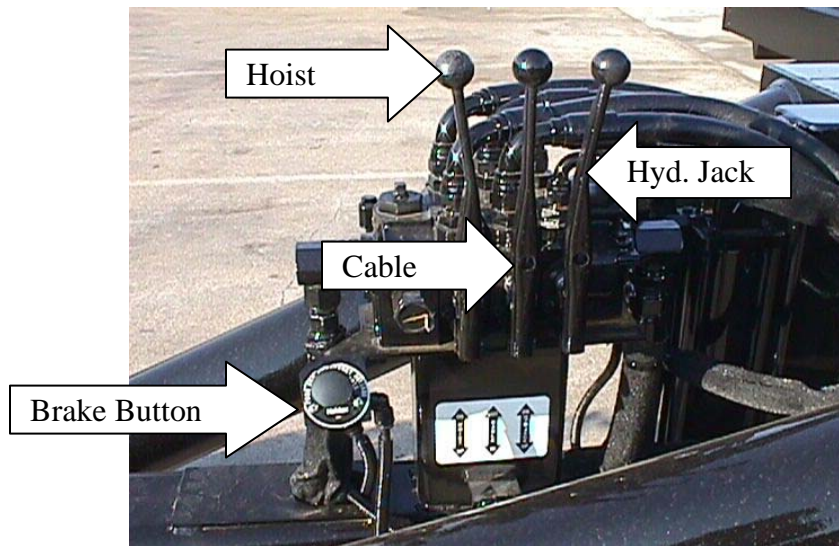


Figure 1

Locate the Main Control Valve at the front of the trailer. Use the left control to raise or lower the hoist by pulling the handle to raise and pushing the handle to lower. Use the center control to let the cable in or out by pulling the handle to bring the cable in and pushing the handle to let the cable out. Use the right control to raise or lower the hydraulic jack leg by pulling the handle to raise and pushing the handle to lower.

The trailer park brake release button is located on the trailer to the left of the Main Control Valve (Ref. Figures 1 & 2). To operate, the truck must be in neutral and the truck brakes not set. To move the trailer and truck forward from outside the cab press and hold the release button. The trailer's parking brakes will release and the weight of the truck will pull the trailer forward. Release the park brake button to stop the trailer and truck from moving forward.

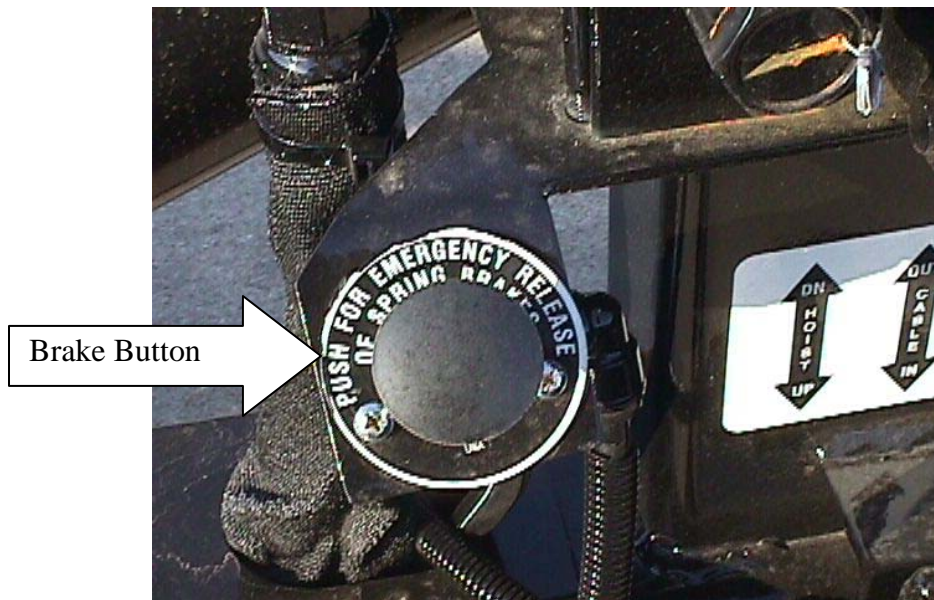


Figure 2

Hooking up and Unhooking the 1700L Pup Trailer (Ref. Figures 3, 4, & 5)

Hooking up

- Rotate the rear bumper of the hoist up and lock into position.
- Back the truck up to within about two to three inches of the front of the trailer aligning the pintle hook with the tow eye on the trailer.
- Disconnect the “quick-disconnect” of the “power beyond” jumper hose from the rear right side of the hoist. Connect the “power beyond” jumper hose female “quick-disconnect” to the trailer hose which has the male “quick-disconnect” end. This is the hydraulic pressure side of the hydraulic circuit.
- Connect the trailer hose which has the female “quick-disconnect” end to the male “quick-disconnect” at the back right side of the truck, which was the “quick-disconnect” the “power beyond” jumper hose was connected to. This is the return side of the hydraulic circuit.
- Turn the P.T.O. “On” in the truck and raise or lower the hydraulic jack leg from the Main Control Valve until the trailer tow eye is at the appropriate height to properly engage the pintle hook.
- Back the truck up until the tow eye and pintle hook engage and then lower the hydraulic jack leg until the tow eye is positioned properly and the pintle hook latches shut. Raise the hydraulic jack leg to the full up position and then turn the P.T.O. “Off”.
- Connect the red air supply line with the red glad hand from the trailer to the red glad hand on the truck.
- Connect the blue control air line with the blue glad hand from the trailer to the blue glad hand on the truck.
- Connect the electrical plug from the trailer to the receptacle on the truck.
- Hook the trailer safety cables into the D-rings at the rear of the truck.

- Before the truck is moved, test the lights and push the “Red” trailer air supply button on the dashboard to release the trailer brakes.

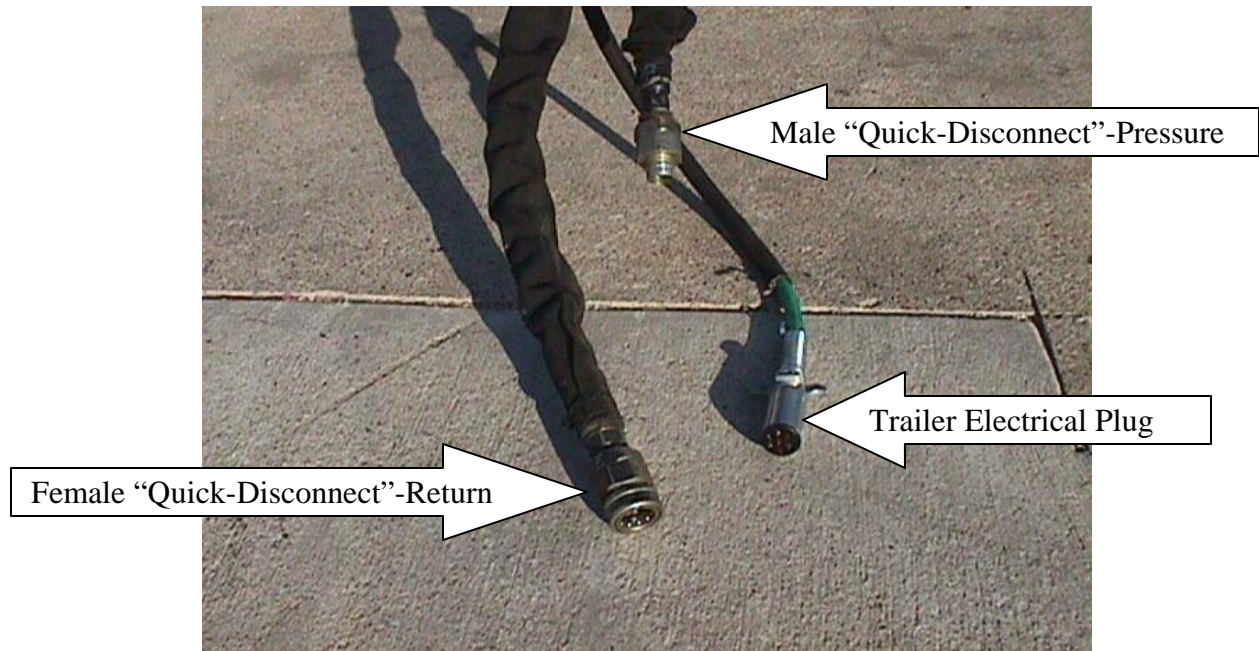


Figure 3

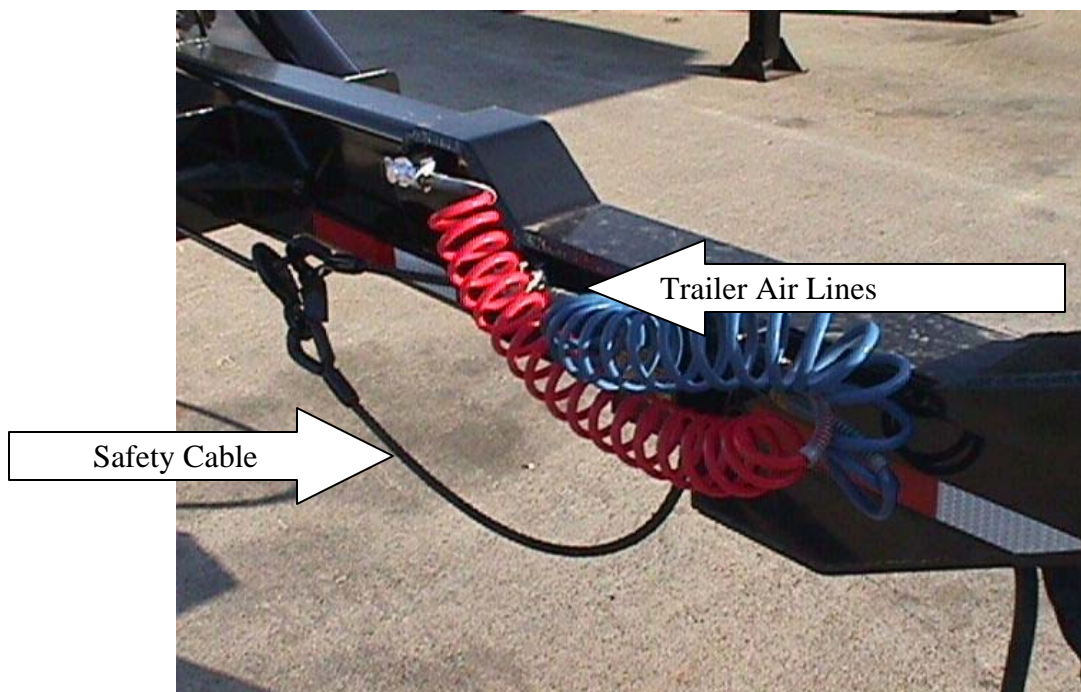


Figure 4

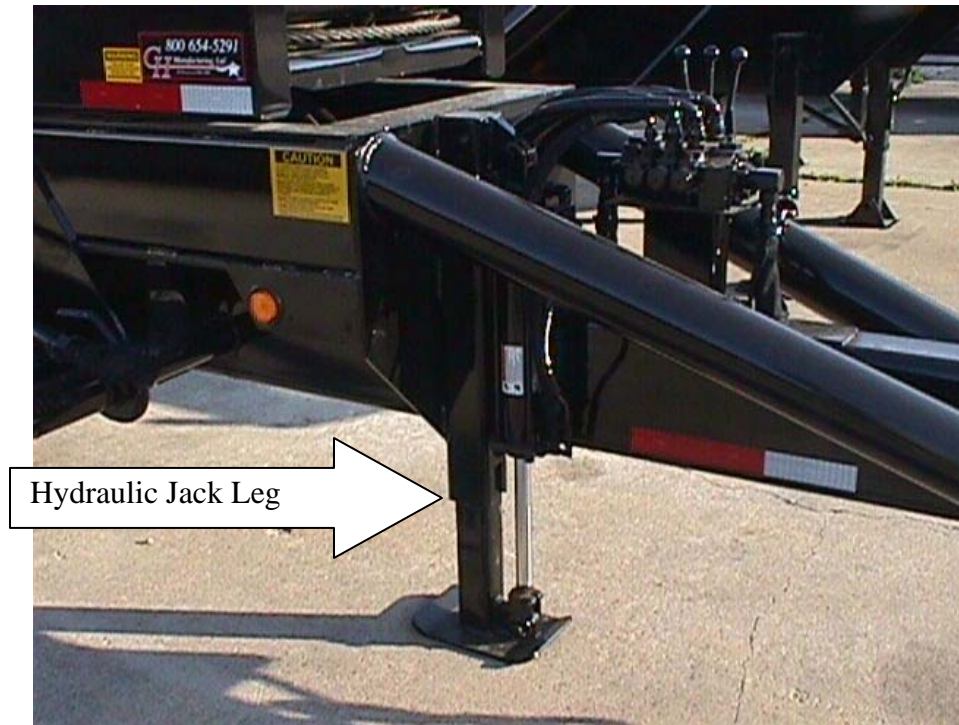


Figure 5

Unhooking

- Before the trailer can be unhooked the “Red” trailer air supply button on the dashboard must be pulled to apply the trailer brakes.
- Turn the P.T.O. “On” in the truck and then open the pintle hook.
- Lower the hydraulic jack leg from the Main Control valve until the tow eye is at the appropriate height to clear hook of the pintle hook.
- Turn the P.T.O. “Off”.
- Unhook both the red and blue glad hands and hook them to their brackets on the trailer.
- Unplug the electrical plug from the receptacle on the truck.
- Unhook the trailer safety cables from the D-rings on the truck and hook them to their brackets on the trailer.
- Disconnect the trailer hose which has the female “quick-disconnect” end from the back right side of the truck.
- Disconnect the “power beyond” jumper hose female “quick-disconnect” from the trailer hose which has the male “quick-disconnect”. Connect the “power beyond” jumper hose female “quick-disconnect” end to the male “quick-disconnect” at the back right side of the truck.
- Pull the truck away from the trailer. Unlock and lower rear bumper.

Jackknifing the 1700L Pup Trailer

One of the unique features of the 1700L Pup Trailer is that the Roll Off Hoist Truck can be dumped while the trailer is attached by jackknifing the trailer. Always jackknife the trailer to the driver's side of the Roll Off Hoist Truck. Be careful not to over jackknife the trailer to prevent damaging the trailer and/or Truck.

- Turn the Truck steering wheel to the right to jackknife the trailer to the left.
- Drive the Truck back to jackknife the trailer.
- Stop jackknifing the trailer when the vertical strip of white reflective tape on the tongue appears in the side view mirror (Ref. Figure 6). If the reflective tape on the trailer becomes damaged or is missing, replace the reflective tape or paint a bright stripe in the area.

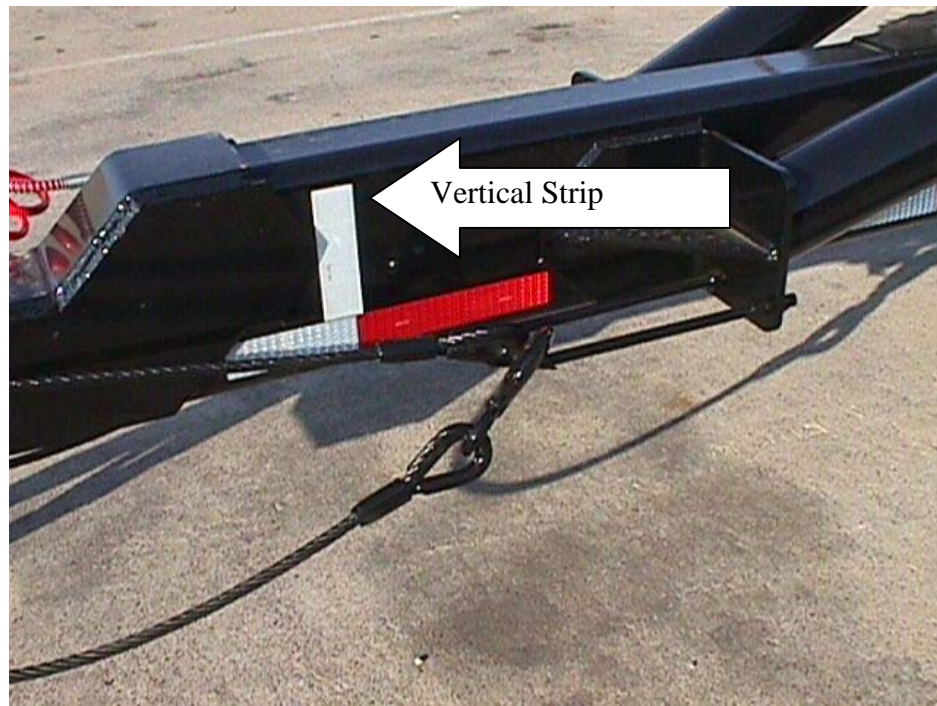


Figure 6

Loading, Dumping and Unloading the 1700L Pup Trailer

Loading

- Back the trailer up to the container.
- Set the trailer parking brake from inside the cab, put truck in neutral, turn the P.T.O. "On" and increase the engine's speed to 1500RPM's.
- From the trailer's Main Hydraulic Control valve let out enough cable to hook the rectangular end to the hook on the container.

- Before raising the trailer hoist, make sure all electrical power lines, overhead structures and personnel are clear of the area. Raise the trailer hoist until the rear roller is touching the ground.
- Pull the cable in while releasing the trailer park brake. This will allow the trailer to be pulled under the container as the container slides up the hoist.
- Set the trailer park brake when the container guides are past the hinge point of the hoist.
- Note: when lowering the hoist, make sure the P.T.O. is in gear to prevent creating air in the system and overflowing the hydraulic oil tank. Continue to pull the cable in while gradually lowering the trailer hoist. Stop lowering the trailer hoist when it is approximately 3 inches from the bed of the trailer.
- Pull the container to the front stops.
- Lower the trailer hoist completely to engage the front container lock.
- Reduce engine speed to idle and turn the P.T.O. "Off".
- Secure the container on both sides to the trailer by attaching and tightening the ratchet tie downs using the ratchet handle located on the Driver's side at the front of the rear fenders (Ref. Figures 7 & 8).
- Release the trailer park brake from inside the cab. Trailer is ready to move.

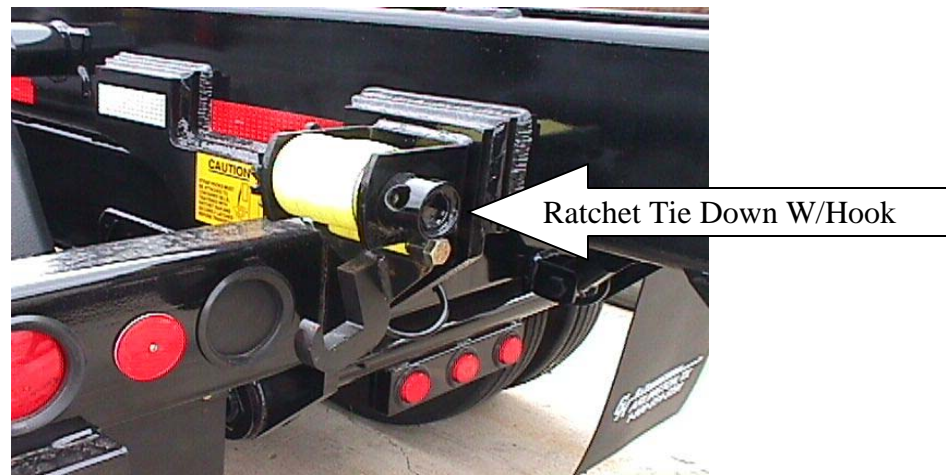


Figure 7



Figure 8

Dumping

- Back the truck and trailer up to the dump site.
- Set the trailer parking brake from inside the cab, put truck in neutral, turn the P.T.O. “On” and increase the engine’s speed to 1500 RPM’s.
- Open the end gate on the container.
- From the trailer’s Main Hydraulic Control valve, raise the trailer’s hoist high enough to empty the contents of the container.
- If necessary, press the trailer park release button (Ref. Figures 1 & 2) to move the truck and trailer forward.
- After the container is empty lower the trailer hoist completely.
- Close the end gate on the container.
- Return engine speed to idle and turn the P.T.O. “Off”.
- Release the trailer park brake from inside the cab. Trailer is ready to move.

Unloading

- Back the truck and trailer up to the off load site.
- Set the trailer parking brake from inside the cab, put truck in neutral, turn the P.T.O. “On” and increase the engine’s speed to 1500 RPM’s.
- Remove the ratchet tie downs from the container.
- From the trailer’s Main Hydraulic Control valve, slowly raise the trailer hoist while letting the cable out until the back of the container is touching the ground.
- Press the trailer park release button to allow the truck and trailer to move forward and continue to let the cable out until the entire container is resting on the ground.
- Unhook the rectangular cable end from the container hook.
- Lower the trailer hoist completely.
- Hook the rectangular cable end onto the trailer’s holding hook (Ref. Figure 9) and pull the cable tight.
- Return engine speed to idle and turn the P.T.O. “Off”.
- Release the Trailer park brake from inside the cab. Trailer is ready to be moved.

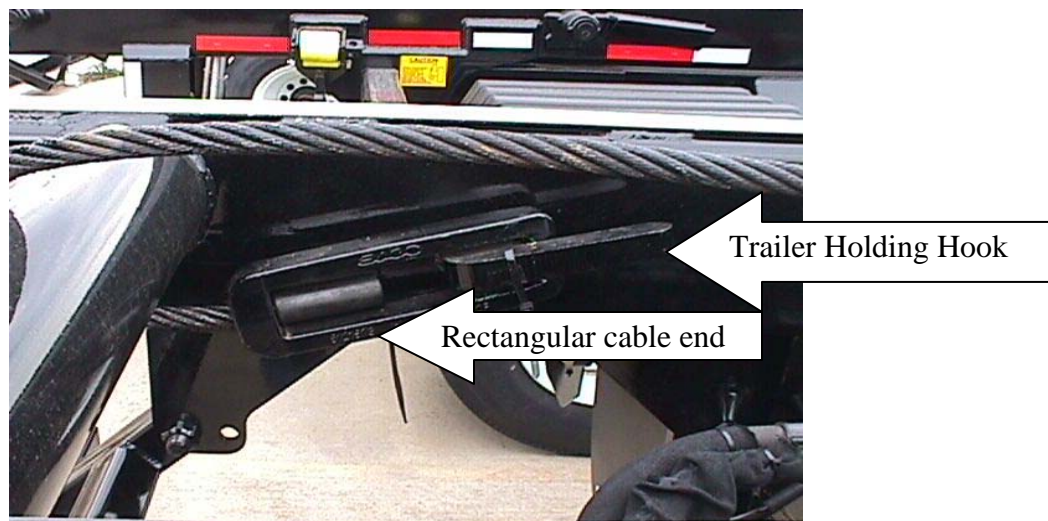


Figure 9

Options

Tarping System – If your trailer was equipped with a Tarping System, G & H will either install additional properly labeled valve sections to the Main Hydraulic Control valve for tarper operation, or, install Tarper Manufacturer controls. For either, refer to the Tarper Manufacturer's Owners manual for proper operation.

Pusher Axle – A pusher axle is added to the trailer to accommodate heavier loads. The controls for the axle are mounted near the Main Hydraulic Control valve (Ref. Figure 10). Make sure the pressure is set correctly for the load weight (Ref. Owner's Manual).

- Turn the knob to the right to increase the pressure.
- Turn the knob to the left to decrease the pressure.
- Push the knob in to load the pusher axle.
- Pull the knob out to lift the pusher axle.



Figure 10

SECTION 3: MAINTENANCE

(Minimum Recommendations)

Inspections and Schedules

G & H Manufacturing has developed two inspection forms which indicate the items to be inspected and the frequency of the inspections. It is important for the life of the unit and for warranty purposes that both forms be used as indicated. The forms are as follows:

- Q1021 – Daily Driver Vehicle Inspection Report – CCR
- Q1024 – Preventative Maintenance Inspection Form – 150 HR, 1200 HR, and 2400 HR

A copy of both inspections is included with this manual.

Torque Specifications for Fittings (Ft.-Lbs.)(Min. – Max.)

SIZE	37° JIC	FLAT FACE “O” RING
1/4”	10-11	10-12
3/8”	17-19	18-20
1/2”	34-38	32-40
3/4”	70-78	65-80
1”	94-104	92-105
1 1/4”	124-138	125-140
1 1/2”	156-173	150-180

Pressure Settings

- Main Hydraulic Control Valve – 1900 at 1500 RPM

Grease Points

Apply Grease at the points shown in Figure 11 at the frequencies recommended in the Inspection Schedules. Recommended Grease: Heavy Duty EP Grease NLGI2.

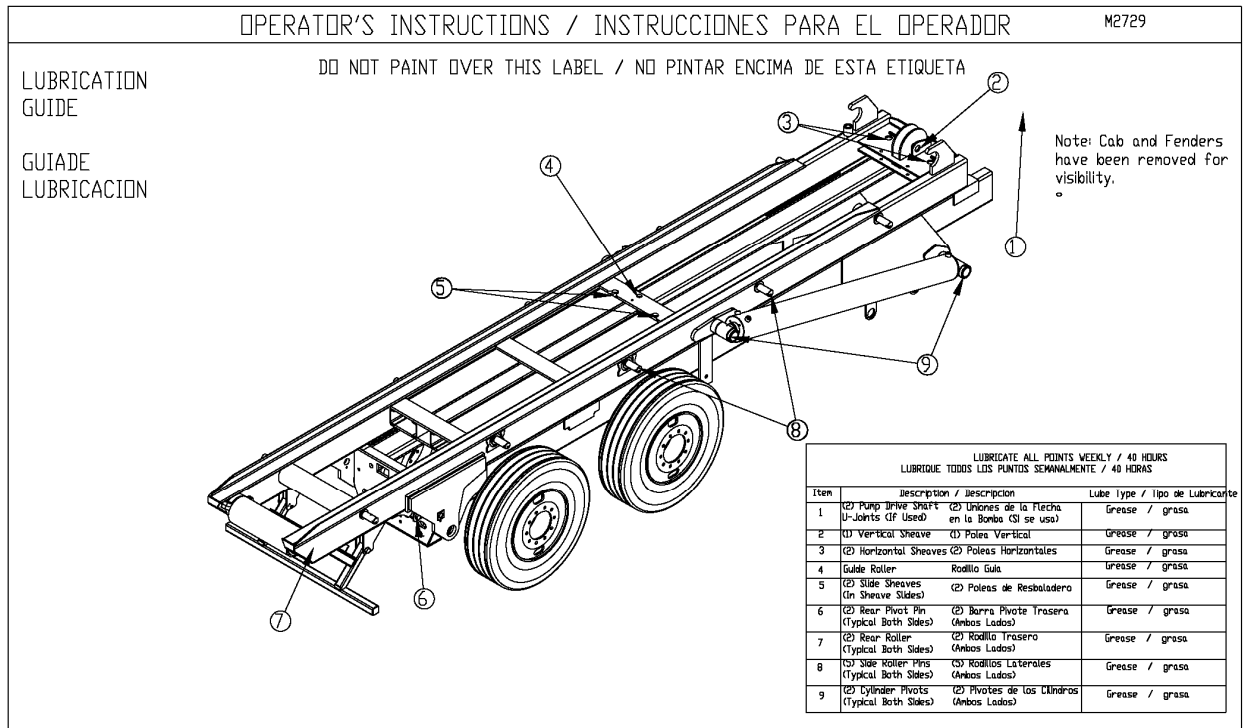


Figure 11

Hydraulic Oil

- Recommend ISO Grade 46
- Maintain Hydraulic Oil Cleanliness Level of ISO 18/15/13