



# TT2

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## Trash Trailer Operator Manual

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**Petersen Industries Inc.** reserves the right to modify or update all technical specifications, operating and maintenance procedures, and any information within this manual without prior notice. The scope of information contained in this manual may be expanded or altered to include or update information, or to reflect ongoing production changes.

Technicians and operators must verify they are using the latest version of this manual before performing any service, installation, or maintenance. Petersen Industries Inc. assumes no liability for actions taken based on outdated documentation.

Feel free to [\*\*CONTACT US\*\*](#) or call our parts department at **(800) 930-5623, Ext. 229**, should you need any assistance.

Please have your loader serial number available when contacting our parts department. Learn how to [\*\*IDENTIFY YOUR LOADER\*\*](#) on our website.

Scan the QR code below or visit [Petersenmanuals.com](http://Petersenmanuals.com) to verify and download the latest manual prior to operating the loader or performing any service, installation, or maintenance.

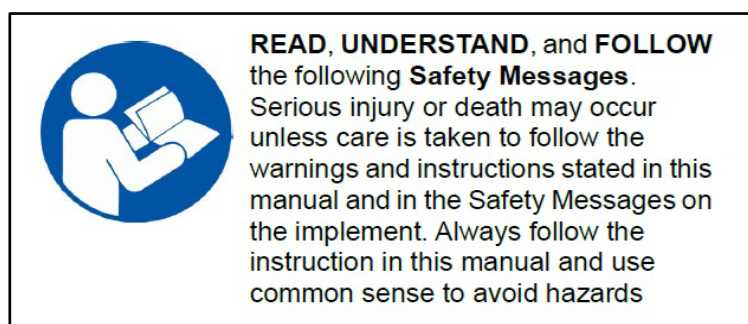


## **PART 1: SAFETY PRECAUTIONS**

### **Introduction**

Read this manual before operating or working around the loader or trailer. It is important that all workers understand the safety and operational requirements of the equipment prior to the loading and unloading process. Following all safety procedures helps to avoid accidents, prevent unnecessary damage to equipment, and ensures safety of the crew. Death or serious injury can result from improper use of the loader or unsafe practices during any operation.

It is the operator's responsibility to control the loader with skill, good judgment, and caution. Do not allow untrained personnel, even on a temporary basis, to operate this equipment. Always keep children, visitors, and untrained personnel a safe distance from the equipment.



### **Training**

It is essential that all operators read and understand this manual, as well as the accompanying loader manual before using the loader or trailer. Operators must be trained by an experienced operator. They must be thoroughly familiar with the operation of controls, the correct operating procedures, maximum lifting and hauling capacities, and safety precautions during use.

The health and safety of each crew member is of primary importance. Consequently, each member has an obligation to himself and his fellow workers to make sure that only safe operating procedures are followed. All operating regulations recommended by the vehicle manufacturer, employer, as well as municipal, state and federal agencies must also be observed. The operating procedures described in this manual are Petersen Industries' recommendations and do not necessarily cover all employer and government regulations. Each operator is responsible for understanding and observing all federal, state, and local regulations pertaining to the operation of this equipment.

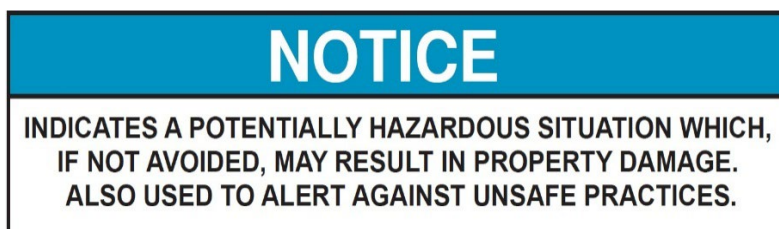
Each crew member must receive instructions on the proper function of this machine and remain alert to spot any abnormalities or malfunctions. This will help prepare each member to recognize if it is not operating properly.

## Safety Messaging

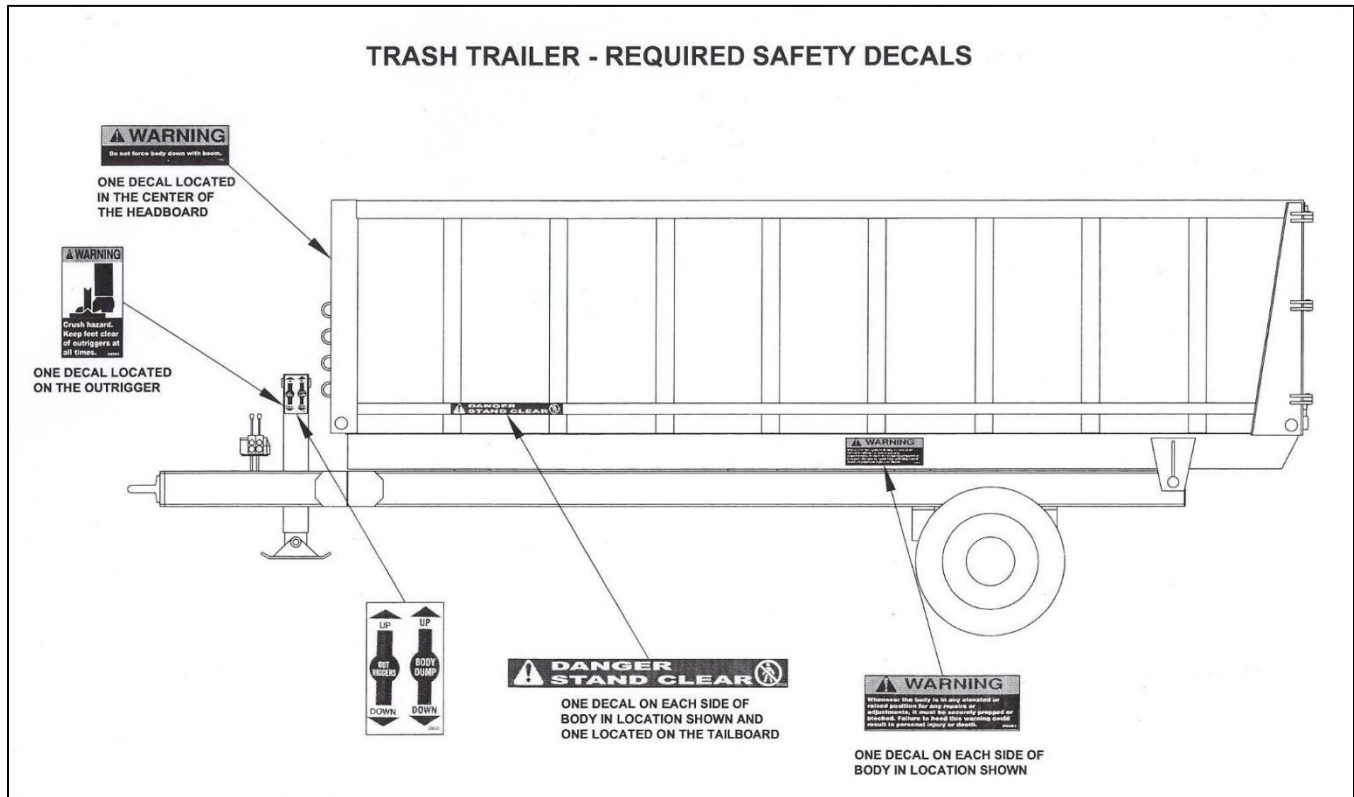
There are various safety messages throughout this manual which utilize symbols and safety words to call out unsafe practices or conditions. Your loader also has required safety decals that are designed to alert those operating, working around, or performing maintenance on the loader to certain safety hazards. The safety decals are used to show the consequence of human interaction with a hazard in terms of:

- **The degree of severity**  
MINOR injury, SEVERE injury, or POSSIBLE death
- **The probability of severity**  
WILL result in, COULD result in injury

There are four classifications of safety messages. The severity of each classification is highlighted through signal words, colors, and symbols. Here is each classification of safety message and what they indicate:



Watch for any of these placards and use the appropriate steps to ensure your safety, and the safety of those around you during the operation, maintenance, or transport of the loader.



Safety Decal Locations

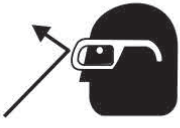
Pictographs are also used throughout this manual to help draw visual attention to safety issues to avoid, or best practices to promote safety while operating the loader. Here are some examples of the types of pictographs you will find in this manual.

| SAFETY HAZARD                                                                                                                                                    | SAFETY AVOIDANCE                                                                                                                                                                                                      | SAFETY PREVENTION                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| <p>Pictograph surrounded by a triangle indicates a Safety Hazard that must be avoided.</p> <p>Example:</p> <p>Equipment contacting overhead electrical lines</p> | <p>Pictograph in a circle or inside a box indicates an avoidance procedure that should be followed to prevent injuries.</p> <p>Example:</p> <p>Always shut off engine and remove key before working on equipment.</p> | <p>A circle with a slash through it indicates an action that is prohibited.</p> <p>Example:</p> <p>No Smoking</p> |

Required safety practices, such as wearing the necessary Personal Protective Equipment (PPE), are also defined through pictographs. Requirements include but are not limited to; wearing a hard hat, safety shoes, goggles, face shield, or safety glasses (with side shields that comply with ANSI Z87 standards), protective gloves, hearing protection, and reflective clothing.



Always wear protective clothing and personal safety devices issued to you or required by job conditions. Here are some examples of protective clothing **required for safe operation of the loader**:

|                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |  |  |  |
| Wear Safety Glasses to Comply with ANSI Z87                                       | Wear Hard Hat                                                                     | Wear Safety Shoes                                                                 | Wear Hearing Protection                                                           | Wear Protective Gloves                                                              | Wear Safety Reflective Vest                                                         |

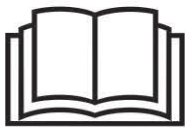
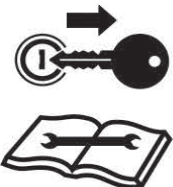

**WARNING**

**NEVER WEAR LOOSE CLOTHING OR JEWELRY WHEN WORKING ON OR AROUND EQUIPMENT. SUCH ITEMS CAN CATCH ON CONTROLS OR BE DRAWN INTO OTHER PARTS OF THE LOADER.**

### **Safe Operating Practices**

Safe operation of the loader is everyone's responsibility and becomes paramount during the operation and working around the loader. As the operator, it is your responsibility to ensure your safety, as well as the safety of others. **DO NOT** operate the loader, outriggers, or dump body if another person is within **30 FEET** of the loader.

Here are some other important **requirements to ensure safety of the entire crew**:

|                                                                                     |                                                                                     |                                                                                     |                                                                                      |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |  |
| Read and Understand Operator's Manual                                               | DO NOT USE DRUGS or ALCOHOL before or while operating equipment                     | Always shut off engine and remove key before working on equipment                   | Always install Debris Body and tail gate props before working under equipment        | Always wear your seatbelt                                                             |

Always maintain three-point contact with the machine during entry and exit of the cab or operator's station. Use provided hand bars and never grab control levers or the steering wheel when mounting or dismounting the machine. Always face the machine when mounting or dismounting and do so only after the vehicle and all moving parts have stopped completely.

## High-Pressure Fluid Safety

Ensure that all hydraulic hoses, lines, and fittings are tight and in good condition and do not operate the loader if there are oil or fuel leaks. Have hydraulic hoses replaced or tested by a qualified service facility if there is a suspected leak.

High-pressure hydraulic fluid can puncture skin. If injured, seek immediate medical attention. The fluid will need to be surgically removed from the body. Failure to seek proper medical attention will result in serious injury or death.

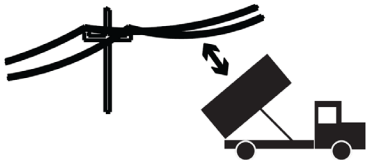
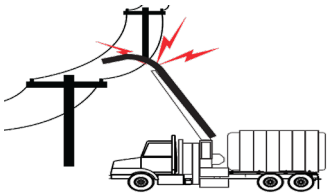
Here are some safety hazards and precautions when working around hydraulic fluid:

|                                                                                   |                                                                                   |                                                                                    |                                                                                     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |  |
| High pressure oil penetrating skin.                                               | High pressure oil eroding skin.                                                   | Using cardboard to check for oil leaks.                                            | Tank contents under pressure. Allow oil to cool before slowly removing cap.         |

## Power Lines/Electrical Hazard Safety

Always survey the work site for any potential power lines before performing any function. If power lines are present, follow all requirements for operating mobile equipment around power lines. Extreme care must be used to prevent electrocution. Always ensure that the appropriate power or utility company has de-energized the lines before operating the loader.

If shutting down the line is not an option, ask if the utility company can install insulation over the lines during the time you will be operating in the area. A minimum safe distance of 10 feet must be maintained. Do not allow any team member to approach or carry any conductive object closer than 10 feet to any potentially energized power line.

|                                                                                                                                                                          |                                                                                     |                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                                                                                       |  |  |
| Contacting power lines will result in death or serious injury. <b>DO NOT</b> allow any part of the machine within 10 feet of power lines or electrical shock can result. |                                                                                     |                                                                                       |



## **PART 2: DAILY INSPECTIONS**

Daily inspections are a vital step in identifying and limiting potential hazards that might arise from improperly functioning equipment. The Petersen Industries TT2 trailer is designed to be used with a Petersen rear-mounted loader. An operator must be familiar with both pieces of equipment and fully understand their safe operating practices and daily inspection requirements. Operators should never take another person's word but should always personally check the trailer and accompanying loader each day before use to ensure safe operation.

The following **daily inspections** should be made prior to using the equipment:

- Perform all functions of a CDL Class-B, pre-trip inspection of the loader and trailer.
- Check the loader's back-up alarm. The backup alarm **MUST** always sound when the transmission is in Reverse (R).
- Verify that the boom-up alarm sounds when the boom is set above the loader's pre-set travel limit.
- If your unit is equipped with any additional alarms or warning lights (outriggers, body dump, etc.) check these items for proper operation.
- Visually inspect the PTO support bracket for cracks, damage, or loose fasteners.
- Check the hydraulic system for puddles of hydraulic fluid or lubricating oil under the chassis, as well as any signs of damage or improper maintenance. Hydraulic hoses should be free from cuts and abrasions and there should be no evidence of binding or leaks at connections.
- Ensure outriggers are fully retracted and open bucket is resting on the body floor. If the body contains debris, the bucket should be open and resting on the load.
- On top-seat models, check the operator-station safety switch in the seat for proper function.
- Check the load-holding valves on the main boom cylinder, tip boom cylinder, tip extension cylinder, and each cylinder that raises or lowers the outriggers.
- Perform the chassis manufacturer's recommended pre-trip inspections as well as all daily inspection items listed in the accompanying loader's manual.



### **WARNING**

**DO NOT OPERATE THE EQUIPMENT UNDER ANY CIRCUMSTANCE IF THERE IS REASON TO BELIEVE THE UNIT IS BROKEN OR MALFUNCTIONING. ANY ATTEMPT TO USE OR MOVE THE BROKEN OR MALFUNCTIONING UNIT COULD RESULT IN SERIOUS BODILY INJURY OR DEATH.**

## **PART 3: OPERATIONAL INSTRUCTIONS**

It is the operator's responsibility to be aware of all potential operating hazards and to take every reasonable precaution to ensure their safety, as well as the safety of other people, animals, and property. Do NOT operate the loader if anyone is within 30 feet of the active job site.



These instructions assume the trailer is being used in conjunction with a tow vehicle such as a Petersen RL-style loader. Operational instructions may vary when using a tow vehicle other than the Petersen RL-style loader. Make sure to read the accompanying tow vehicle's Operator Manual before attempting to operate the trailer.

### **Diverter Valve**

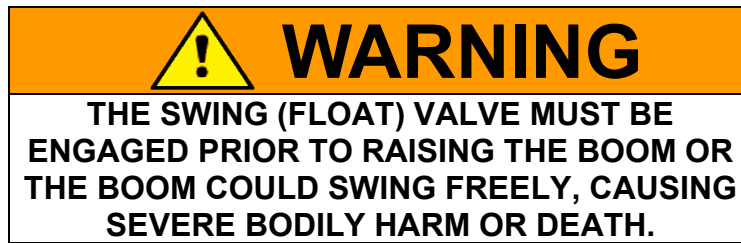


If the trailer is not equipped with a self-contained hydraulic system, it will need to be connected to the loader's hydraulics to operate the jackstand and hoist. Loaders with the trailer towing package will have a diverter valve to switch between operation of the loader or the trailer hydraulics. Just like the loader, using the trailer's hydraulic system requires the truck's PTO be engaged during the operation.

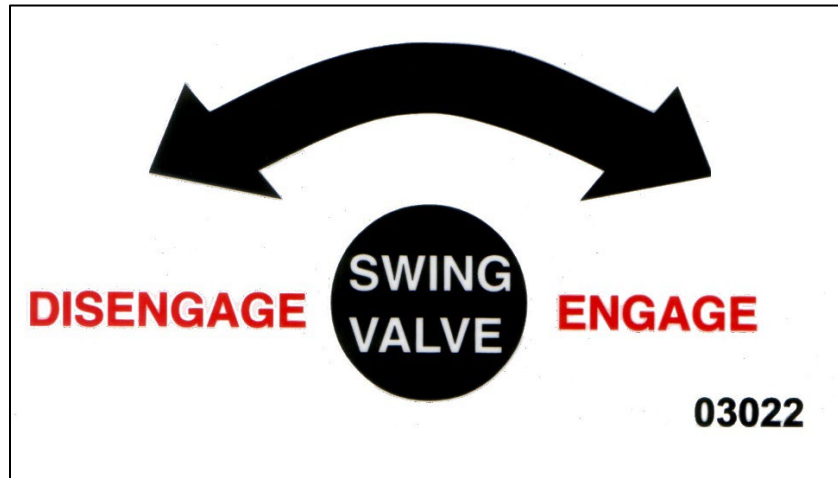
The valve would be set to the "LOADER" (OUT) position to operate any of the loader functions from the operator's station, such as the boom, bucket, or outriggers. Placing the valve in the "TRAILER" (IN) position allows use of the trailer-mounted controls to raise or lower the trailer body or the jackstand.

### **Swing (Float) Valve**

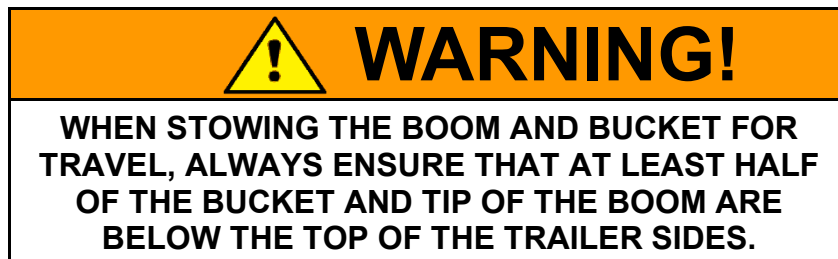
Loaders equipped with the trailer towing package will also feature a swing (float) valve to allow the boom to either be controlled using hydraulic power, or to "float" without hydraulic resistance. Using "float" mode should ONLY be used when the boom is stored completely inside of a trailer body for transport. It is designed to remove hydraulic resistance, allowing the boom assembly to move with the trailer when stowed. There are two mechanical levers, or a single, operator-cab-mounted electric switch to permit both elevation and rotational movement of the boom.



The float valve(s) should **ALWAYS** be engaged before performing any loader operations, or whenever the bucket is outside of a trailer. When traveling with the bucket stowed in the trailer, the valves, or switch, should always be set to the “Disengage” position. This allows the main boom assembly to move freely with the trailer during travel.



Failure to stow the boom and bucket properly could result in hydraulic actuator damage and/or allow the boom to slew (swing) and the bucket to fall outside of the body. Loss of boom control with the bucket outside of the dump body could result in damage to objects, and/or serious injury or death to people in the vicinity of the grapple truck. Always verify the float valve(s) are set properly for the position of the boom!



## Connecting The Trailer

Your trash trailer will have either a manually or hydraulically operated jack stand. There is a control valve for the hydraulic stand, or a hand crank for the manually operated stand. The trailer’s wheels should be blocked any time it is not connected to a vehicle to prevent unintended movement. The weight of the trailer tongue on the jackstand is NOT a satisfactory brake to secure the trailer.

Begin connecting the trailer by confirming the swing (float) valve is engaged. Then engage the PTO and raise the boom and bucket to clear the bulkhead of the trailer as you back the truck into position. Use a spotter and carefully back up, aligning the pintle hook on the truck with the pintle eye on the trailer.

If the pintle eye is not at the necessary level to mate with the pintle hook, you may need to raise or lower the jack stand. If the trailer is equipped with a hydraulic jack stand, you will need to attach the hydraulic lines to operate the jack.

**ONLY AFTER** all hydraulic lines have been attached and secured and you are ready to raise or lower the trailer hitch to match the pintle hook on the truck chassis should you switch the truck's diverter valve to "Trailer" and raise or lower the trailer tongue. Take care when you disengage the parking brake to back the truck into position, that the chassis does not roll forward. Allowing the chassis to roll forward may cause severe damage to the hydraulic lines running to the trailer.


WARNING!

**THE TRUCK'S DIVERTER VALVE MUST BE IN THE "LOADER" POSITION WHEN HOOKING UP THE HYDRAULIC LINES TO THE TRAILER. NEVER CONNECT OR DISCONNECT PRESSURIZED HYDRAULIC LINES.**

If you were able to connect the trailer to the pintle hook without attaching the hydraulic lines, you may now connect the lines, taking care that the diverter valve is still in the "Loader" position. Also connect the trailer lights, safety chains, and brake connection at this time.

**NOTE:** Trailers are equipped with either air or electric brakes, and both types have breakaway protection. On trailers with air brakes, in the event of an air hose failure or trailer breakaway, the system will activate spring-applied parking brakes. For trailers equipped with electric brakes, an emergency battery that is mounted on the trailer tongue will apply power to the trailer brakes in the event of a trailer breakaway.

## Trailer Control Valves

The control valve for both the trash body dump and the hydraulically operated jack stand is located on the trailer tongue. The "Body Dump" decal provides control movement instructions for the trailer body dump function. The "Outriggers" decal provides control movement instructions for the jack stand up and down functions.



Shift the diverter valve to "Trailer" mode only after the hydraulic lines have been attached (if not previously done) and carefully lower the trailer tongue onto the pintle hook. Latch the pintle hook and continue to raise the jackstand to its maximum height for transit.

Return the diverter valve to the “Loader” position and lower the bucket and boom into the trailer, resting the open bucket onto the floor of the trailer. With the boom and bucket stowed in the trailer, shift the swing (float) valve into the “Disengage” position to allow the boom and bucket to move with the trailer during transit.

Disengage the PTO and check all trailer lights for proper operation before attempting to move the trailer.

## **Disconnecting The Trailer**

Park the truck and trailer on level ground, put the transmission in Neutral (N), and set the parking brake. Block the trailer wheels to prevent inadvertent movement of the trailer once it is disconnected.

Turn on the PTO, ensure the swing (float) valve is engaged, and the diverter valve is set to “Loader”. Raise the boom and bucket high enough to clear the trailer bulkhead as the truck pulls forward. Once the boom and bucket are raised, you will need to shift the diverter valve to “Trailer” to operate the jack stand (if the trailer is so equipped).

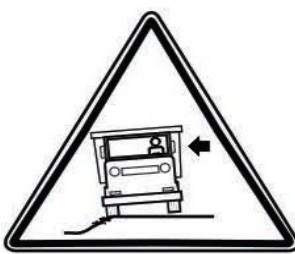
Unlatch the pintle hook’s latch and use the jack stand to raise the trailer tongue high enough to free it from the pintle hook. **IMPORTANT** – Once the trailer is free of the pintle hook, shift the diverter valve back to “Loader” before unhooking the hydraulic lines from the trailer. This prevents hot fluid from flowing through the lines as they are disconnected. Hot hydraulic fluid can cause serious personal injury!

You can now safely disconnect the hydraulic lines, trailer brake lines, lights, as well as the safety chains and breakaway devices. With the trailer completely disconnected, shut off the PTO and pull the loader forward. If the loader is going to be transported without being hooked up to another trailer, you will need to set the parking brake, engage the PTO, and rack the bucket and boom for safe travel, keeping the swing (float) valve in the “Engage” position.

## **PART 4: AT THE JOB SITE**

Safely positioning the vehicle and trailer is an important first step at the job site. Inspect the job site to ensure there are no unsafe conditions and identify any potential hazards for operators or others nearby. Do not operate the loader if unsafe conditions cannot be controlled.

Plan the lift and seek the best possible work site before positioning the vehicle. A firm and level surface near the debris being loaded is an ideal location. Avoid uneven, rocky or muddy terrain, or steep grades. The location should be selected such that outriggers can be fully extended horizontally with the outrigger pads landing on a firm surface.

|                                                                                   |                                                                                             |                                                                                                                        |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
|  |            |                                     |
| <p>ALWAYS keep a safe distance from any power lines to prevent electrocution.</p> | <p>Use care whenever operating loader and outriggers to prevent crushing/pinching harm.</p> | <p>ALWAYS ensure the loader is positioned on firm, level ground and the parking brake is engaged before operating.</p> |

If it is necessary to use the loader on an inclined surface, extreme care should be used, as loader slewing torque, stability, lifting capacity, and other functions may be affected adversely. Increased caution must be exercised with the swing function since an inclined surface will increase the downhill slewing speed and, as a result, lengthen the time it takes to stop the motion.

The truck should be positioned in an area free from overhead obstructions which allows performance of the entire task without repositioning. The operator must be familiar with the swing arc of the loader and position the truck so that the load and trailer are well within this arc.

### **Safety Precautions When Loading:**

- Before leaving the cab, engage all safety lights, place the transmission in Neutral (N), and set the parking brake.
- Use extreme care and consider using safety cones to mark the outriggers when operating around traffic. Use safety cones to mark the vehicle if the truck interferes with traffic flow or conditions make the vehicle not easily visible.
- Before commencing work, make sure the debris you are going to load does not conceal any fixed objects, such as fire hydrants or guy wires.



- Ensure it is impossible for any portion of the loader to come within 10 feet of any power line. **NOTE:** power lines deflect in wind and additional clearances may be necessary.
- Do not operate the loader during electrical storms, when high wind conditions exist, or in poorly lit conditions.
- Do not operate the loader, outriggers, or dump body if another person, other than the operator, is within 30 feet of any moving part of the loader, body, or debris.
- Do not allow any person under a raised body, boom, bucket, or debris at any time.
- When accessing the loader control station, always mount and dismount keeping a three-point contact. Use the provided handholds and steps and face the steps when getting on and off.
- Never use controls as handholds. If handholds or steps are broken or missing, have them repaired before using the loader.

## Loading The Trailer

The exact steps to prepare the loader may vary depending on the model of loader being used. These are general steps when using a Petersen Industries loader. These are great guidelines to be followed, as well as any pertinent loading procedures for the specific loader being used. The operator is responsible for reading and understanding the Operator Manual for the specific loader they will be using.

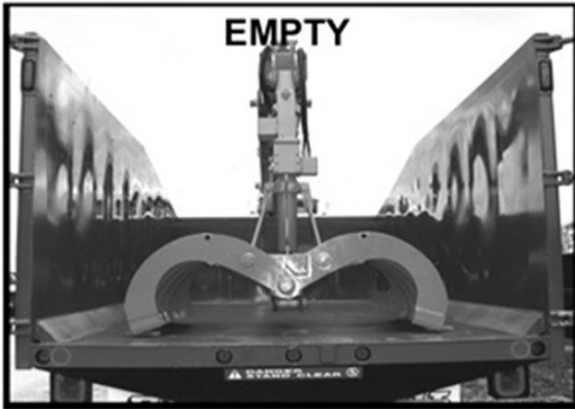
### Loading Procedure:

1. **Verify** that the diverter valve is in the “Loader” position and the swing (Float) valve is engaged before attempting to use the loader.
2. Engage the PTO. For operations below 40°F, a hydraulic tank heater is recommended. If a tank heater is not available, allow the hydraulic oil to reach 40°F before commencing work.
3. Before conducting any boom operations, extend all outriggers to stabilize and level the loader side-to-side.
4. Raise the boom from inside the trailer body and swing over trash pile. Use the tip extension, if needed, and rotate the bucket so it best aligns with trash.
5. Open the bucket and lower over the trash. Close the bucket so that you have a firm grip on the trash. Raise the boom slightly and activate the bucket grab once again to make sure you have a firm grip on the trash.
6. Lift and swing the load over the trailer body. It is recommended to load the front of the body first. To minimize stress on the boom and swing gearbox, it is recommended that the tip extension be retracted prior to swinging the load.

7. Observe that the load or boom does not contact overhead wires, outside structures, or any exterior part of the trailer or loader. The tip boom's extension cylinder return line, cylinder rod, and any applicable work lights can easily get damaged by careless contact with debris or structures.
8. Do not impose lateral loads on the boom.

## **STOWING BOOM & BUCKET WHEN PULLING A TRAILER**

*SWING (FLOAT) VALVE MUST BE DISENGAGED FOR TRANSIT*



- BUCKET OPEN AND AT REST ON DUMP BODY FLOOR.

NOTE: FOR ILLUSTRATION PURPOSES REAR DUMP BODY DOORS ARE SHOWN OPEN. REAR DUMP BODY DOORS MUST BE CLOSED AND LOCKED EXCEPT WHEN DUMPING THE LOAD



- BUCKET ROLLED OVER WITH JAWS TO RIGHT REAR OF DUMP BODY
- BOOM AT SAFE TRAVEL HEIGHT & BOOM TIP BELOW TOP OF BODY SIDES
- MORE THAN 1/2 OF BUCKET MUST BE BELOW TOP OF BODY SIDES
- LOAD COVER DEPLOYED

## **INCORRECT METHODS OF STOWING THE BOOM & BUCKET**



- BUCKET NOT CONFINED INSIDE OF DUMP BODY
- DEBRIS HANGING OUTSIDE OF DUMP BODY
- BOOM OVER LEGAL HEIGHT OF 13 FT. 6 IN.



- BOOM OVER LEGAL HEIGHT OF 13 FT. 6 IN.
- BUCKET NOT CONFINED INSIDE OF DUMP BODY
- DEBRIS HANGING OUTSIDE OF DUMP BODY

## Safe Loading Practices

- **Do not** use the bucket to sweep the load to the front of the trailer body as you can damage the bucket and other loader components.
- **Do not** overload the dump body. You must have room to stow the bucket within the body sides for travel.
- **Do not** allow limbs or other debris to protrude from the body.
- **Do not** excessively pack the load. Excess packing could result in floor damage and/or loader damage.
- **Do not** allow the bucket to swing beyond parallel to the tip boom. If the bucket flips up beyond parallel to the tip boom, the gimbal can damage the end of the tip boom.
- **Do not** leave a load suspended when the operator is away from the control station. If it is necessary for the operator to manually rake any remaining trash into a smaller pile, the boom must be stowed in the dump body.
- **Only** operate the loader from the operator's station. Do not attempt to operate the loader from any position other than in the seat within the operator's station.
- **Never** climb on operator controls or other loader or trailer components.
- **Do not** attempt to lift loads exceeding the safe working capacity shown on the Load Capacity Chart of the loader being used. **Do not** test the loader's ability to pick up a load that might exceed the safe working capacity by seeing if the loader leans when the load is lifted.

**Note:** If the hydraulic system ever fails, call a qualified recovery professional and, if necessary, arrange for an auxiliary service vehicle that can provide a hydraulic power source for stowing the boom and preparing the truck for safe transport to the repair facility.



## CAUTION!

**ALWAYS VERIFY THE SWING (FLOAT) VALVE IS IN THE "ENGAGE" POSITION PRIOR TO RAISING THE BOOM. IT SHOULD STAY IN THE "ENGAGE" POSITION EXCEPT WHEN THE BOOM IS BEING STORED ON THE FLOOR OF THE BODY.**

## **PART 5: UNLOADING**

As you will be raising the trailer's dump body, it is imperative that you choose a level, firm area for dumping. When piling debris outside of the loader, use care to drop the material far enough away from the loader so it does not damage the loader and always watch for people so as not to harm anyone. Do not attempt to dump the load in a hurried manner and each of the following steps must be done precisely, and in sequence.

1. Always ensure the truck is in Neutral (N) and set the parking brake before leaving the cab of the loader.
2. Make sure the doors are open and securely locked against the body sides prior to dumping the load. Use caution as debris may have shifted and could fall unexpectedly when the doors are opened.
3. Engage the PTO with the cab-mounted switch
4. With the diverter valve in the "Loader" position and the swing (float) valve engaged, extend the outriggers on both sides and lower them to within six inches of the ground. This allows for emergency stabilization, if necessary, but also allows for moving the truck and trailer forward for complete dumping.
5. If the load is covered with a tarp, retract the tarp.
6. Raise the main boom to the maximum elevation, keeping it centered over the body of the trailer during the entire dumping process.
7. Raise the tip boom so that it will not contact the bulkhead of the body as it is raised.  
**NOTE:** Keep the boom centered over the body as the outriggers are not fully deployed.
8. With the main and tip boom into position, shift the diverter valve to the "Trailer" position.
9. Activate the trailer body hoist using the body dump lever. Slowly raise the body to empty the trailer, making sure to avoid contact between the main boom and tip boom with the body of the trailer as it raises.
10. If the pile prevents complete dumping of the debris, SLOWLY pull the truck forward to continue emptying of the body. REMEMBER – The dump bed and booms are raised and the outriggers are not fully deployed, so extreme caution must be used during this procedure.
11. If there is still debris stuck in the trailer body, lower the body and use the loader to dislodge the debris.
12. Once the trailer body is empty of debris, lower the body and shift the diverter valve back to "Loader".
13. Stow the boom with the bucket open and resting on the floor of the trailer.
14. Raise the outriggers to their travel position.

15. Once the boom and bucket are stowed properly within the trailer, only then should you disengage the swing (Float) valve in preparation for transport.
16. Disengage the PTO.
17. Be sure to close the doors of the trailer before attempting to move the truck and trailer.

## NOTICE

**WHILE YOU ARE BEHIND THE TRAILER SECURING THE DOORS IS ALSO A GREAT TIME TO CHECK THE OPERATION OF THE LIGHTS BEFORE HEADING OUT ON THE HIGHWAY.**

### **PART 6: IDENTIFYING POTENTIAL HAZARDS**

The daily inspections are designed to identify any potential hazards or maintenance items that require attention before using the loader. Throughout the course of the day, you, as the loader operator, are also in the best position to identify any items before they can become potential hazards.

It is your responsibility to report any noticeable changes in the operation of the loader or any items that could become larger issues if left unaddressed such as wear, rust, or a lack of lubrication. Report any observations to your supervisor to determine the best course of action to resolve the issue. Careful attention during the operation of the loader not only prolongs the life of the equipment, but also prevents downtime in the field, and helps ensure the safety of the entire crew.