



OWNER'S MANUAL



DEMPSTERS LLC

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1 – INTRODUCTION

Welcome to Dempsters LLC AlleyCat Recycling Trailer. The Recycling Trailer is designed as a light weight towable trailer to provide for the collection and transporting of recyclable material – paper, cans, bottles, magazines, glass or cardboard. The recycling trailer is available in four models – RSWT-1000, RSWT-1500, RSWT-3000 and RSWT-5000 designed with 4, 6, 10, and 14 removable bins respectively. The four models have volume capacity of 4, 6, 10 and 14 cubic yards respectively for collection and transporting of recyclable material.

Access for the collection of presorted recycled materials is through doors located at the side of bin caps on each side of the recycling trailer. The doors can be pushed open to allow an opening to insert the recycled material into the bin. The recycled material can then be removed from the trailer by raising the bin caps on one side of the trailer and removing the loaded bin from the trailer. Forklift pockets at the bottom of the bin allows forklift operator to lift and remove the bin from the trailer and then to the location for processing the recycled material. Empty bins are then placed on to the trailer and the bin caps are lowered onto the bins and secured with draw latches to secure the bins on the trailer for transporting. Several options for the recycling trailer are available to customize the trailer to your operation. Twin and Quad Cardboard options allow for the collection of broken down cardboard fiber boxes. A swing-out door at the side of the trailer allows for the removal of the cardboard material. A forklift rotator sleeve kit is also available to allow the forklift operator to empty the recycled material from the bin by rotating the bin upside down. A backup warning light and alarm system is also available.

The Dempsters LLC AlleyCat Recycling Trailer features Hot-Dipped Galvanize finish, which provides for continued protection from metal corrosion. The hot-dip galvanizing process produces a zinc coating on the steel parts of the trailer by immersion of the material in a bath of liquid zinc. Because the material is immersed in molten zinc, the zinc flows into recesses and other areas difficult to access, coating all areas of the trailer mild steel frame and parts. The zinc coating creates a barrier between the steel and environment and also has the ability to preferentially corrode and protect the steel against rusting when the coating is damaged. Zinc has the ability to form dense, adherent corrosion product films that result in a rate of corrosion considerably below that of steel material – 10 to 100 times. While the fresh zinc coating is quite shiny and bright, it's exposure to the atmosphere rapidly produces a thin film of corrosion products, greatly reducing the rate of further corrosion. The zinc coated will become dull in appearance over time as the galvanized frame and parts weathers. The zinc oxides and carbonate films form on the surfaces forming the corrosion protective layer and dull appearance.



SPECIFICATIONS SHEET ISSUED 1-1-16

SPECIFICATIONS FOR MODEL RSWT-1000 RECYCLING TRAILER WITH (4) LIFT-OFF PLASTIC BINS

TRAILER

- 4 cu yd Capacity*, 3500 lb GVWR
- 17' Long x 41" Wide Frame, 64" Overall Width X 6' High
- 4" x 5.4 lb Structural Channel Side Rail
- 4" x 3" x 3/16" Wall Reinforced Spine Tube
- 14 GA. Steel End Panels
- 1/4" Cross Members and Runners
- 16" Floor Height
- A-Frame Tongue
- Single 3500 lb GAWR Rubber Torsion Axle
- 5 on 4.5" Bolt Pattern Automotive Style Hubs
- Single Axle Hydraulic Surge Brakes w/Emergency Breakaway **
- 7 mm High Strength Safety Chains
- 2500 lb Tongue Jack
- 2" Ball Coupler
- 5.5" x 14" Wheel w/5 on 4.5" Bolt Pattern
- ST205-75-R14 Radial Tires
- Sealed Wire Harness and Recessed Rubber Mounted LED DOT Lighting
- Reflective Conspicuity Tape Sides and Rear
- Empty Weight – 1420 lbs
- Poly Bin Covers – Lockable with ADA 54" Fill Height
- Rear Stabilizing Jack
- Hot Dipped Galvanize Finish – Frame & Trim

(4) LIFT OFF BINS

- 1 Cubic Yard Capacity
- 1/4" Thick 100% Polyethylene Construction
- 4 Way Fork Lift Entry
- 40" Square x 36" High
- Nestable
- Stackable with Optional lid
- FDA Blue w/ AlleyCat Logo
- Rust-Proof

OPTIONS

- Cardboard Twin Bin Compartment – Galvanized (replaces 2 Bins – 5 cu yd Trailer Capacity*)
- Single Axle Electric Brakes (Replaces Hydraulic Surge Brakes **)
- Electric Brake Controller
- Additional Bins
- Bin Lid (Used to stock Bins 2 High or as Cover)
- Bin Cover with Push in Access Door for Stand Alone Bin Unit
- Bin Dolly
- Fork Lift Bin Rotator Sleeve Set – (Installed or Uninstalled)
- Spare Tire and Rim
- Spare Tire Mount – Galvanized
- Aluminum Wheels
- 2" Ball Hitch
- Rear Warning Light / Back – Up Alarm – Galvanized
- Access Door Hold Kit
- Access Door Lock Group

CONSULT FACTORY FOR SIDE RAILS, SIDE RAIL SPARE TIRE MOUNT, WILDLIFE (BEAR) DOOR AND PAINTED FINISH OPTIONS.

Specifications are subject to change without notice or obligation.



SPECIFICATIONS SHEET ISSUED 1-1-16

SPECIFICATIONS FOR MODEL RSWT-1500 RECYCLING TRAILER WITH (6) LIFT-OFF PLASTIC BINS

TRAILER

- 6 cu yd Capacity*, 3500 lb GVWR
- 16.5' Long x 81" Wide Frame, 102" Overall Width X 6' High
- 4" x 5.4 lb Structural Channel Side Rail
- 4" x 3" x 3/16" Wall Reinforced Spine Tube
- 14 GA. Steel End Panels
- 1/4" Cross Members and Runners
- 16" Floor Height
- A-Frame Tongue
- Single 3500 lb GAWR Rubber Torsion Axle
- 5 on 4.5" Bolt Pattern Automotive Style Hubs
- Single Axle Hydraulic Surge Brakes w/Emergency Breakaway **
- 7 mm High Strength Safety Chains
- 2500 lb Tongue Jack
- 2-5/16" Adjustable Height Ball Coupler
- 5.5" x 14" Wheel w/5 on 4.5" Bolt Pattern
- ST205-75-R14 Radial Tires
- Sealed Wire Harness and Recessed Rubber Mounted LED DOT Lighting
- Reflective Conspicuity Tape Sides and Rear
- Empty Weight – 1960 lbs
- Poly Bin Covers – Lockable with ADA 54" Fill Height
- Rear Stabilizing Jack
- Hot Dipped Galvanize Finish – Frame & Trim

(6) LIFT OFF BINS

- 1 Cubic Yard Capacity
- 1/4" Thick 100% Polyethylene Construction
- 4 Way Fork Lift Entry
- 40" Square x 36" High
- Nestable
- Stackable with Optional lid
- FDA Blue w/ AlleyCat Logo
- Rust-Proof

OPTIONS

- Cardboard Twin Bin Compartment – Galvanized (replaces 2 or 4 Bins – 7 or 8 cu yd Trailer Capacity*)
- Single Axle Electric Brakes (Replaces Hydraulic Surge Brakes **)
- Electric Brake Controller
- Additional Bins
- Bin Lid (Used to stock Bins 2 High or as Cover)
- Bin Cover with Push in Access Door for Stand Alone Bin Unit
- Bin Dolly
- Fork Lift Bin Rotator Sleeve Set – (Installed or Uninstalled)
- Spare Tire and Rim
- Spare Tire Mount – Galvanized
- Aluminum Wheels
- Pintle Hitch Adjustable
- 2-5/16" " Ball Hitch
- Rear Warning Light / Back – Up Alarm – Galvanized
- Access Door Hold Kit
- Access Door Lock Group

CONSULT FACTORY FOR SIDE RAILS, SIDE RAIL SPARE TIRE MOUNT, WILDLIFE (BEAR) DOOR AND PAINTED FINISH OPTIONS.

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SPECIFICATIONS SHEET ISSUED 1-1-16

SPECIFICATIONS FOR MODEL RSWT-3000 RECYCLING TRAILER WITH (10) LIFT-OFF PLASTIC BINS

TRAILER

- 10 cu yd Capacity*, 7000 lb GVWR
- 23' Long x 81" Wide Frame, 102" Overall Width X 6' High
- 4" x 5.4 lb Structural Channel Side Rail
- 4" x 3" x 3/16" Wall Reinforced Spine Tube
- 14 GA. Steel End Panels
- 1/4" Cross Members and Runners
- 16" Floor Height
- A-Frame Tongue
- Two 3500 lb GAWR Rubber Torsion Axle
- 5 on 4.5" Bolt Pattern Automotive Style Hubs
- Double Axle Hydraulic Surge Brakes w/Emergency Breakaway **
- 8 mm High Strength Safety Chains
- 2500 lb Tongue Jack
- 2-5/16" Adjustable Height Ball Coupler
- 5.5" x 14" Wheel w/5 on 4.5" Bolt Pattern
- ST205-75-R14 Radial Tires
- Sealed Wire Harness and Recessed Rubber Mounted LED DOT Lighting
- Reflective Conspicuity Tape Sides and Rear
- Empty Weight – 2960 lbs
- Poly Bin Covers – Lockable with ADA 54" Fill Height
- Rear Stabilizing Jack
- Hot Dipped Galvanize Finish – Frame & Trim

(10) LIFT OFF BINS

- 1 Cubic Yard Capacity
- 1/4" Thick 100% Polyethylene Construction
- 4 Way Fork Lift Entry
- 40" Square x 36" High
- Nestable
- Stackable with Optional lid
- FDA Blue w/ AlleyCat Logo
- Rust-Proof

OPTIONS

- Cardboard Twin or Quad Bin Compartment – Galvanized (replaces 2 or 4 Bins – 11 or 12 cu yd Trailer Capacity*)
- Double Axle Electric Brakes (Replaces Hydraulic Brakes **)
- Electric Brake Controller
- Additional Bins
- Bin Lid (Used to stock Bins 2 High or as Cover)
- Bin Cover with Push in Access Door for Stand Alone Bin Unit
- Bin Dolly
- Fork Lift Bin Rotator Sleeve Set – (Installed or Uninstalled)
- Spare Tire and Rim
- Spare Tire Mount – Galvanized
- Aluminum Wheels
- Pintle Hitch Adjustable
- 2-5/16" " Ball Hitch
- Rear Warning Light / Back – Up Alarm – Galvanized
- Access Door Hold Kit
- Access Door Lock Group

CONSULT FACTORY FOR SIDE RAILS, SIDE RAIL SPARE TIRE MOUNT,
WILDLIFE (BEAR) DOOR AND PAINTED FINISH OPTIONS.

Specifications are subject to change without notice or obligation.



SPECIFICATIONS SHEET ISSUED 1-1-16

SPECIFICATIONS FOR MODEL RSWT-3000 RECYCLING TRAILER WITH (14) LIFT-OFF PLASTIC BINS

TRAILER

- 14 cu yd Capacity*, 9900 lb GVWR
- 30' Long x 81" Wide Frame, 102" Overall Width X 6' High
- 4" x 5.4 lb Structural Channel Side Rail
- 4" x 3" x 3/16" Wall Reinforced Spine Tube
- 14 GA. Steel End Panels
- 1/4" Cross Members and Runners
- 16" Floor Height
- A-Frame Tongue
- Two 3500 lb GAWR Rubber Torsion Axle
- 5 on 4.5" Bolt Pattern Automotive Style Hubs
- Triple Axle Hydraulic Surge Brakes w/Emergency Breakaway **
- 8 mm High Strength Safety Chains
- 2500 lb Tongue Jack
- 2-5/16" Adjustable Height Ball Coupler
- 5.5" x 14" Wheel w/5 on 4.5" Bolt Pattern
- ST205-75-R14 Radial Tires
- Sealed Wire Harness and Recessed Rubber Mounted LED DOT Lighting
- Reflective Conspicuity Tape Sides and Rear
- Empty Weight – 4200 lbs
- Poly Bin Covers – Lockable with ADA 54" Fill Height
- Rear Stabilizing Jack
- Hot Dipped Galvanize Finish – Frame & Trim

(14) LIFT OFF BINS

- 1 Cubic Yard Capacity
- 1/4" Thick 100% Polyethylene Construction
- 4 Way Fork Lift Entry
- 40" Square x 36" High
- Nestable
- Stackable with Optional lid
- FDA Blue w/ AlleyCat Logo
- Rust-Proof

OPTIONS

- Cardboard Twin or Quad Bin Compartment – Galvanized (replaces 2 or 4 Bins – 15 or 16 cu yd Trailer Capacity*)
- Triple Axle Electric Brakes (Replaces Hydraulic Brakes **)
- Electric Brake Controller
- Additional Bins
- Bin Lid (Used to stock Bins 2 High or as Cover)
- Bin Cover with Push in Access Door for Stand Alone Bin Unit
- Bin Dolly
- Fork Lift Bin Rotator Sleeve Set – (Installed or Uninstalled)
- Spare Tire and Rim
- Spare Tire Mount – Galvanized
- Aluminum Wheels
- Pintle Hitch Adjustable
- 2-5/16" " Ball Hitch
- Rear Warning Light / Back – Up Alarm – Galvanized
- Access Door Hold Kit
- Access Door Lock Group

CONSULT FACTORY FOR SIDE RAILS, SIDE RAIL SPARE TIRE MOUNT, WILDLIFE (BEAR) DOOR AND PAINTED FINISH OPTIONS.

Specifications are subject to change without notice or obligation.



LIMITED WARRANTY

Recycling Equipment

DEMPSTERS LLC

PO Box 516, 711 South 6th Street
Beatrice, Nebraska 68310

**RECYCLING EQUIPMENT
LIMITED WARRANTY**

ALL DEMPSTERS RECYCLING PRODUCTS ARE WARRANTED FOR 548 DAYS AGAINST DEFECTS IN MATERIALS AND WORKMANSHIP AND TO PERFORM ACCORDING TO SPECIFICATION FURNISHED BY DEMPSTER, WHEN PROPERLY OPERATED AND MAINTAINED AS SHOWN IN THE OWNERS MANUAL.

Should any part prove defective within 548 days from date of purchase, the part will be replaced f.o.b. our factory without charge, provided the parts returned to us, transportation charges prepaid. No-allowance will be made for labor, transportation or other charges incurred in the replacement of the defective part. DEMPSTERS LLC will not be responsible for labor charges, loss or damage caused by a defective part. Component parts equipment, accessories are items not manufactured by DEMPSTERS LLC are warranted only to the extent of the original manufacturer's warranty. CONSEQUENTIAL DAMAGES, IF ANY ARE SPECIFICALLY EXCLUDED FROM THIS WARRANTY. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to you.

Any implied warranties which the purchaser may have are limited to the warranty period. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

Contact DEMPSTERS LLC at the address above if you have any questions about the coverage of this warranty or service under this warranty. This warranty gives you specific legal rights; you may also have other rights which vary from state to state.

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SAFETY

4 – SAFETY INFORMATION

TAKE NOTE

This safety alert symbol found throughout this manual is used to call your attention to instructions involving your personal safety and the safety of others. Failure to follow these instructions can result in injury or death.



SIGNAL WORDS

Note the use of the signal words **DANGER**, **WARNING**, **CAUTION** and **NOTICE** with the safety messages. The appropriate signal word for each has been selected using the following guidelines:

DANGER: (Red) Indicates a hazardous situation which, if not avoided, will result in death or serious injury. This signal word is limited to the most extreme situations.



WARNING: (Orange) Indicates a hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION: (Yellow) Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury. It may also be used without the safety alert symbol as an alternative to “Notice”.



If you have questions not answered in this manual or require additional copies or the manual is damaged, please contact:

DEMPSTERS LLC., 711 South 6th Street, Beatrice, Nebraska 68310.

By phone: (402) 806-4800 or By Fax: (402) 806-4801

By Email: sales@dempstersllc.com

TRAILER SAFETY CHECK LIST

- Read and understand the owner manual and all other manual provided before using the trailer.
- Make sure towing vehicle and hitch are compatible for towing the trailer. Check owners's manual and certification / VIN Label for trailer ratings.
- Inspect trailer and all parts before each use.
- Check operation of all lights and reflectors before each use.
- Check to ensure wheel lug nuts are tight. Torque to 90 to 150 foot – lbs before first road use and re-torque after 10, 25, and 50 miles and periodically thereafter.
- Check tire pressure regularly to maximum of 50 PSI (344 Kpa) when carrying maximum rates trailer load.
- Check wheel bearings every 12 months or 12,000 miles (19,200 kilometers)
- Replace decals if damaged or defaced.
- Adjust hitch up or down to keep trailer level when hitched to the tow vehicle.
- Check that the trailer coupler is fastened securely onto the towing vehicle. The trailer is equipped standard for 2 inch ball hitch on the model RSWT-1000 and 2-15/16 inch ball hitch on the RSWT-1500, RSWT-3000 and RSWT-5000 trailers.
- Check the safety chains are attached properly to trailer and towing vehicle in crossed pattern under tongue.
- Check the trailer bin caps are latched down in closed position to secure bins on the trailer before transporting trailer.
- Check that all access doors are in closed position before transporting trailer. Optional access door holders may keep doors in open raised position.
- Ensure stabilizer is raised after trailer is connected and secured to tow vehicle hitch.
- Do not exceed the gross vehicle weight rating (GVWR) or gross axle weight rating (GAWR) which is shown on the trailer certification / VIN label.
- Balance the load on the trailer. Ensure the Recycling Trailer is not loaded so that it becomes tail heavy. Minimum load at the hitch for good tow-ability is 10% of gross trailer weight. See "Trailer Loading" section in this manual.
- Always park trailer on hard level surfaces.
- Swing down rear stabilizing jack right after parked trailer is disconnected from towing vehicle.



DANGER:

- Keep children away, be sure children do not play on or around equipment.
- Never sit or ride on trailer. Serious injury or death can occur.
- Do not over load trailer. Check cargo capacity on the Tire Placard located at the front driver side of trailer.
- Ensure trailer is properly stabilized when un-hitched from towing vehicle. Lower rear stabilizer right after trailer is disconnected from towing vehicle.
- Should a gas spring fail or weaken, replace it immediately for proper operation.
- Ensure trailer is properly attached to towing vehicle before transporting. If trailer is incorrectly attached to tow vehicle, it could become detached from tow vehicle during transport.
- Ensure coupler is locked onto tow hitch and safety chains are attached to both trailer and tow vehicle. Use a lock pin in hole on coupler to secure coupler in closed position.
- Do not exceed speed limit with driving. Braking distance can be longer when towing a trailer either loaded or empty.
- Any modifications made to trailer or components of the trailer will void trailer warranty and release Dempsters LLC, of any responsibility for damages, injuries, or accidents incurred.

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 Traffic Safety Administration (NHTSA) in addition to notifying Dempsters LLC.

IF NHTSA receives similar complaints, it may open 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 Dempsters LLC.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123) in Washington, DC are) or write to: NHTSA, U.S. Department of Transportation, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

5 – TIRE INFORMATION

Tire information contained below as required by 49 CFR 575.6 describes the following items:

- (i) Tire labeling, including a description and explanation of each marking on the tires provided with the vehicle, and information about the location of the Tire Identification Number (TIN);
- (ii) Recommended tire inflation pressure, including a description and explanation of:
 - (A) Recommended cold tire inflation pressure,
 - (B) The vehicle placard and tire inflation pressure label specified in Federal Motor Vehicle Safety Standard No. 110 and their location in the vehicle;
- (iii) Glossary of tire terminology, including “cold tire pressure”, “maximum inflation pressure,” and “recommended inflation pressure,” and all non-technical terms defined in S3 of FMVSS Nos. 110 & 139;
- (iv) Tire care, including maintenance and safety practices;
- (v) Vehicle load limits, including a description and explanation of:
 - (A) Locating and understanding load limit information, total load capacity, seating capacity, towing capacity, and cargo capacity,
 - (B) Calculating total and cargo load capacities with varying seating configurations including quantitative examples showing/illustrating how the vehicle’s cargo and luggage capacity decreases as the combined number and size of occupants increases (This is also discussed in SECTION 6, 7 and 8),
 - (C) Determining compatibility of tire and vehicle load capabilities
 - (D) Adverse safety consequences of overloading on handling and stopping and on tires.

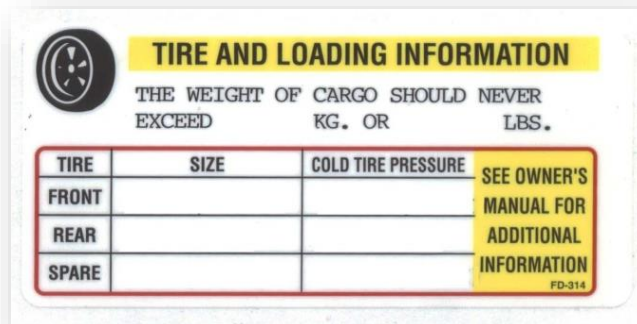
The tire information is presented in the following sections:

TIRE INFORMATION

- A. Steps for Determining Correct Load Limit – Trailer
- B. Steps for Determining Correct Load Limit – Tow Vehicle
- C. Glossary of Tire Terminology, including “cold tire pressure,” “maximum inflation pressure,” and “recommended inflation pressure,” and all non-technical terms.
- D. Tire Safely – information from the NHTSA brochure “Tire Safety – Everything Rides on It”.

A. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TRAILER

(Trailers 10,000 Pounds GVWR or Less)



The image shows a white rectangular placard with a yellow header and a table. The header contains a tire icon and the text 'TIRE AND LOADING INFORMATION'. Below the header, it states 'THE WEIGHT OF CARGO SHOULD NEVER EXCEED' followed by two columns for 'KG.' and 'LBS.'. The table has three rows: 'FRONT', 'REAR', and 'SPARE', each with columns for 'TIRE', 'SIZE', and 'COLD TIRE PRESSURE'. To the right of the table is a yellow box with the text 'SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION' and 'FD-314' at the bottom.

TIRE AND LOADING INFORMATION		
THE WEIGHT OF CARGO SHOULD NEVER EXCEED		
KG. OR LBS.		
TIRE	SIZE	COLD TIRE PRESSURE
FRONT		
REAR		
SPARE		

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FD-314

1. Locate the statement, “The weight of cargo should never exceed XXX kg or XXX lbs.,” on your vehicle’s placard. See Figure above.
2. This figure equals the available amount of cargo and luggage load capacity.
3. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity.

The trailer’s placard refers to the Tire Information Placard attached adjacent to or near the trailer’s VIN (Certification) label at the left front of the trailer.

B. STEPS FOR DETERMINING CORRECT LOAD LIMIT – TOW VEHICLE

1. Locate the statement, “The combined weight of occupants and cargo should never exceed XXX pounds” on your vehicle’s placard.
2. Determine the combined weight of the driver and passengers that will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.
4. The resulting figure equals the available amount of cargo and luggage load capacity. For example, if the “XXX” amount equals 1400 lbs and there will be five – 150 lb passengers in your vehicle, the amount of available cargo and luggage load capacity is 650 lbs. $(1400 - 750(5 \times 150) = 650 \text{ lbs.})$
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity calculated in Step 4.
6. **IF your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult this manual to determine how this reduces the available cargo and luggage load capacity of your vehicle.**

TIRE INFORMATION

C. GLOSSARY OF TIRE TERMINOLOGY

Accessory Weight – The combined weight (in excess of those standard items which may be replaced) of automatic transmission, power steering, power brakes, power windows, power seats, radio and heater, to the extent that these items are available as factory-installed equipment (whether installed or not).

Bead – The part of the tire that is made of steel wires, wrapped or reinforced by ply cords and that is shaped to fit the rim.

Bead Separation – A breakdown of the bond between components in the bead.

Bias Ply Tire – A pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90 degrees to the centerline of the tread.

Carcass – The tire structure, except tread and sidewall rubber which, when inflated, bears the load.

Chunking – The breaking away of pieces of the tread or sidewall.

Cold Inflation Pressure – The pressure in the tire before you drive or the tire that has not been driven on for at least three hours.

Cord – The strands forming the plies in the tire.

Cord separation – The parting of cords from adjacent rubber compounds

Cracking – Any parting within the tread, sidewall, or inner liner of the tire extending to cord material.

CT – A pneumatic tire with an inverted flange tire and rim system in which the rim is designed with rim flanges painted radially inward and the tire is designed to fit on the underside of the rim in a manner that encloses the rim flanges inside the air cavity of the tire.

Curb Weight – The weight of motor vehicle with standard equipment including the maximum capacity of fuel, oil, and coolant, and, if so equipped, air conditioning and additional weight optional engine.

Extra Load Tire – A tire designed to operate at higher loads and at higher inflation pressures than the corresponding standard tire.

Groove – The space between two adjacent tread ribs.

Innerliner – The layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

Innerliner separation – The parting of the innerliner from the cord material in the carcass.

Intended Outboard Sidewall – (1) The sidewall that contains a whitewall, bears white lettering or bears manufacturer, brand, and/or model name molding that is higher or deeper than the same molding on the other sidewall of the tire, or (2) The outward facing sidewall of an asymmetrical tire that has a particular side that must always face outward when mounted on a vehicle.

Light Truck (LT) Tire – A tire designated by its manufacturer as primarily intended for use on lightweight trucks or multipurpose passenger vehicles.

Load Rating - The maximum load that a tire is rated to carry for a given inflation pressure.

TIRE INFORMATION

Maximum Load Rating – means the load rating for a tire at the maximum permissible inflation pressure for that tire.

Maximum Permissible Inflation Pressure – The maximum cold inflation pressure to which a tire may be inflated.

Maximum Loaded Vehicle Weight – The sum of curb weight, accessory weight, vehicle capacity weight and production options weight

Measuring Rim – The rim on which a tire is fitted for physical dimension requirements.

Non-Pneumatic Rim – A mechanical device which, when a non-pneumatic tire assembly incorporates a wheel, supports the tire, and attaches either integrally or separably, to the wheel center member and upon which the tire is attached.

Non-Pneumatic Spare Tire Assembly – A non-pneumatic tire assembly intended for temporary use in place of one of the pneumatic tires and rims that are fitted to a passenger car in compliance with the requirements of this standard.

Non-Pneumatic Tire – A mechanical device which transmits, either directly or through a wheel or wheel center member, the vertical load and tractive forces from the roadway to the vehicle, generates the tractive forces that provide the directional control of the vehicle and does not rely on the containment of any gas or fluid for providing those functions.

Non-Pneumatic Tire Assembly – A non-pneumatic tire, alone or in combination with a wheel or wheel center member, which can be mounted on a vehicle.

Normal Occupant Weight – 68 kilograms times the number of occupants specified in the second column of Table I of 49 CFR 571.110.

Occupant Distribution – Distribution of occupants in a vehicle as specified in the third column of Table I of 49 CFR 571.110.

Open Splice – Means any parting at any junction of tread sidewall, or innerliner that extends to cord material.

Outer Diameter – The overall diameter of an inflated new tire.

Overall Width – The linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

Ply – A layer of rubber-coated parallel cords.

Ply Separation – A parting of rubber compound between adjacent plies.

Pneumatic Tire – A mechanical device made of rubber, chemicals, fabric and steel or other materials, that, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

TIRE INFORMATION

Production Options Weight – The combined weight of those installed regular production options weighing over 2.3 kilograms in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

Radial Ply Tire – A pneumatic tire in which the ply cords that extend to the beads are laid at substantially 90 degrees to the centerline of the tread.

Recommended Inflation Pressure – This is the inflation pressure provided by the vehicle manufacturer on the Tire Information label and on the Certifications / VIN tag.

Reinforced Tire – A tire designed to operate at heavy loads and at higher inflation pressures than the corresponding standard tire.

Rim – A metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

Rim Diameter – Nominal diameter of the bead seat.

Rim Size Designation – Rim diameter and width.

Rim Type Designation – The industry or manufacturer's designation for a rim by style or code.

Rim Width – Nominal distance between rim flanges.

Section Width – The linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decorations, or protective bands.

Sidewall – That portion of a tire between the tread and bead.

Sidewall separation – The parting of the rubber compound from the cord material in the sidewall.

Special Trailer (ST) Tire – The "ST" is an indication the tire is for trailer use only.

Test Rim – The rim on which a tire is fitted for testing, and may be any rim listed as appropriate for use with that tire.

Tread - That portion of a tire that comes into contact with the road.

Tread Rib - A tread section running circumferentially around a tire.

Tread Separation - Pulling away of the tread from the tire carcass.

Treadwear Indicators (TWI) - The projections within the principal grooves designed to give a visual indication of the degrees of wear of the tread.

Vehicle Capacity Weight - means the rated cargo and luggage load plus 68 kilograms times the vehicle's designated seating capacity.

Vehicle Maximum Load On The Tire - That load on an individual tire that is determined by distributing to each axle its share of the maximum loaded vehicle weight and dividing by two.

TIRE INFORMATION

Vehicle Normal Load On The Tire - That load on an individual tire that is determined by distributing to each axle its share of the curb weight, accessory weight, and normal occupant weight (distributed in accordance with Table I) and dividing by 2.

Weather Side – The surface area of the rim not covered by the inflated tire.

Wheel Center Member - In the case of a non-pneumatic tire assembly incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic rim and provides the connection between the non-pneumatic rim and the vehicle; or in the case of a non-pneumatic tire assembly not incorporating a wheel, a mechanical device which attaches, either integrally or separably, to the non-pneumatic tire and provides the connection between the tire and the vehicle.

Wheel-Holding Fixture - The fixture used to hold the wheel and tire assembly securely during testing.

D. TIRE SAFETY

All aspects of Tire Safety is discussed as required by CFR 575.6 in a brochure (DOT HS 809 361) published by the National Traffic Safety Administration (NHTSA). The brochure is reproduced in part below. It can be obtained and downloaded from NHTSA, free of charge, from the following web site:

http://www.nhtsa.dot.gov/cars/rules/TireSafety/ridesonit/tires_index.html

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable breakdowns and accidents
- Improve fuel economy
- Increase the life of your tires.

This booklet presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

Safety First – Basic Tire Maintenance

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Underinflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

TIRE INFORMATION

Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (CVW-the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR-the maximum weight the axle systems are designed to carry).

Both tire placard and certification/VIN label are permanently attached to the trailer near the left front corner of the trailer.

Understanding Tire Pressure and Load Limits

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a number that indicates the amount of air pressure—measured in pounds per square inch (psi)—a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kPa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

Checking Tire Pressure

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine underinflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

TIRE INFORMATION

Steps for Maintaining Proper Tire Pressure

- Step 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- Step 2: Record the tire pressure of all tires.
- Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.
- Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

TIRE INFORMATION

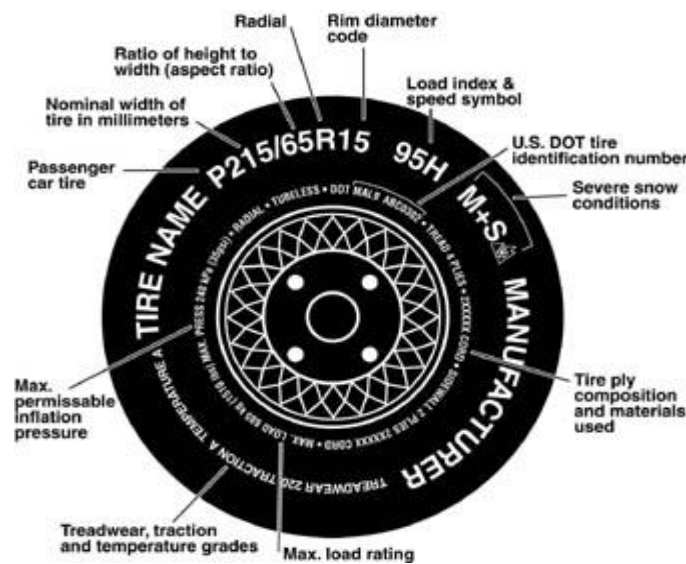
Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires and prevents your car from veering to the right or left when driving on a straight, level road. These adjustments require special equipment and should be performed by a qualified technician.

Tire Fundamentals

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

PLEASE REFER TO THE DIAGRAM BELOW



P - The "P" indicates the tire is for passenger vehicles.

Next number - This three-digit number gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number - This two-digit number, known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.

R - The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

TIRE INFORMATION

Next number - This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number - This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information on all tires because it is not required by law.

M+S - The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating - The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

LETTER RATING	SPEED RATING
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number - This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used - The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating - This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure - This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

TIRE INFORMATION

UTQGS Information

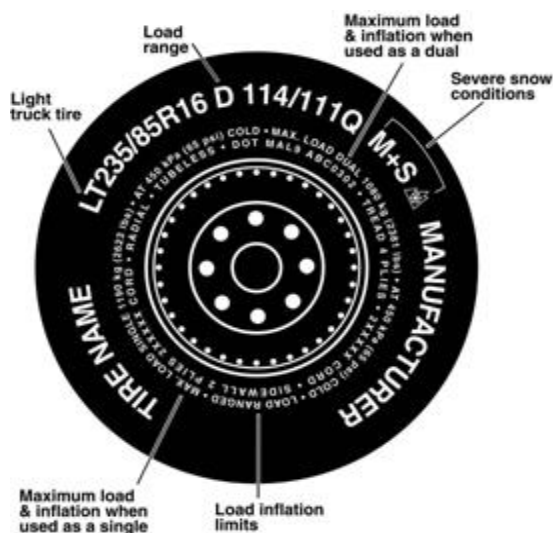
Treadwear Number - This number indicates the tire's wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter - This letter indicates a tire's ability to stop on wet pavement. A higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as "AA", "A", "B", and "C".

Temperature Letter - This letter indicates a tire's resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, underinflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire's resistance to heat is graded as "A", "B", or "C".

Additional Information on Light Truck Tires

PLEASE REFER TO DIAGRAM BELOW



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT - The "LT" indicates the tire is for light trucks.

ST - The "ST" indicates the tire is for trailer use only.

Max. Load Dual kg(lbs) at kPa(psi) Cold - This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg(lbs) at kPa(psi) Cold - This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range - This information identifies the tire's load-carrying capabilities and its inflation limits.

TIRE INFORMATION

Tire Safety Checklist and Tips

Protection against avoidable breakdowns and crashes. Improved vehicle handling. Better fuel economy. Increased tire life. Just a few of the reasons to take five minutes every month to check your tires. Simply use the handy checklist below, and see the reverse side for more information on tire safety.

Safety Checklist

- Check tire pressure regularly (at least once a month), including the spare.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma. Remove bits of glass and other foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- Check tire pressure before going on a long trip.
- Do not overload your vehicle. Check the tire information placard for the maximum recommended load for the vehicle.
- If you are towing a trailer, remember that some of the weight of the loaded trailer is transferred to the towing vehicle.

Safety Tips

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs, and try not to strike the curb when parking.

Remember to check your tires once a month!

There's Safety In Numbers

You can find the numbers for recommended tire pressure and vehicle load limit on the tire information placard. Tire placards are permanent labels attached to the trailer left front. Once you've located this information, use it to check your tire pressure and to make sure your vehicle is not overloaded.

Checking Tire Pressure

Because tires may naturally lose air over time, it is important to check your tire pressure at least once a month. For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets. Remember, the tire inflation number that vehicle manufacturers provide reflects the proper pounds per square inch (psi) when a tire is cold. To get an accurate tire pressure reading, measure tire pressure when the car has been unused for at least three hours.

Step 1: Locate the correct tire pressure on the tire information placard or in the owner's manual.

Step 2: Record the tire pressure of all tires.

TIRE INFORMATION | TRAILER COUPLING

Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve with the edge of your tire gauge until you get to the correct pressure.

Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These “missing” pounds of pressure are what you will need to add.

Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.

Step 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

Checking Tire Tread

Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear even with the outside of the tread, it is time to replace your tires. You can also test your tread with a Lincoln penny. Simply turn the penny so Lincoln’s head is pointing down and insert it into the tread. If the tread doesn’t cover Lincoln’s head, it’s time to replace your tires.

6 - TRAILER COUPLING - Hitch / Jack / Safety Chain / Brakes / Stabilizer / Electrical:

The Model RSWT-1000 recycling trailer is supplied with a Class II ball coupler for a 2” ball hitch on the towing vehicle. Models RSWT-1500, RSWT-3000 and RSWT-5000 recycling trailers are supplied with a Class IV ball coupler for a 2-5/16” ball hitch on the towing vehicle. Ensure tongue weight to the hitch is 10% to 15% of gross trailer weight for proper trailer tow ability. Proper tongue weight on the towing vehicle when trailer is loaded to GVWR would be:

- 350 to 525 lbs. for Model RSWT-1000,
- 350 to 525 lbs. for Model RSWT-1500,
- 700 to 1050 lbs. for Model RSWT-3000
- 920 to 1380 lbs. for Model RSWT-5000.

The tongue load onto the towing vehicle must also be added to the loading conditions of the towing vehicle.

The towing vehicle hitch and ball must have a rated towing capacity equal to or greater than the trailer GVWR. Be sure ball hitch size and capacity rating match the size and rating of the trailer coupler. When hitching the trailer to the towing vehicle, ensure that the coupler properly engages the ball hitch and is latched and pinned into locked position on the hitch.

If you have questions about the towing capacity of the towing vehicle, the local vehicle dealership can supply the needed information.

Ensure trailer jack locating pin is fully engaged while jack is positioned for lifting trailer or when raised for trailer transport. Always park the recycling trailer on a hard level surface.

The trailer safety chains are to be criss-crossed underneath the coupler so if the trailer uncouples the safety chains can hold the tongue up above the road surface. Provide enough slack to permit tight turns, but not enough to drag on the road surface. The chains must be looped around a frame member of the towing vehicle or to holes provided in the hitch system.

TRAILER - COUPLING | LOADING

A trailer stabilizer is provided at the rear of the trailer to stabilize the trailer when unhitched from the towing vehicle. Always ensure that stabilizer is down when the trailer is unhitched and up when the trailer is hitched to the towing vehicle.

Surge brake actuators come as standard equipment on the recycling trailers. Properly connect the safety emergency brake-away cable to the towing vehicle. Check brake fluid level in the actuator before towing. Use DOT3 or DOT4 brake fluid as needed. Optional electric brakes are available for all the recycling trailer models. Ensure proper connection of the electrical brake system is made and proper adjustment settings are made to the controller. Read and understand instruction manuals provide with this manual for the axle, surge brake actuator or electric controller for proper brake operation.

A flat 4-way plug electrical wire harness connector is provided for hooking the trailer lighting system to the towing vehicle and must be properly connected to the towing vehicle. Check all lights for proper operation before towing the trailer.

7 – TRAILER LOADING:

- Never load trailer over GVWR and GAWR printed on trailer certification/VIN label located at front left corner of trailer.
- Distribute the weight evenly on the trailer bed.
- Center the load over the axle, keeping about 10% of the gross weight on the tongue.
- Label or mark recycling bins so that heavier materials are ahead of the axles as needed to achieve proper vertical load on trailer hitch as provided in Section 6 – TRAILER COUPLING.
- Center the load side to side on the trailer bed. Never place loads on one side only.

An approximate weight of material is given for estimating cargo load of uncrushed recycled material:

▪ Aluminum Cans:	40 lbs./Cubic Yard (Not Flattened)
▪ Tin Cans:	200 lbs./Cubic Yard (Not Flattened)
▪ Plastic Bottles:	40 lbs./Cubic Yard (Not Flattened)
▪ Glass Bottles:	400 lbs./Cubic Yard (Not Flattened)
▪ Cardboard:	100 lbs./Cubic Yard (Broken Down)
▪ News Paper:	500 lbs./Cubic Yard (Dry)
▪ Magazines:	800 lbs./Cubic Yard (Dry)

Note that environmental conditions, such as rain or snow, etc. can add to the overall cargo weight and must be taken into consideration in determining the cargo load. If the weight of a fully loaded trailer is questioned, it can be weighed on vehicle scales such as at truck service areas, weigh stations, local grain elevators or etc. It is the responsibility of the operator to ensure the all weight limits requirements are not exceeded. If the cargo load is determined to exceed the GVWR or GAWR, a portion of the load should be moved or removed to reduce the load below the rated limits. Ensure all access doors are secured in closed position before transporting the trailer.

For a recycling trailer with twin or quad cardboard option, a cardboard compartment replaces either two or four of the recycling bins. A long narrow slot over the compartment is provided to collect broken down cardboard boxes.

TRAILER - CAPACITY | UNLOADING | AXLES

8 – TRAILER CAPACITY:

Never overload the trailer. Each trailer has a maximum cargo load that must not be exceeded. Overloading the trailer can cause serious damage to the trailer as well as towing vehicle. Refer to the trailer certification/VIN label and tire placard located on the front left corner of trailer for capacity details.

The trailer cargo weight limit is provided on the tire placard located at the front left corner of the trailer. The cargo weight limit was determined for the trailer including options supplied with the trailer at the time of purchase from the manufacturer. Should options be added to or removed from the trailer, the empty trailer can be re-weighed to determine the new weight cargo limit by subtracting empty trailer weight from the GVWR. The trailer cargo weight limit is the most weight of cargo that can be loaded onto the trailer.

The Gross Vehicle Weight Rating (GVWR) is the weight of the trailer plus the maximum cargo load the trailer can carry. The trailer weight and cargo load must not exceed this (GVWR) weight rating.

9 – TRAILER UNLOADING:

The loaded recycling bins are to be removed from the trailer one side at a time. Release bin cap draw down latches on one side of the trailer, at each end of the trailer, and raise the bin caps to allow for the bins to be removed from that side of the trailer with a fork lift. Once the forklift is under the bin, raise the bin slightly so as not to drag on the frame as the bin is backed away from the trailer. Bins that are located behind the trailer fenders will need to be slid forward or rearward to allow access to the forklift pockets at the bottom of the bin.

After all the loaded bins have been removed from the trailer side, empty bins can then be placed on the trailer. Again, slide bins into place that are to be placed behind the trailer fenders. Once all bins are in place, pull down on the bin cap flange rope located at the center of the trailer side to lower the bin caps. Secure the bin caps in the lowered position with the draw latches at each end of the trailer. The unloading process can then be repeated for the other side of the recycling trailer. Ensure that all draw latches are in place to secure the bin caps down and all bin access doors are in closed position before moving the trailer.

Optional Twin or Quad Cardboard can be installed to take the space of two or four recycling bins. The removal of the collected cardboard can be done when the bin caps are in the raised position. Access to remove the cardboard is provided through a door way assembled into the side of the trailer cardboard compartment. A spring loaded latch allows the door to be opened or secured closed. Once the cardboard compartment door has been closed and latched, the bin caps can then be lowered and secured with the drawdown latches.

10 – TRAILER AXLES:

The Gross Axle Weight Rating (GAWR) is the weight of the trailer that is distributed to the axle. The weight of the axle to the ground must not exceed the (GAWR) weight rating.

The axle suspension is of rubber torsion design. The axle wheel hub assembly should be maintained as recommended by the axle manufacturer manual enclosed with this manual.

Use 60 degree cone angle zinc plated nuts initially tighten to 12-20 ft. lbs. using a cross tightening sequence (1,3,2,5,4). Torque to 90-150 foot-lbs. (NOTE: Lug nuts should be clean, dry and not lubricated.) Re-torque after 10, 25, and 50 miles of use and frequently thereafter.

For complete instructions and details, see the Dexter Axle Operation, Maintenance, and Service Manual included with this manual.

TRAILER - ELECTRICAL | BRAKES | GAS SPRINGS | BINS

11 – TRAILER ELECTRICAL:

The 12 Volt electrical system uses DOT LED lighting. Two stop, tail, turn lamps are at the rear of the trailer. Two amber side marker lamps are at the front side corners and two red side marker lamps at the rear of the recycling trailer to mark the length of the trailer. Two amber marker lamps are at the front of the fenders and two red marker lamps are at the rear of the fenders to mark the width of the recycling trailer for the model RSWT-1500, RSWT-3000 and RSWT-5000. The three models also have the three identification lamps at top center rear of the trailer frame. A four pin connectors is supplied with the trailer for electrical hookup to the towing vehicle. Always check the lighting system for proper operation before towing the trailer on the road. An electrical system schematic is provided on page 29.

12 – TRAILER HYDRAULIC BRAKES:

The AlleyCat recycling trailers are provided with hydraulic free-backing surge brakes as standard equipment. Check brake fluid level in the actuator before towing. Use DOT3 or DOT4 brake fluid as needed. Read and understand instruction manuals provided with this manual for the axle and surge brake actuator for proper brake operation. A hydraulic brake system schematic is provide on page 28.

13 – GAS SPRINGS:

Gas springs are installed on the AlleyCat recycling trailer to assist raising of the bin caps allowing access to removal of the bins from the trailer. To ensure good service of the gas spring, proper care should be taken as follows:

- Do not scratch, dent, chip, bend or paint the rod,
- Do not apply side loads,
- Do not attempt to recharge,
- Do not puncture or incinerate the gas spring,
- Do not lubricate, and
- Do not fast cycle – typically no more than 15 times per minute.

Caution: If a gas spring should fail or weaken, replace it immediately for proper operation.

14 – REMOVABLE RECYCLING BINS:

The removable recycling bins provided with the AlleyCat recycling trailer are made of virgin polyethylene material. The polyethylene plastic material used has a very high impact resistance. Use care when approaching the bins with a fork lift to prevent puncture damage, as they are not indestructible.

The plastic bins supplied with the trailer are water tight. It may be desirable to drill a small drain hole in the bottom of the legs so water does not accumulate. Use a maximum 3/8 inch diameter drill bit and place the holes away from the outside edges when drilling the holes.

The removable bins can be nested one inside the other to save space. An optional lid is available that allows one empty bin to be stacked on top of another. Do not stack the bins over two bins high.

OPTIONAL FEATURES

15 – OPTIONAL FEATURES:

- Spare Tire Mount
- Twin & Quad Bin Cardboard Units
- Bin Rotator Sleeves
- Warning light & Back Up Alarm
- Electric Brakes
- Door Hold Kit
- Door Lock Kit
- Pintle Hitch
- Bin Cover
- Bear Door

Spare Tire Mount

The spare tire mount is located on the front panel of the AlleyCat trailer. The tire rests on the trailer tongue and is secured against the front panel with the clamp block and handle nut provided. Spare tire is sold separately.

Twin & Quad Bin Cardboard Unit

The Cardboard option, located at the front of the trailer, is installed to take the space of two (Twin Bin) or four (Quad Bin) recycling bins. A long slender access slot at the top of each compartment requires that the boxes be broken down and flatten for efficient use of the compartment space. Access to remove the cardboard is provided through a door way assembled into the side of the trailer cardboard compartment. Once the bin caps are in the raised position, the spring loaded latch on the door can then be released to open the side door. Once the cardboard compartment is empty and the door is closed and latched, the bin caps can then be lowered and secured with the drawdown latches. Storage capacity for the Twin Bin Cardboard option is 3 cubic yards, and for the Quad Bin Cardboard option is 6 cubic yards.

Bin Rotator Sleeves

For quick and easy unloading of bins, bin rotator sleeves are installed at the bottom of the bins. This option requires the use of forklifts equipped with rotating fork heads.

Back-Up Alarm and Warning Light

The Back-Up Alarm and Warning Light are located at the rear of the trailer. The warning devices are wired to operate when the towing vehicle's transmission is placed in reverse. The towing vehicle's trailer connector for the trailer electrical system must be tied into the towing vehicle's back-up light wiring system. See the Trailer Electric Brake and Back-Up Alarm Schematic provided on page 30.

Electric Brakes

The Electric Brake option replaces the hydraulic surge brake system provided as standard equipment on the recycling trailer. The Electric Brake system comes complete with its own self contained battery with built in charger and break-away switch. If the trailer hitch should disconnect while the trailer is going down the road and the breakaway switch is properly hooked up, the battery on the trailer will engage the brakes and bring the trailer to a stop on its own. The electric brakes must be hooked up to the towing vehicle equipped with an electric brake controller. If no controller is provided with the towing vehicle then a controller must be installed. Follow manufacturer's instructions for calibrating the controller and electric brake operation for maximum braking performance. See the Trailer Electric Brake and Back-Up Alarm Schematic provided on page 30.

OPTIONAL FEATURES

Door Hold Kit

The Door Hold Kit installs inside the door guide at the center top of the bin cap to allow the user to hold and keep the access door open. When the access door is opened fully, the door holder catches and hooks the bottom edge of the access door, holding the door open. The door holder can be released by pushing the holder from the bottom edge of access door to allow the door to close. The Door Hold Kit option is a popular feature for AlleyCat recycling trailers used in curb side recycling programs.

Door Lock Kit

The Door Lock Kit is designed to keep access doors on the trailer closed and locked on each side of the recycling trailer. Locking tabs are placed at the front of the trailer to allow use of separate padlocks on each side of the trailer. The Door Lock Kit allows use of limited access to placing recycled material into the trailer for those wishing to have more control of material collected in the recycling trailer bins.

Pintle Hitch

The Pintle Hitch option is for towing vehicles with a pintle hook for towing. This option replaces the ball coupler hitch assembly provided as standard equipment on the AlleyCat RSWT-1500, RSWT-3000 and RSWT-5000 models.

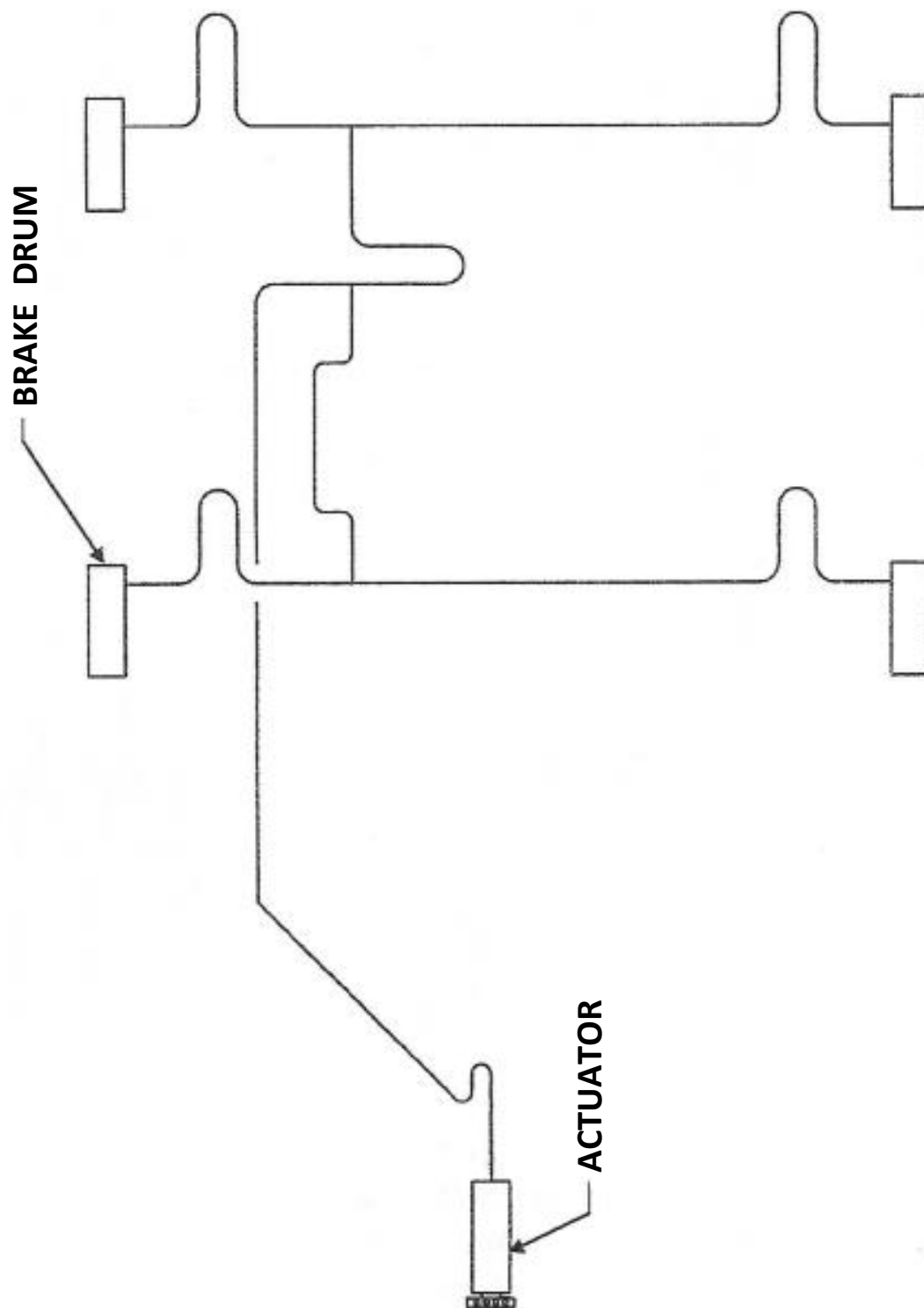
Bin Cover

Bin Covers are available to be used so that loaded AlleyCat bins can be stacked 2 high to provide better use of storage floor space. The bin cover can also be used as a cover for the material in the bin. Note: Do not stack loaded bins more than 2 bins high.

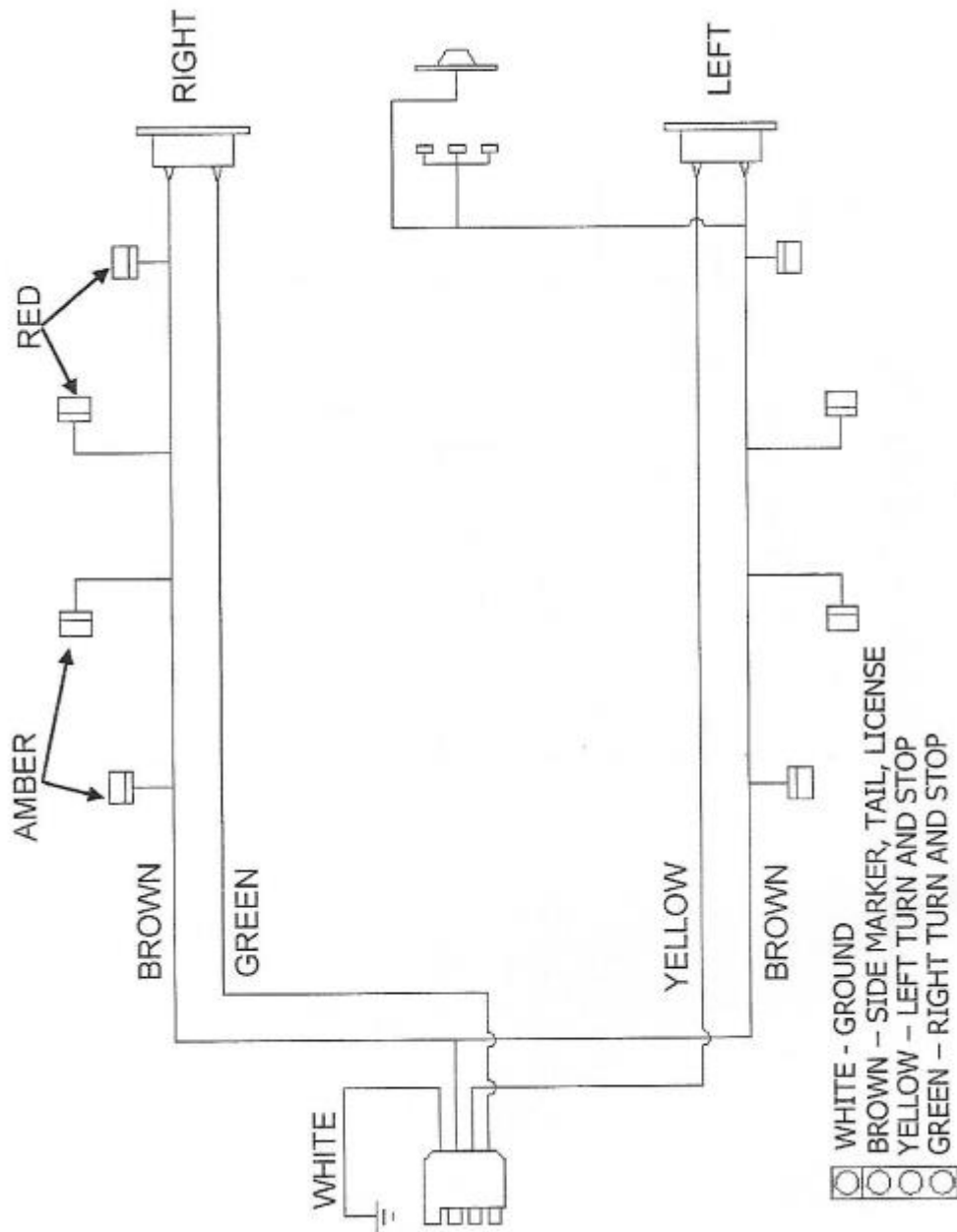
Wildlife Resistant Access Door

The Wildlife Resistant Access Door was developed for the National Parks Service applications to deter wildlife, including bears, access to recycled material placed in the AlleyCat recycling trailer. The access door slides up vertically to open. The sliding door has a stop mechanism that keeps the door in the closed position until a recessed block at the top of the access opening is pushed up to release the stop. Then the access door can be slid up by a lifting action at the hole in the lower part of the access door. The Wildlife Resistant Access Door will then self close and latch automatically upon release from the lifting action. Decals are provided with instructions to open the Wildlife Resistant Access Door.

TRAILER HYDRAULIC BRAKE SCHEMATIC

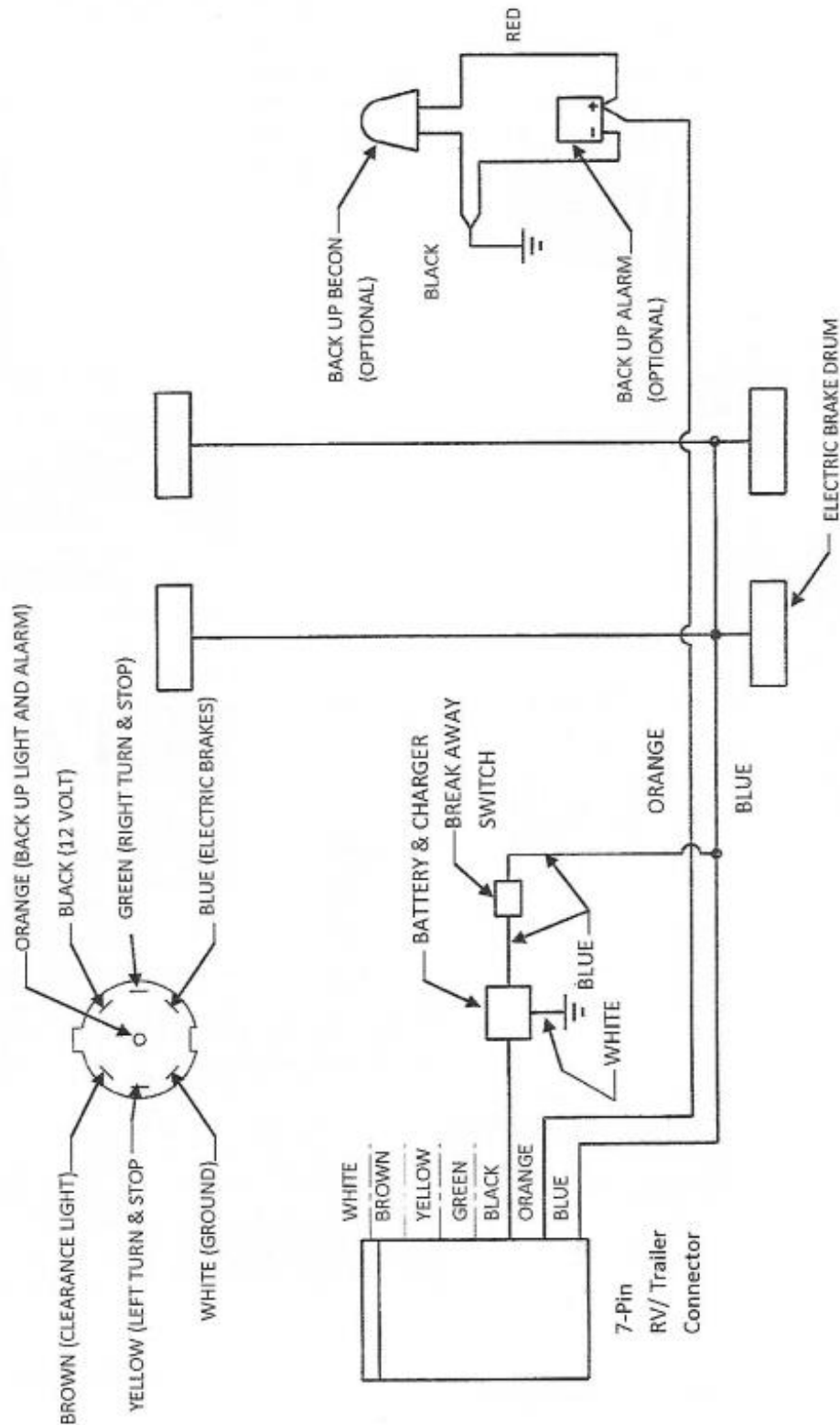


TRAILER ELECTRICAL SCHEMATIC



904-05143	4 BIN HARNESS
904-05104	6 BIN HARNESS
904-05103	10 BIN HARNESS
904-05100	14 BIN HARNESS
804-05204	14 BIN ELECTRIC BRAKE HARNESS

TRAILER ELECTRIC BRAKES & BACK-UP WARNING SCHEMATIC



15 - DECALS:

Decals are provided on the trailer for safety and informational purpose. Replace any of the decals should they become damaged or defaced. Replacement decals can be obtained from Dempster Industries LLC. Contact information is listed elsewhere in this manual. Before placing decals on the galvanized surface, clean the area with a glass cleaner or similar solution and dry.

MANUFACTURED BY
DEMPSTER INDUSTRIES, INC.
711 SOUTH 6TH STREET • BEATRICE, NE 68310 • 402-223-4026

DATE OF MFG: _____

GVWR: _____ KG _____ LBS
GAWR: _____ KG _____ LBS
ALL AXLES: _____

TIRE: _____ RIM: _____
COLD INFLATION PRESSURE: _____ KPA ☐ DUAL ☐ SINGLE

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: _____ TYPE: _____

185-3-0255 (1) LABEL
TRAILER CERTIFICATION / VIN

WARNING

TIGHTEN WHEEL BOLTS BEFORE EACH MOVE WHEN UNIT IS NEW.

TORQUE TO RECOMMENDATION IN MANUAL.

CHECK WHEEL BOLTS REGULARLY THERAFTER.

CHECK TIRE INFLATION PRESSURE REGULARLY. SEE MANUAL FOR RECOMMENDED PRESSURE.

ADJUST WHEEL BEARINGS AFTER 600 MILES.

REPLACE IF DAMAGED OR DEFACED

185-3-0079

185-3-0079 (2) DECAL
WARNING-WHEEL TORQUE

CAUTION

DO NOT PLAY IN, ON OR AROUND OR OCCUPY THIS CONTAINER FOR ANY PURPOSE

CAUTION

CONTAINER MUST BE PLACED ON HARD LEVEL SURFACE -LOAD UNIFORMLY- REPLACE IF DAMAGED OR DEFACED

185-3-0269

185-3-0269 (2) DECALS
DO NOT PLAY / LEVEL SURFACE

TIRE AND LOADING INFORMATION

THE WEIGHT OF CARGO SHOULD NEVER EXCEED KG. OR LBS.

TIRE	SIZE	COLD TIRE PRESSURE
FRONT		
REAR		
SPARE		

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION

185-3-0298

185-3-0298
(1) DECAL
TIRE AND LOADING INFORMATION

WARNING

SECURE CAPS WITH LATCH DOWN AND PINNED OR LOCKED DURING TRANSPORT.

REPLACE IF DAMAGED OR DEFACED.

PN 185-3-0268

185-3-0268
(4) DECALS; LATCH

WARNING

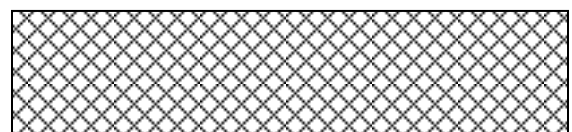
CRUSHING HAZARD

- TO PREVENT SERIOUS INJURY, ALWAYS COVER IN OPEN POSITION BEFORE REMOVING OR HANDLING BINS.

- DO NOT LIFT COVERS IN HIGH WIND CONDITIONS

REPLACE IF DAMAGED OR DEFACED P/N 185-3-0250

185-3-0250 (4) DECALS
WARNING – CRUSHING HAZARD



151-3-0080 (2) TAPE
CONSPICUITY 10"

DECALS



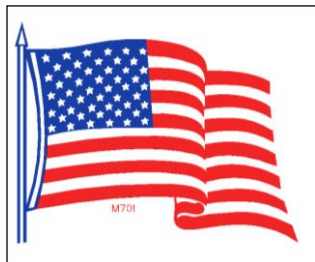
904-05026 DECAL
"RECYCLE" 6 X 20



185-3-0322 DECAL
"DEMPSTERS" 11 X 24



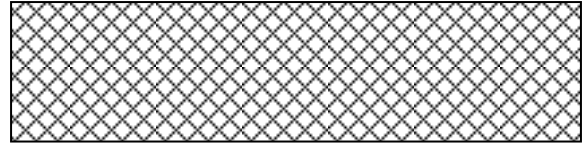
185-3-0261 DECAL
"AlleyCat" Small 7"



185-3-0175 (1) DECAL
American Flag 3 x 5



185-3-0323 DECAL
"ALLEYCAT" 15 X 20



151-3-0081 (2) TAPE
CONSPICUITY 12"



904-05035 DECAL
"RECYCLABLES ONLY" 3 X 10



904-05029 DECAL
"PLASTIC ONLY" 3 X 10



904-05030 DECAL
"NEWSPAPER ONLY" 3 X 10



904-05031 DECAL
"GLASS ONLY" 3 X 10



904-05032 DECAL
"SCRAP METAL ONLY" 3 X 10

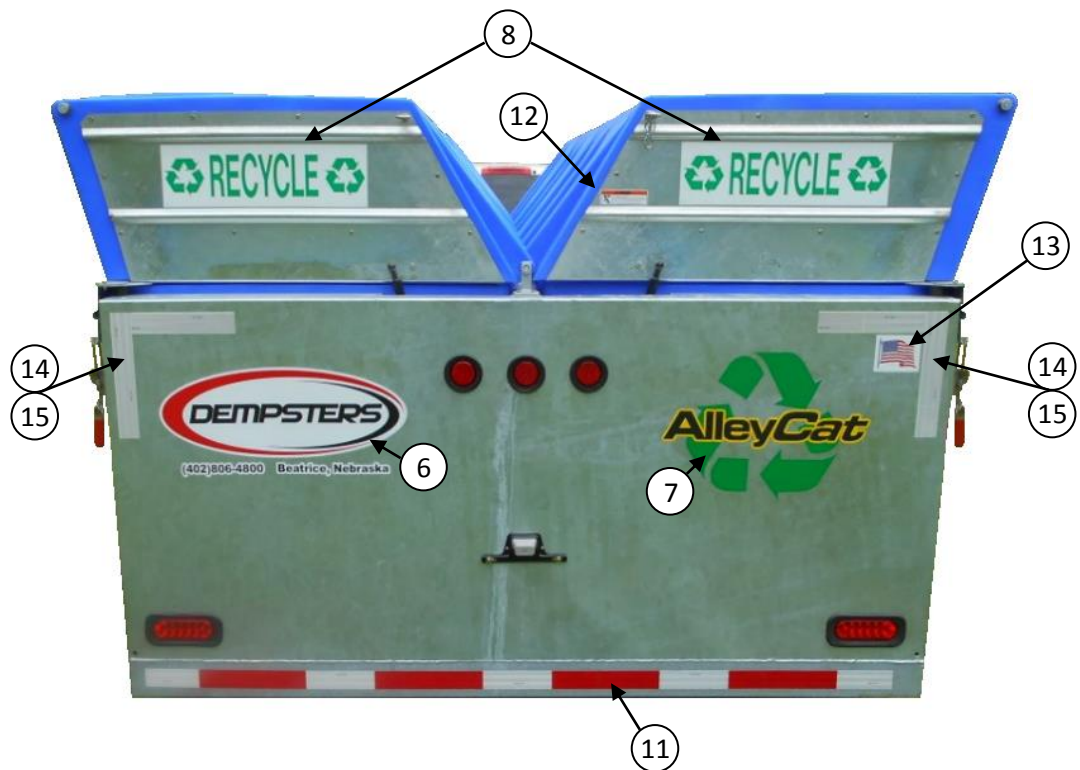


904-05051 TAPE
CONSPICUITY RED/WHITE

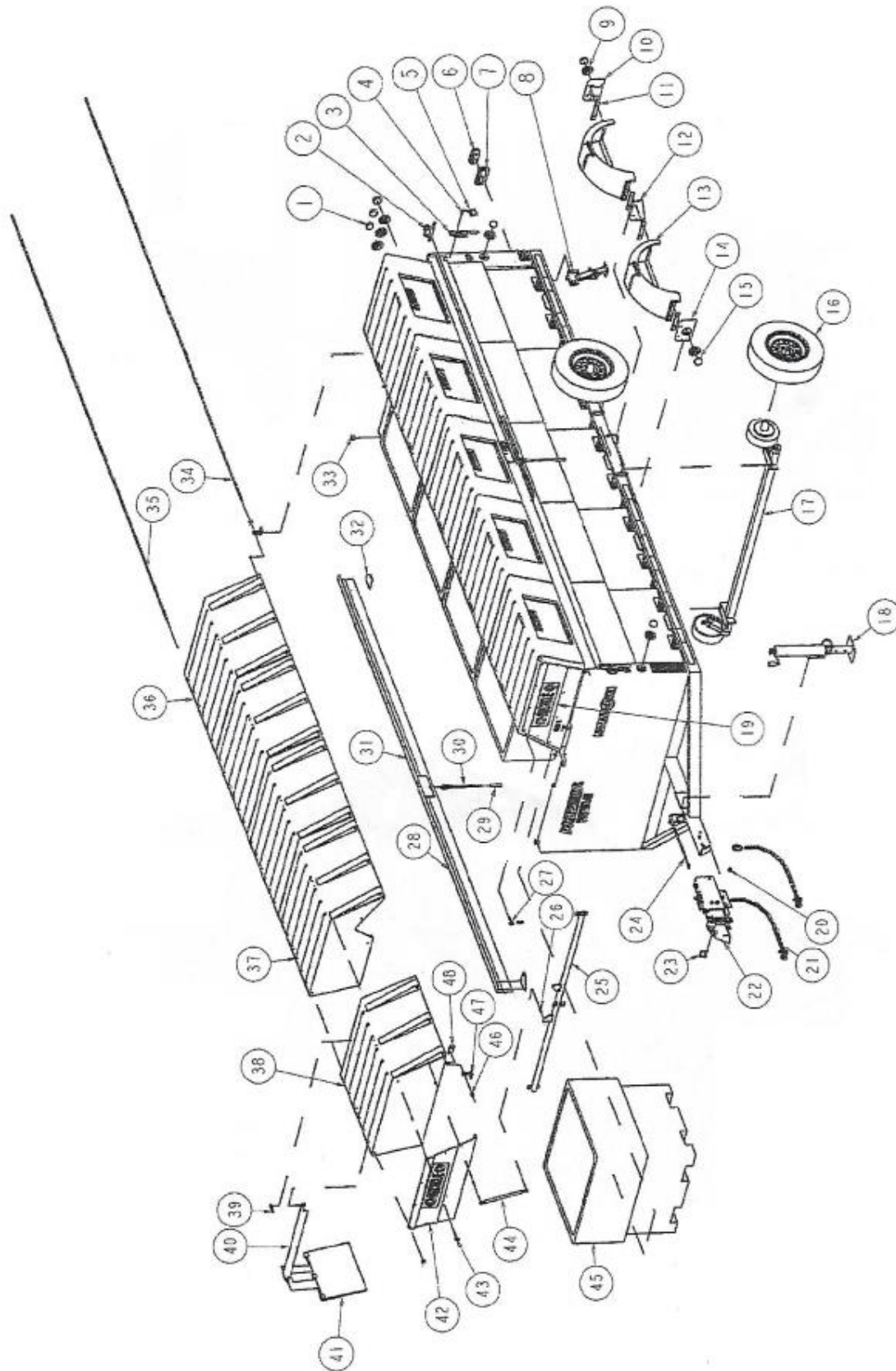
Replacement Decal List:

ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
1	185-3-0268	(4)	Decal, Latch 1500#
2	185-3-0261	(2, 2, 4, 6)	Decal, AlleyCat Small 7"
3	185-3-0298	(1)	Decal, Tread Act (Top)
4	185-3-0255	(1)	Label, Manufacture (Middle)
5	185-3-0269	(2)	Decal, Do Not Play/ Level Surface (Bottom)
6	185-3-0322	(1)	Decal, Dempsters 11 x 24
7	185-3-0323	(1)	Decal, AlleyCat 15 x 20
8	904-05026	(2, 4, 10, 14)	Decal, Recycle 6x20 G/W
9	904-05035	(4, 6, 10, 14)	Decal, Recyclables Only 3x10 G/W
10	185-3-0079	(2)	Decal, Wheel Torque
11	904-05051	(26', 21', 30', 39')	Tape, Conspicuity R/W
12	185-3-0250	(3, 4, 10, 14)	Decal, Warning – Crushing Hazard
13	185-3-0175	(1)	Decal, American Flag 3x5
14	151-3-0080	(2)	Tape, Conspicuity 10" White
15	151-3-0081	(2)	Tape, Conspicuity 12" White
	904-05029	(2, 4, 4, 4)	Decal, Plastics Only 3 x 10
	904-05030	(2, 2, 2, 2)	Decal, Newspaper Only 3 x 10
	904-05031	(1, 2, 2, 3)	Decal, Glass Only 3 x 10
	904-05032	(1, 2, 2, 3)	Decal, Scrap Metal Only 3 x 10

DECALS



REPLACEMENT PARTS



REPLACEMENT PARTS

16 –REPLACEMENT PART LIST:

ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
1	904-05135	(2,7,7,7)	LED Lamp, Red w/Reflector
2	904-05011	(1)	License Light w/Bracket
3	151-2-0076	(2, 4, 4, 4)	Draw Latch, Lockable 1500# SS
4	151-3-0176	(2, 4, 4, 4)	Chain, #4 X 6 Long
5	900-22048S	(2, 4, 4, 4)	Snapper Pin, 5/16"x2-1/2" SS
6	904-05137	(2)	LED, Stop, Turn, Tail Lamp
7	904-05099	(2)	Grommet, Rectangle Tail - Black
8	151-2-0071	(1)	Stabilizer, Bolt-On
9	904-05097	(4, 11, 11, 11)	Grommet, 2-1/2 Recessed – Black
10	151-2-0062	(0, 2, 2, 2)	Clearance Light Mount, RF/LR
11	151-3-0177	(4, 4, 8, 12)	Fender Spacer
12	151-3-0172	(4, 0, 2, 4)	Fender Mount, Center
13	904-05109	(2, 2, 4, 6)	Fender, Plastic
14	151-2-0063	(0, 2, 2, 2)	Clearance Light Mount, LF/RR
15	904-05136	(2, 4, 4, 4)	LED Lamp, Amber w/ Reflector
16	151-2-0015	(2, 2, 4, 6)	Tire & Wheel ST205/75-R14
	151-2-0098	(2, 2, 4, 6)	Tire & Wheel w/ Aluminum Spokes ST205/75-R14
17	904-05040	(0, 1, 2, 3)	Axle, #10 Torflex w/ Hydraulic Brakes
	904-05155	(1, 0, 0, 0)	Axle, #10 Torflex w/ Hydraulic Brakes – 4 Bin
18	151-2-0111	(1, 0, 0, 0)	Jack bolt-on 8000# SW
	151-2-0110	(0, 1, 1, 1)	Jack bolt-on 8000# TW
19	151-3-0213G	(2)	Accent Panel, LF/RR
	151-2-0214G	(2)	Accent Panel, RF/LR
20	151-3-0209	(2)	Spacer, Chain
21	903-02082	(2, 2, 0, 0)	Safety Chain, 1/4 x 42
	903-02096	(0, 0, 2, 2)	Safety Chain, 8mm X 42" Gr 43
22	904-05118	(0, 1, 1, 0)	Brake Actuator w/ Adjustable 2-5/16" Coupler
	904-05150	(1, 0, 0, 0)	Brake Actuator w/ Adjustable 2" Coupler – 4 Bin
	904-05123	(0, 0, 0, 1)	Brake Actuator w/ Adjustable 2-5/16" Coupler-14 Bin
23	900-22054	(1)	Snapper Pin, 1/4" X 2-1/4"
24	904-05143	(1, 0, 0, 0)	Wiring Harness - 4 Bin
	904-05104	(0, 1, 0, 0)	Wiring Harness - 6 Bin
	904-05103	(0, 0, 1, 0)	Wiring Harness - 10 Bin
	904-05100	(0, 0, 0, 1)	Wiring Harness - 14 Bin
25	151-2-0064G	(0, 2, 2, 2)	Crossbar Assembly, Galv
	151-2-0086G	(1, 0, 0, 0)	Crossbar Assembly, Galv 4 Bin Front
	151-2-0089G	(1, 0, 0, 0)	Crossbar Assembly, Galv 4 Bin Front

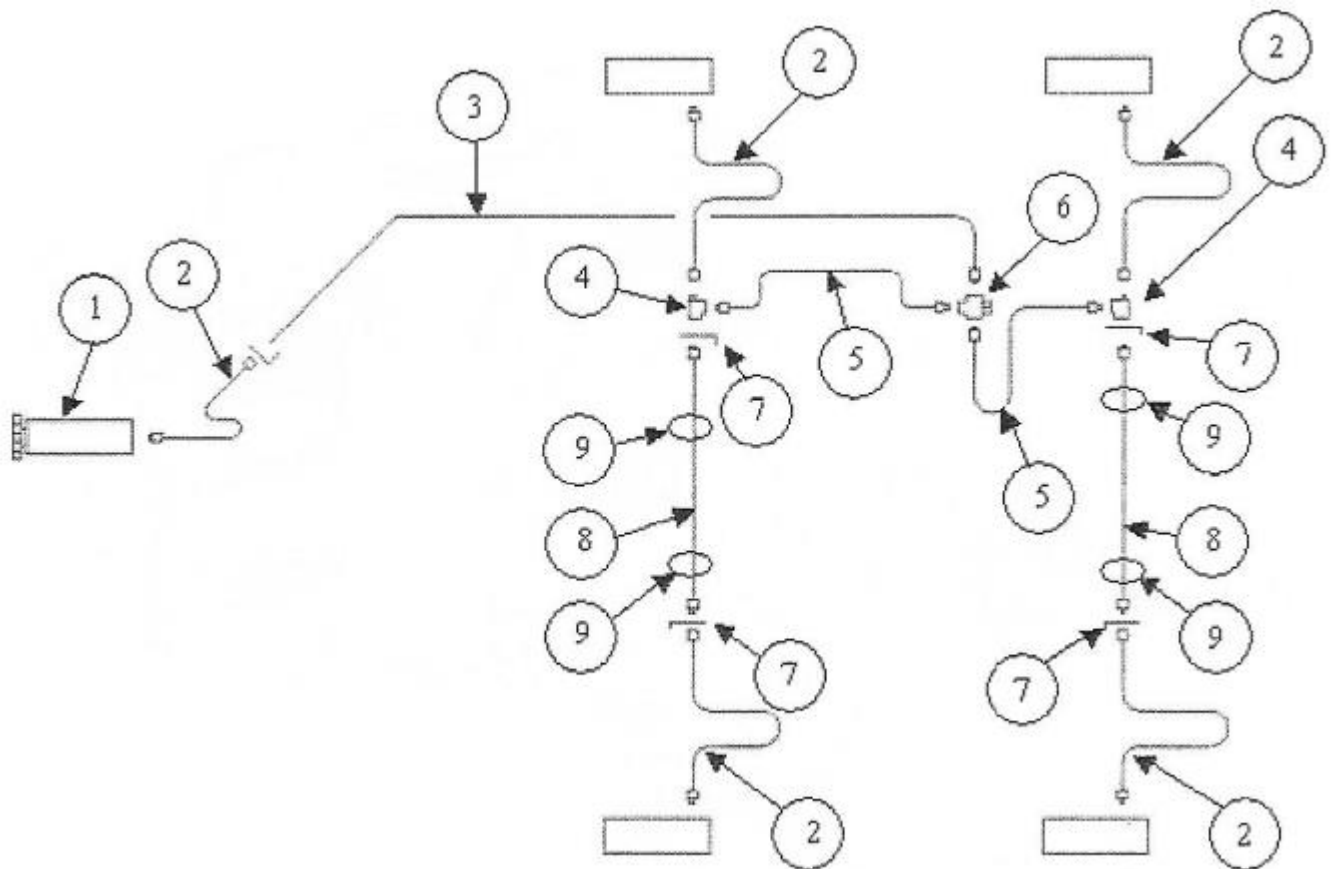
REPLACEMENT PARTS

16 –REPLACEMENT PART LIST *Continued....*:

ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
26	904-05024S	(4, 8, 8, 16)	Ball Stud, 12mm SS
27	151-2-0016	(0, 2, 2, 2)	Chain, Latch Assembly
28	151-2-0058G	(0, 0, 2, 0)	Cap Flange, RF/LR Galv 10 Bin
	151-2-0086G	(1, 0, 0, 0)	Cap Flange, Front Galv 4 Bin
	151-2-0069G	(0, 2, 0, 0)	Cap Flange, Galv 6 Bin
	151-2-0067G	(0, 0, 0, 2)	Cap Flange, RF/LR Galv 14 Bin
29	151-3-0048	(1, 2, 2, 2)	Umbrella-Modified
30	903-02029	(1, 2, 2, 2)	Rope, 1/4" Diameter Poly, Black
31	151-2-0057G	(0, 0, 2, 0)	Cap Flange, LF/RR Galv 10 Bin
	151-2-0087G	(1, 0, 0, 0)	Cap Flange, Rear Galv 4 Bin
	151-2-0066G	(0, 0, 0, 2)	Cap Flange, LF/RR Galv 14 Bin
	151-2-0065G	(0, 0, 0, 2)	Cap Flange, Center Galv 14 Bin
32	151-3-0191	(2, 4, 4, 4)	Support, Corner
33	904-05066	(2, 4, 4, 4)	Bumper, Rubber
34	550-00187	(1)	Rod, 1/2" Galv – Bin Cap
35	550-00187	(1, 2, 2, 2)	Rod, 1/2" Galv – Access Door
36	151-3-0200	(1, 2, 2, 2)	Bin Cap, LF/RR
37	151-3-0202	(2, 2, 6, 10)	Bin Cap, Center
38	151-3-0201	(1, 2, 2, 2)	Bin Cap, FR/LR
39	151-3-0050	(8, 12, 20, 28)	Strap, Doubler
40	151-2-0002	(4, 6, 10, 14)	Door Guide Weldment
41	151-2-0005	(4, 6, 10, 14)	Access Door Assembly
42	151-3-0214	(1, 2, 2, 2)	Accent Panel, RF/LR
43	904-05073S	(0, 2, 2, 2)	Eye Bolt Closed, 3/8 X 2 SS
44	904-05129	(1, 0, 0, 0)	Gas Spring, Locking 250 lb
	904-05106	(1, 0, 4, 0)	Gas Spring, 250 lb
	907-05023	(0, 0, 0, 8)	Gas Spring, 200 lb
	904-05074	(0, 4, 0, 0)	Gas Spring, 150 lb
	904-05024S	(4, 8, 8, 16)	Ball Stud, 13mm
	904-05025S	(4, 8, 8, 16)	Clip
	900-05143	(4, 8, 8, 16)	Nut Hex, 5/16NC SS
45	904-05020	(4, 6, 10, 14)	Bin, Plastic Recycling
46	900-30002S	(6, 8, 8, 8)	Lock Collar, 1/2" SS
47	151-2-0008G	(0, 2, 2, 2)	Pivot Weldment, Galv
	151-2-0090G	(1, 0, 0, 0)	Pivot Weldment, Galv 4 Bin FRT
	151-2-0091G	(1, 0, 0, 0)	Pivot Weldment, Galv 4 Bin RR
48	151-3-0216	(2, 4, 4, 4)	Backing Plate

REPLACEMENT PARTS

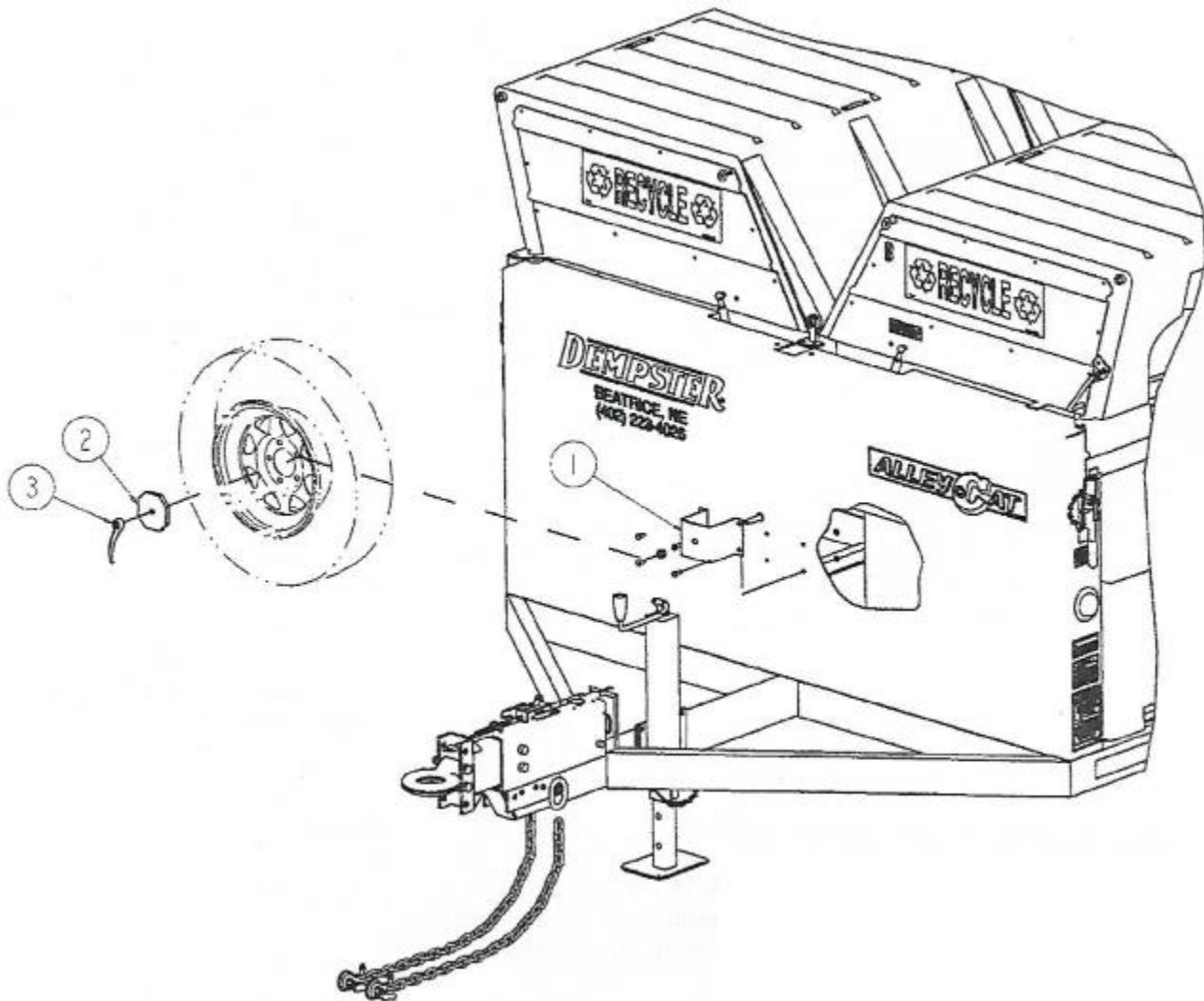
HYDRAULIC BRAKE SYSTEM REPAIR PARTS



ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
1	904-05150	(1, 0, 0, 0)	Brake Actuator w/ Adjustable 2" Coupler
	904-05118	(0, 1, 1, 0)	Brake Actuator w/ Adjustable 2-5/16" Coupler
	904-05123	(0, 0, 0, 1)	Brake Actuator w/ Adjustable 2-5/16" Coupler
2	907-00656	(3, 3, 5, 7)	Hydraulic Hose 3/8-24M x F-7765
3	2300	(1, 0, 0, 0)	Hydraulic Brake Line Tube 125"
	2300	(0, 1, 0, 0)	Hydraulic Brake Line Tube 112"
	2300	(0, 0, 1, 0)	Hydraulic Brake Line Tube 176"
	2300	(0, 0, 0, 1)	Hydraulic Brake Line Tube 210"
4	904-05052	(1, 1, 2, 4)	Service Tee
5	904-050574	(0, 0, 2, 4)	Hydraulic Brake Line Tube 30"
6	904-05062	(0, 0, 1, 1)	Axle Tee
7	905-00024	(3, 3, 5, 7)	Hose Clip
8	2300	(1, 0, 0, 0)	Hydraulic Brake Line Tube 36"
	2300	(0, 1, 2, 3)	Hydraulic Brake Line Tube 78"
9	904-04053	(2, 2, 4, 6)	Nylon Tie

REPLACEMENT PARTS

SPARE TIRE MOUNT OPTION – 151-1-0012G

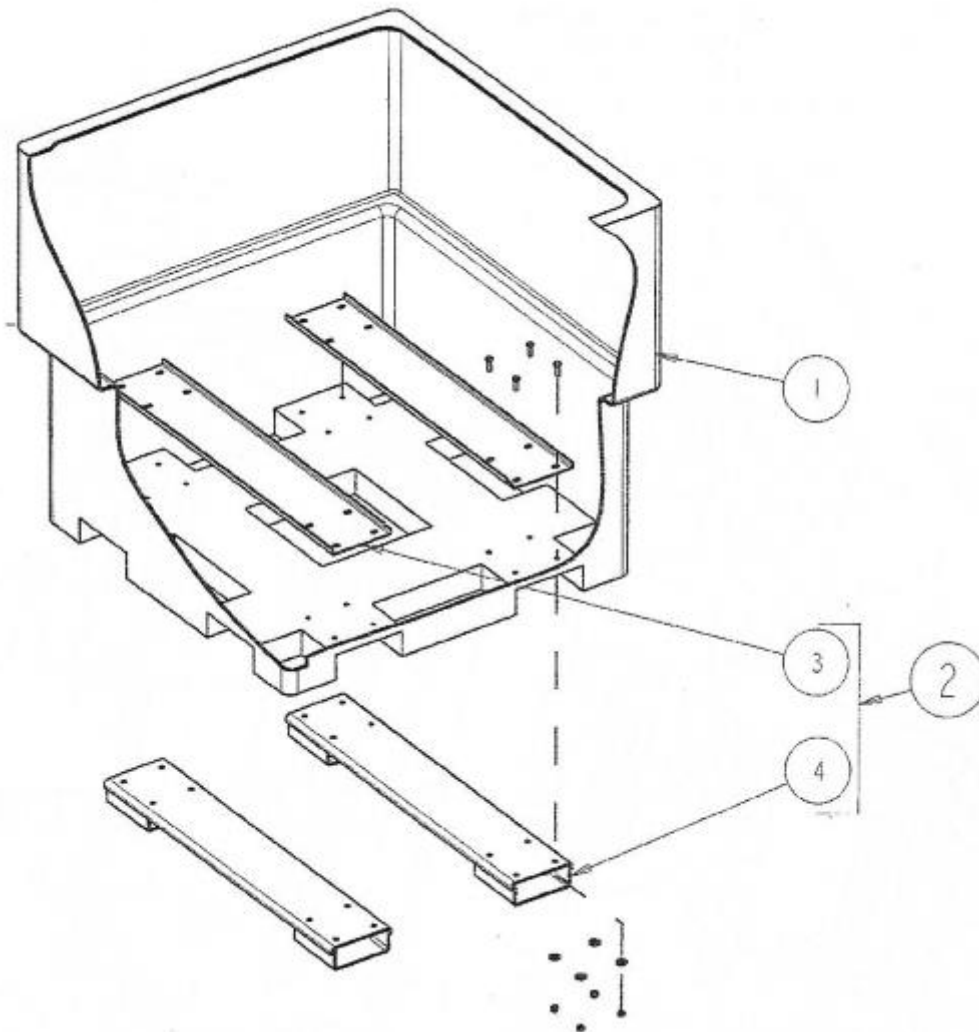


ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(PER TRAILER)			
1	151-3-0098G	(1)	MOUNT – SPARE TIRE GALVANIZED
	900-00442	(4)	5/16NC X 3/4 SS BOLT
	900-10114	(4)	5/16 LOCK WASHER SS
	900-05112	(4)	5/16NC SS NUT
2	151-3-0099	(1)	CLAMP BLOCK
3	900-05212	(1)	HANDLE NUT, 1/2 NC PLATED
	151-2-0015	(1)	SPARE TIRE (SOLD SEPARATELY)
	900-01048	(1)	1/2 NC X 2 FULL THREAD SS BOLT
	900-05257	(1)	1/2 NC NUT

REPLACEMENT PARTS

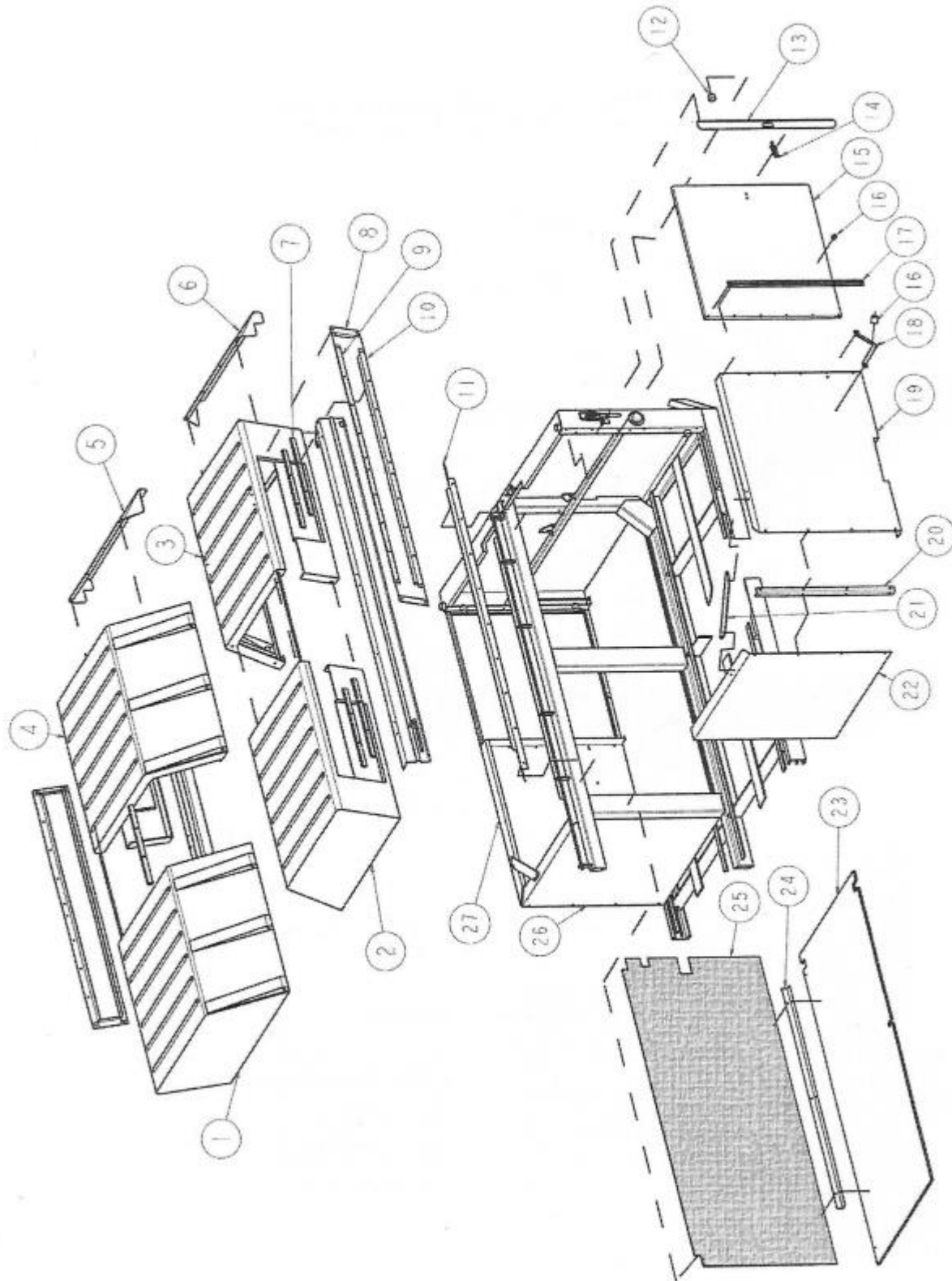
151-1-0005 – BIN ROTATOR SLEEVES (UNINSTALLED)

151-1-0006 – BIN ROTATOR SLEEVES (INSTALLED)



ITEM	PART NUMBER	QUANTITY (PER BIN)	DESCRIPTION
1	904-05020	(1)	GAYLORD BOX – BLACK
2	151-1-0006	(1)	ROTATOR SLEEVE SET INCLUDES ITEMS 3 & 4
3	151-3-0215	(2)	CHANNEL – INNER
4	151-2-0010	(2)	SLEEVE WELDMENT
	900-00220	(16)	BOLT, 5/16-18 PLATED
	900-10003	(16)	FLAT WASHER, 3/8 PLATED
	900-05114	(16)	LOCK NUT, 5/16-18 PLATED

REPLACEMENT PARTS



REPLACEMENT PARTS

TWIN & QUAD CARDBOARD UNITS

ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(TWIN BIN, QUAD BIN)			
1	151-3-0207	(1, 1)	CARDBOARD CAP 2002 LF/RR INNER
2	151-3-0205	(0, 1)	CARDBOARD CAP 2002 RF/LR INNER
3	151-3-0204	(0, 1)	CARDBOARD CAP 2002 RF/LR OUTER
4	151-3-0206	(1, 1)	CARDBOARD CAP 2002 LF/RR OUTER
5	151-3-0281	(1, 1)	CARDBOARD WATER SHEILD RF/LR
6	151-3-0282	(0, 1)	CARDBOARD WATER SHIELD LF/RR
	900-00602	(4, 8)	CAP SCREW, 1/4 NC X 1 SS
	900-10163	(4, 8)	FLAT WASHER, 1/4 SS
	900-10169	(4, 8)	LOCK WASHER, 1/4 SS
	900-05113	(4, 8)	NUT HEX, 1/4NC SS
7	151-3-0119	(4, 8)	FILLER
8	151-3-0113G	(2, 4)	SIDE FLANGE, GALVANIZED
	900-00602	(4, 8)	CAP SCREW, 1/4 NC X 1 SS
	900-10163	(4, 8)	CAP SCREW, 1/4 NC X 1 SS
	900-10169	(4, 8)	FLAT WASHER, 1/4 SS
	900-05113	(4, 8)	NUT HEX, 1/4NC SS
9	151-3-0194G	(1, 2)	UPPER FLANGE, GALVANIZED
	900-00602	(10, 20)	CAP SCREW, 1/4 NC X 1 SS
	900-10163	(10, 20)	FLAT WASHER, 1/4 SS
	900-10169	(10, 20)	LOCK WASHER, 1/4 SS
	900-05113	(10, 20)	NUT HEX, 1/4NC SS
10	151-3-0195G	(1, 2)	LOWER FLANGE, GALVANIZED
	900-00602	(6, 12)	CAP SCREW, 1/4 NC X 1 SS
	900-01040	(4, 8)	CAP SCREW, 1/4 NC X 1 SS
	900-10163	(10, 20)	FLAT WASHER, 1/4 SS
	900-10169	(10, 20)	LOCK WASHER, 1/4 SS
	900-05113	(10, 20)	NUT HEX, 1/4NC SS
11	151-3-0278G	(1, 2)	CARDBOARD WATER SHIELD GALVANIZED
	900-01060	(9, 18)	SCREW, 1/4 X 3/4 SELF DRILLING SELF TAPPING SS
12	904-05066	(2, 4)	BUMPER, RUBBER
	900-05199	(2, 4)	NUT HEX, 3/8 NC THIN LOCK SS
13	151-2-0101	(1, 2)	CARDBOARD DOOR CATCH
	900-00587	(5, 10)	CAP SCREW, 1/4NC X 3/4 SS
	900-10169	(10, 20)	LOCK WASHER, 1/4 SS
	900-05113	(10, 20)	NUT HEX, 1/4NC SS
14	904-05163S	(1, 2)	HEAVY DUTY SPRING LATCH RH
	900-00587	(2, 4)	CAP SCREW, 1/4NC X 3/4 SS
	900-10169	(2, 4)	LOCK WASHER, 1/4 SS
	900-05113	(2, 4)	NUT HEX, 1/4NC SS

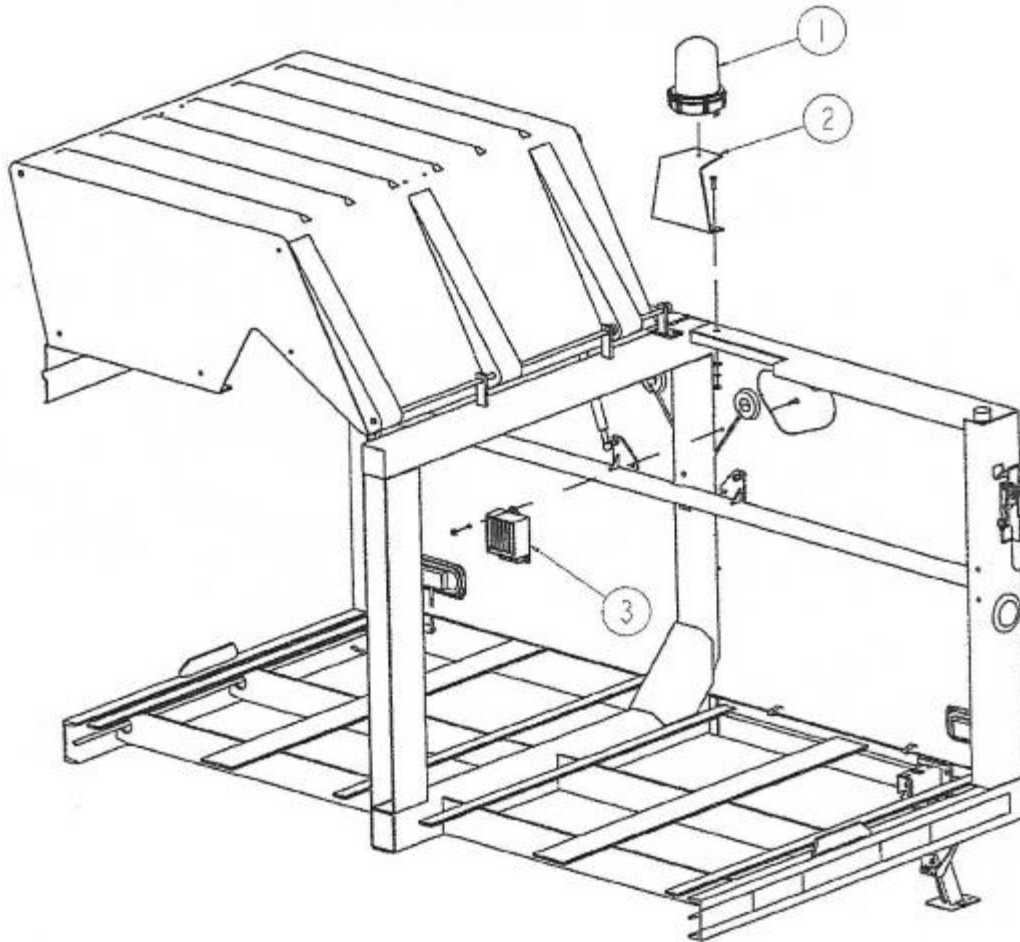
REPLACEMENT PARTS

TWIN & QUAD CARDBOARD UNITS

ITEM	PART NUMBER	(TWIN BIN, QUAD BIN) QUANTITY	DESCRIPTION
15	151-3-0108G	(1, 2)	CARDBOARD DOOR, GALVANIZED
16	904-05092	(1, 2)	DOOR HOLDER
	900-00830	(1, 2)	CAP SCREW 5/16NC X 5/8 SS
	900-00602	(1, 2)	CAP SCREW 1/4NC X 1 SS
	900-10169	(1, 2)	LOCK WASHER, 1/4 SS
	900-05113	(1, 2)	NUT HEX, 1/4 NC SS
17	151-3-0111	(1, 2)	HINGE
	900-00587	(12, 24)	CAP SCREW, 1/4NC X 3/4 SS
	900-10169	(12, 24)	LOCK WASHER, 1/4 SS
	900-05113	(12, 24)	NUT HEX, 1/4 NC SS
18	151-3-0112G	(1, 2)	DOOR HOLDER MOUNT, GALVANIZED
	900-00587	(2, 4)	CAP SCREW, 1/4NC X 3/4 SS
	900-10169	(2, 4)	LOCK WASHER, 1/4 SS
	900-05113	(2, 4)	NUT HEX, 1/4 NC SS
19	151-3-0115G	(1, 1)	SIDE PANEL RF/LR
	900-01071	(4, 4)	SCREW, 1/4 X 1-1/4 SELF DRILLING SELF TAPPING SS
20	151-3-0109G	(1, 2)	JOINING ANGLE
	900-00442	(8, 16)	CAP SCREW, 5/16NC X 3/4 SS
	900-10169	(8, 16)	LOCK WASHER, 5/16 SS
	900-05113	(8, 16)	NUT HEX, 5/16 NC SS
21	151-3-0110G	(1, 2)	BRACE
	900-00442	(4, 8)	CAP SCREW, 5/16NC X 3/4 SS
	900-10114	(4, 8)	LOCK WASHER, 5/16 SS
	900-05112	(4, 8)	NUT HEX, 5/16 NC SS
22	151-3-0116G	(1, 1)	END PANEL RF/LR, GALVANIZED
	900-01060	(4, 4)	SCREW 1/4 X 3/4 SEFL DRILLING SELF TAPPING SS
23	151-3-0114	(1, 2)	DECK SHEET
	900-01071	(4, 8)	SCREW, 1/4 X 1-1/4 X SELF DRILLING SELF TAPPING SS
24	151-3-0160G	(1, 0)	DIVIDER PANEL MOUNT, GALVANIZED
	900-00555	(3, 0)	CAP SCREW, 5/16NC X 1 SS
	900-00108	(3, 0)	CAP SCREW, 5/16NC X 1-1/2 SS
	900-10168	(6, 0)	FLAT WASHER, 5/16 SS
	900-10114	(6, 0)	LOCK WASHER, 5/16 SS
	900-05112	(6, 0)	NUT HEX, 5/16NC SS
25	151-3-0122G	(1, 0)	DIVIDER PANEL, GALVANIZED
	900-01060	(17, 0)	SCREW, 1/4 X 3/4 SELF DRILLING SELF TAPPING
	900-10163	(17, 0)	FLAT WASHER, 1/4 SS
26	151-3-0135G	(0, 1)	END PANEL LF/RR GALVANIZED
	900-01060	(0, 4)	SCREW, 1/4 X 3/4 SELF DRILLING SELF TAPPING SS
27	151-3-0134G	(0, 1)	SIDE PANEL LF/RR
	900-01060	(0, 4)	SCREW, 1/4 X 3/4 SELF DRILLING SELF TAPPING SS

REPLACEMENT PARTS

151-1-0007G – WARNING LIGHT & BACK UP ALARM



ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
1	901-05056	(1)	WARNING LIGHT
2	151-2-0011G	(1)	LIGHT MOUNT WELDMENT – GALVANIZED
	900-00602	(2)	CAP SCREW 1/4NC X 1 SS
	900-10163	(2)	FLAT WASHER 1/4 SS
	900-10169	(2)	LOCK WASHER 1/4 SS
	900-05214	(2)	HEX NUT 1/4NC SS
3	904-05055	(1)	BACK UP ALARM
	900-01036	(3)	STOVE BOLT #10-24 X 3/4 SS
	900-10226	(3)	#10 LOCK WASHER
	900-05214	(3)	HEX NUT #10-24 SS

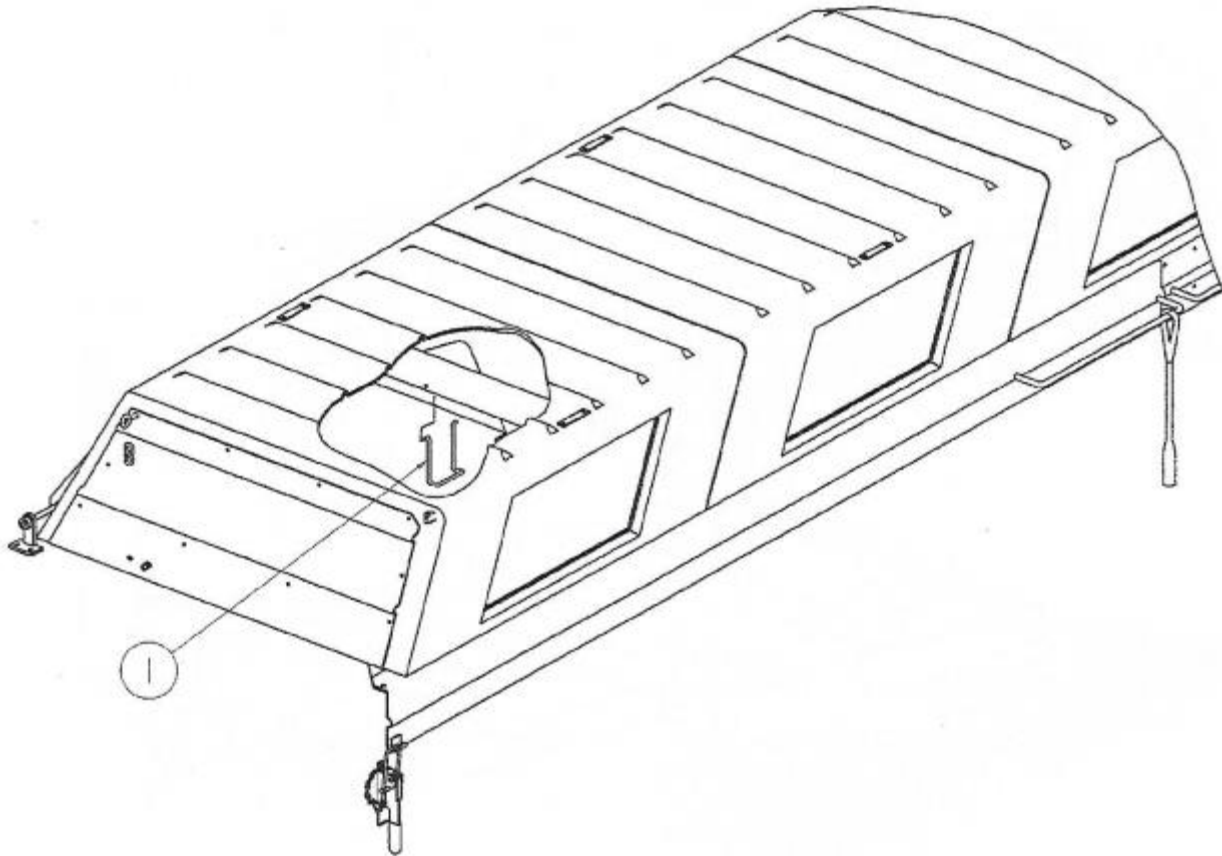
REPLACEMENT PARTS

151-1-0038 – DOOR HOLD KIT 4 BIN

151-1-0019 – DOOR HOLD KIT 6 BIN

151-1-0013 – DOOR HOLD KIT 10 BIN

151-1-0033 – DOOR HOLD KIT 14 BIN



ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
1	151-3-0077	(4, 6, 10, 14)	DOOR LATCH

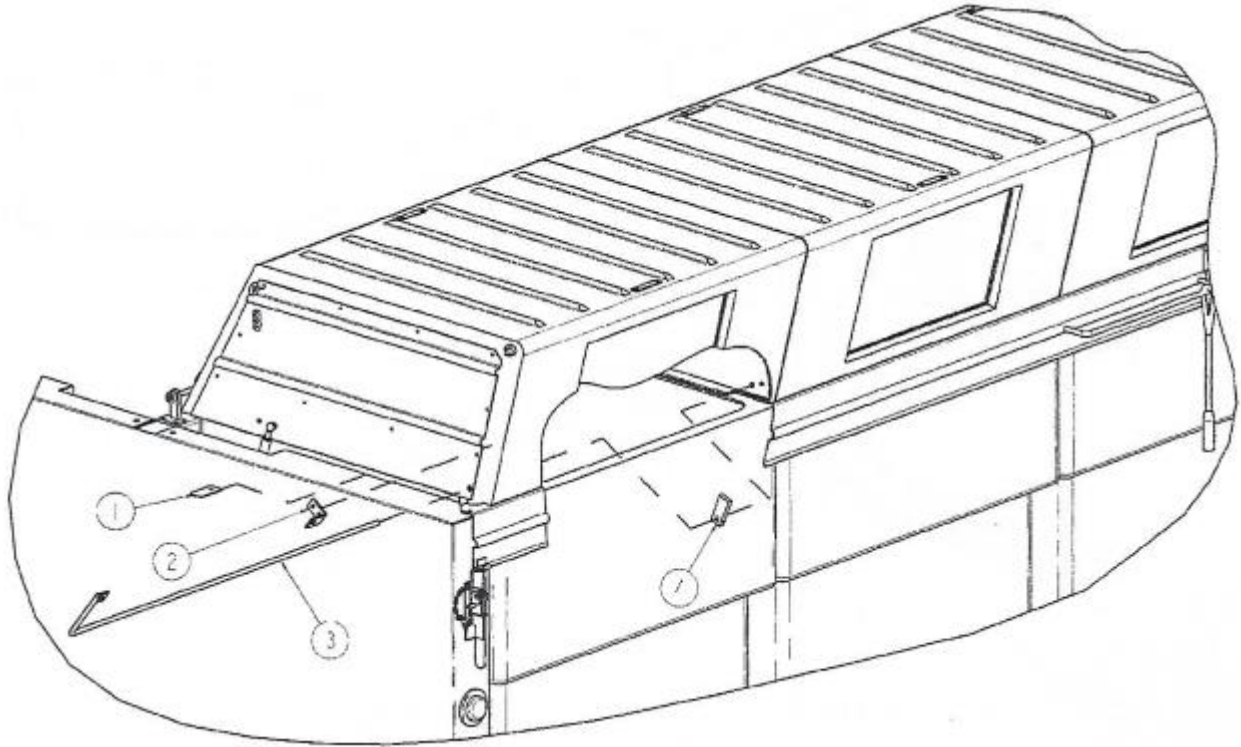
REPLACEMENT PARTS

151-1-0039 – DOOR HOLD KIT 4 BIN

151-1-0016 – DOOR HOLD KIT 6 BIN

151-1-0010 – DOOR HOLD KIT 10 BIN

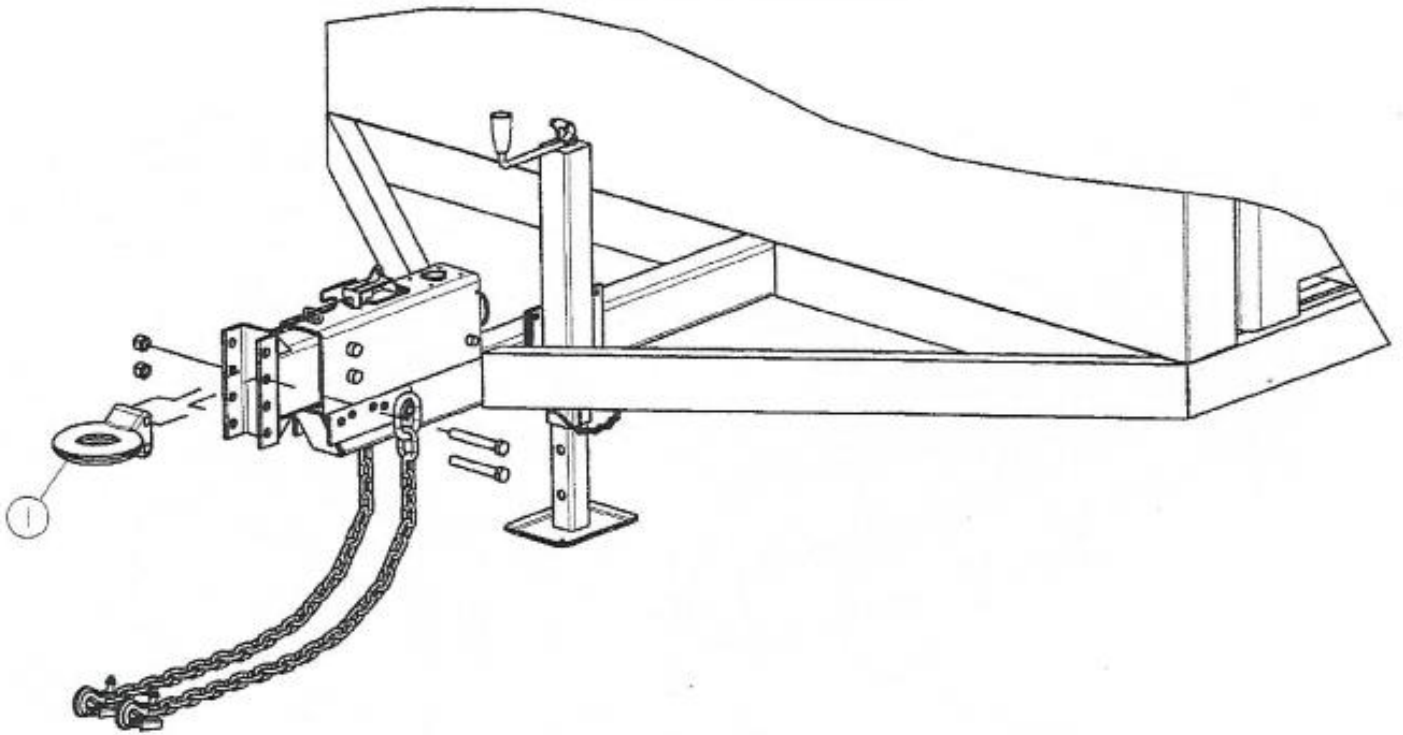
151-1-0032 – DOOR HOLD KIT 14 BIN



ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(4 BIN, 6 BIN, 10 BIN, 14 BIN)			
1	151-3-0104	(1, 2, 2, 2)	HANDLE REST
	900-00602	(1, 2, 2, 2)	BOLT, 1/4NC X 1 SS
	900-10002	(1, 2, 2, 2)	FLAT WASHER 1/4 SS
	900-05256	(1, 2, 2, 2)	LOCK NUT 1/4NC SS
2	151-3-0085	(1, 2, 2, 2)	LOCK EAR
	900-00602	(2, 4, 4, 4)	BOLT, 1/4NC X 1 SS
	900-10002	(2, 4, 4, 4)	FLAT WASHER 1/4 SS
	900-05256	(2, 4, 4, 4)	LOCK NUT 1/4 NC SS
3	151-2-0099	(1, 0, 0, 0)	LOCK ROD WELDMENT - 4 BIN
	151-2-0073	(0, 2, 0, 0)	LOCK ROD WELDMENT - 6 BIN
	151-2-0017	(0, 0, 2, 0)	LOCK ROD WELDMENT - 10 BIN
	151-2-0082	(0, 0, 0, 2)	LOCK ROD WELDMENT - 14 BIN
	900-30002	(2, 4, 4, 4)	LOCK COLLAR 1/2" SS
	151-3-0084	(4, 6, 10, 14)	LOCK ARM
	900-00723	(8, 12, 20, 28)	SET SCREW 1/4NC X 1/4

REPLACEMENT PARTS

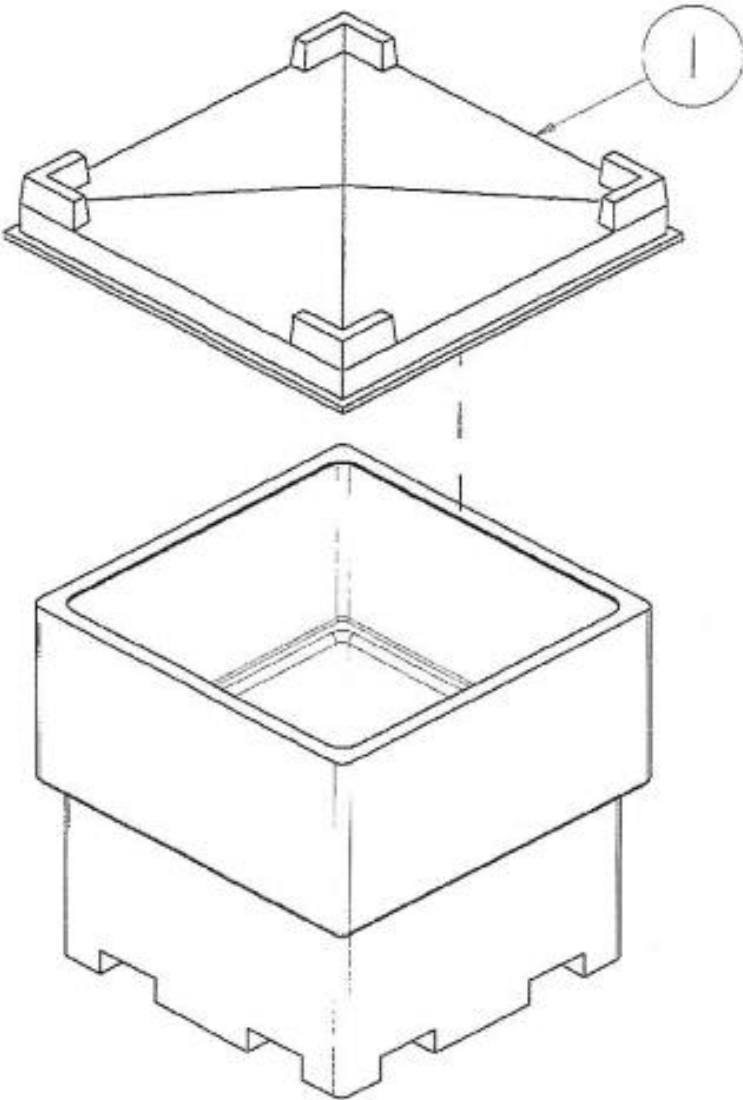
151-1-0051 – PINTLE HITCH OPTION



ITEM	PART NUMBER	QUANTITY	DESCRIPTION
(PER TRAILER)			
1	900-05053P	(1)	PINTLE EYE ZINC PLATED
	900-00149	(2)	BOLT, 5/8NC X 4-1/2 GR-5
	900-05176	(2)	LOCKNUT, 5/8NC PLATED

REPLACEMENT PARTS

904-05054 – BIN COVER



ITEM	PART NUMBER	QUANTITY (PER BIN)	DESCRIPTION
1	904-05054	(1)	BIN COVER