



Platform Trailers



OPERATION MANUAL

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This manual:

- Describes the proper procedures that must be considered prior to operating any of **East Manufacturing Corporation's** platform trailers.
- Contains safety information, instructions and preventive maintenance checks that the operator should perform periodically.
- Should be kept with the trailer at all times.
- **East** manuals are available online at EastMfg.com.

East reserves the right to change its products and documents without notice.

Safety Information

This manual addresses safety information, pre-trip inspections, preventive maintenance, guide for proper loading techniques and general information regarding **East** platform trailers. Instructions cover the operation and service of **East** platform trailers. Direct any questions regarding this manual to **East**.

IMPORTANT

- Read this manual carefully prior to loading or towing the **East** trailer.
- DO NOT attempt to operate or service the trailer until instructions and safety precautions are read and completely understood.
- Operate and service the **East** trailers within the operating limits outlined in this manual. When operating **East** trailers, basic safety precautions should always be followed.
- If problems arise, contact a dealer or **East**. Help is also available at EastMfg.com.

For all maintenance requirements, use only genuine **East** authorized parts.

Important advisories are indicated as follows:



WARNING!

Advisory specifies a procedure that must be followed exactly. Personal injury can occur if the advisory is not followed.



CAUTION! Advisory specifies a procedure that must be followed exactly. Damage to equipment or components can occur if the advisory is not followed.


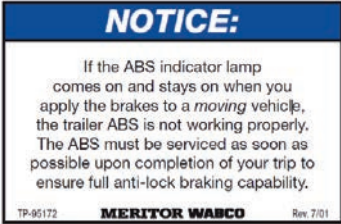




Note: A **Note** can contain information that can increase the longevity of the trailer. A **Note** can also provide information that will enable quicker and easier servicing.

Decals

Decals are an important part of safe trailer operation. Decals address safe operation and maintenance of the trailer, as well as regulation information to maintain compliance with state and federal regulations.

- Prior to operation, locate and review the information of each decal on the trailer.

The decals shown below represent examples of the content and location of **East's** standard decals at the time of printing and manufacturing of the trailer. The number, placement and type of decals are not limited to those shown. Note that decals may be updated or replaced by other decals. Upon receipt of the trailer, document what decals are on it by recording the decal part numbers located at the bottom of each decal. If any safety decals are missing or damaged, contact **East** for replacement at no cost to you.

Decals Located on Front of Trailer	
 <p>NOTICE</p> <p>The Use Of Additives In The Air Brake System Is Not Recommended As They Can Be Harmful To The Performance Of The Air Brake Valves And May Void The Warranty.</p> <p>Additives</p>	 <p>NOTICE:</p> <p>If the ABS indicator lamp comes on and stays on when you apply the brakes to a <i>moving</i> vehicle, the trailer ABS is not working properly. The ABS must be serviced as soon as possible upon completion of your trip to ensure full anti-lock braking capability.</p> <p>TP-95172 MERITOR WABCO Rev. 7/01</p> <p>ABS</p>
 <p>NOTICE:</p> <p>Trailer is equipped with an in-line filter to assist in protecting the air system brake valves. The in-line filter is serviceable and should be inspected and cleaned every 3 to 4 months. See TP-03100 for maintenance instructions. www.meritorwabco.com</p> <p>899 201 842 4 MERITOR WABCO Rev. 9/08</p> <p>Air Line Filter</p>	 <p>WARNING</p> <p>CARGO HAZARD</p> <p>Raising Liffable Axles when trailer is loaded decreases braking capacity and may cause structural damage.</p> <p>Do not run the trailer loaded with the front axle raised.</p> <p>562-01001-00 East 1074</p> <p>Liffable Axle</p>
 <p>57213</p> <p>Serial Number</p>	 <p>F H W A</p> <p>INSPECTION CERTIFICATION</p> <p>This vehicle has passed an inspection in accordance with 49 C.F.R. 396.17-39623</p> <p>For contents of Inspection Report, contact: EAST MANUFACTURING CORPORATION 1571 STATE ROUTE 44 RANDOLPH, OHIO 44261 (330) 325-9921</p> <p>Date of Inspection: _____ Month/Year: _____ Serial Number: _____ Form #100 East 1074</p> <p>Final Inspection</p>

<div style="text-align: center; background-color: #ff9900; color: white; padding: 5px;">⚠ WARNING</div> <p>READ & FOLLOW THIS WARNING TO AVOID DEATH OR SERIOUS INJURY</p> <p>The East® D.O.T. Bulkhead is tested in its ability to protect persons or property inside the truck's cab in the event of any cargo becoming loose as a result of an accident or failed cargo securement device or system.</p> <p>The East® D.O.T. Bulkhead has been tested under 40 CFR 393.114 (c) for heights under 8 feet or 243.114. The East® D.O.T. Bulkhead has NOT been designed for the penetration resistance under 40 CFR 393.114 (c).</p> <p>Drivers and Owners are responsible for complying with the regulations issued by the United States Department of Transportation (D.O.T.) and the Federal Motor Carrier Safety Administration (FMCSA) to secure and monitor the cargo load including proper use and application of tie-downs, damage damage logs, stowing bars, shocks, endlogs, cradles, rails, and other prescribed securement devices. (See 49 CFR 393.2 and 393.103 through 393.136.) The East® Non-D.O.T. Bulkhead provides only a portion of the requirements to secure the load under the law.</p> <p>Use of the East® Non-D.O.T. Bulkhead does not change or reduce the load securement requirements imposed by law. Drivers and Owners are responsible for complying with the specific commodity cargo requirements of the FMCSA at 49 CFR 392.116 through 392.136, including the necessary logs, checked further, building products, metal coils, paper rolls, concrete pipe, intermodal containers, vehicles, heavy equipment and machinery, loaded vehicles, specified containers, and large loads.</p> <p>Bulkhead and vehicle jacking and NOT have damaged or weakened components. A damaged or weakened bulkhead could result in death or serious injury. Impact bulkhead daily for major dents, holes or holes in any panel material and loose or broken bolts in the plate product. Have any damage repaired at an East® qualified service center before putting back into use.</p> <p>Modifications to the bulkhead may damage or weaken the bulkhead. A damaged or weakened bulkhead could result in death or serious injury. Do not modify bulkhead.</p> <div style="text-align: center; background-color: #ff9900; color: white; padding: 5px;">DOT Bulkhead</div>	<div style="text-align: center; background-color: #ff9900; color: white; padding: 5px;">⚠ WARNING</div> <p>READ & FOLLOW THIS WARNING TO AVOID DEATH OR SERIOUS INJURY</p> <p>The East® Non-D.O.T. Bulkhead is not a cargo securement device or system, and therefore is not subject to federal regulations governing such devices or systems. The East® Non-D.O.T. Bulkhead is not designed or intended to protect persons or property inside the truck's cab in the event of any cargo becoming loose as a result of an accident or failed cargo securement device or system.</p> <p>Drivers and Owners are responsible for complying with the regulations issued by the United States Department of Transportation (D.O.T.) and the Federal Motor Carrier Safety Administration (FMCSA) to secure and monitor the cargo load including proper use and application of tie-downs, damage damage logs, stowing bars, shocks, endlogs, cradles, rails, and other prescribed securement devices. (See 49 CFR 393.2 and 393.103 through 393.136.) The East® Non-D.O.T. Bulkhead is not a substitute for any securement device prescribed by law.</p> <p>Use of the East® Non-D.O.T. Bulkhead does not change or reduce the load securement requirements imposed by law. Drivers and Owners are responsible for complying with the specific commodity cargo requirements of the FMCSA regulations at 49 CFR 392.116 through 392.136, including the securement of logs, dressed lumber, building products, metal coils, paper rolls, concrete pipe, intermodal containers, vehicles, heavy equipment and machinery, crushed vehicles, specified containers, and large loads.</p> <p>The East® Non-D.O.T. Bulkhead is not designed or intended to stop or minimize the forward movement of cargo and the resulting harm or damage if any cargo becomes loose due to an accident or the failure of securement of any cargo, including these commodities.</p> <div style="text-align: center; background-color: #ff9900; color: white; padding: 5px;">Non DOT Bulkhead</div>
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Decals Located on Side of Trailer

NOTICE

The suspension hangers are attached to this trailer with what is referred to as a "SHAKEPROOF" bolt. The torque requirement for this bolt is 225 ft/lbs. Check torque during normal maintenance intervals by holding the bolt and torquing the nut. **DO NOT OVER TORQUE.** The bolt and nut is a metric 16mm. Replacement bolts can be obtained from **EAST MANUFACTURING** if needed. An acceptable substitute bolt is 5/8" grade 8.

567-01191-00 10/15

Shakeproof Bolt

⚠ WARNING

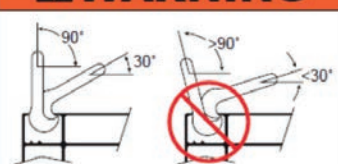
IMPROPER SECURING OF LOAD
Failure to secure load properly could result in injury or death.

Never secure load using Rub Rails (Tarp Bar.)
Consult manual for proper load securement methods.

567-01125-00 10/14

Rub Rail

⚠ WARNING



IMPROPER TIEDOWN POSITIONING.
Can cause severe injury or death.


Tiedown hooks should be positioned at an angle of 30-90 degrees to deck surface.

Never place tiedown hooks at an angle of less than 30 degrees, or greater than 90 degrees to deck surface.

567-01180-00 10/14

Tiedown

⚠ WARNING



Beam cutting, welding, heating, or drilling may cause beam failure and/or loss of control of vehicle.

DO NOT cut, weld, heat, or drill undercarriage beam.

567-01162-00 10/14

Beam Warning

Normal Trailer Use

East trailers are designed for operation within the legal highway speed limits and tire manufacturer speed limit on reasonable road surfaces for the type of service it was built to perform in accordance with the following:

The trailer was built to carry cargo within the limitations of two weight ratings listed on the VIN plate. The VIN plate is located on the main chassis rail, roadside, directly to the rear of the landing gear. These weight ratings are:

- **GAWR (gross axle weight rating)** – The structural capability of the lowest rated member of the running gear components: suspension and spring system, hubs, wheels, drums, rims, bearings, brakes, axles or tires.
- **GVWR (gross vehicle weight rating)** – The structural capability of the trailer when supported by the upper coupler assembly and axles with the load uniformly distributed throughout the cargo space.



CAUTION! The maximum load indicated on the VIN plate may or may NOT be a legal load on the highway you plan to use.



WARNING!

- Walk carefully on the trailer. The deck may be slippery. Enter and leave the trailer only from a dock or substantial ladder as high as the trailer floor. Advise others of these precautions.
- Operation of this trailer outside the limitation of this manual is against federal law and will void any responsibility of **East** for any of its results.

Pre-Trip Inspection Checklist



CAUTION! East platform trailers must be operated **ONLY** by trained and qualified professional drivers.

Driver pre-trip inspections must be completed before the first trip of each day and each subsequent trip during the day. Each pre-trip inspection will visually inspect for deficiencies, including the following:

- Inspect for any apparent damage.
- Verify that all lights function properly.
- Verify that the spare tire is secure in the carrier to avoid tire carrier damage. Be sure the tire carrier is securely bolted.
- Verify that the kingpin is engaged and locked within the fifth wheel.
- Examine the landing gear for proper road clearance, and ensure the crank handle is securely stowed.
- If trailer has a sliding suspension, make sure all 4 lock pins are completely engaged.
- Visually inspect all springs.
- Check that there is air in each air spring (air suspension), and shock absorber fasteners are tight.
- By actuation, verify that the brake system is in proper working order, and listen for air leaks when the brake system is charged.
- Check the air pressure of all tires. If needed, inflate tires to tire manufacturer's recommendations.
- Check the oil level in the wheel hubs.
- Check the oil seals for leakage.
- Check for loose or missing fasteners on fifth wheel plate.
- Ensure kingpin has zero movement.

Coupling and Uncoupling Procedures



WARNING!

Severe Injury or Death may occur as a result of failing to properly couple or uncouple trailer. To properly couple or uncouple trailer, follow instructions below.

Coupling Preparation

1. Prior to coupling the tractor to the trailer, place blocks securely behind the rear tires of the trailer.
2. Align the tractor with the trailer.
3. Check the position of the fifth wheel with respect to the trailer coupler plate to ensure that the fifth wheel is at the proper height.
4. Ensure that the contact with the fifth wheel and the nose of the trailer is just to the rear of the center of the fifth wheel.
5. Adjust the extension of the coupler plate by adjusting the landing gear using the crank handle.



CAUTION! If the nose of the trailer is too low, and contact with the nose of the trailer is made at the rear of the fifth wheel, too much force will be required to lift the trailer. The extra force needed to make engagement can result in impact damage to the nose of the trailer. Avoid this ramming technique.



CAUTION! If the nose of the trailer is too high, the kingpin can override the jaws of the fifth wheel, resulting in “high hookup,” and it could damage the fifth wheel mechanism.

Coupling Procedure

1. Once the tractor and trailer are properly aligned, back the tractor until the fifth wheel coupler jaws engage the kingpin.
2. When the locked engagement has been made, verify a positive hookup by attempting to move the vehicle forward while the trailer brakes are still applied.
3. Once coupling is complete as described above,
 - A. Attach all airlines.
 - B. Ensure correct coupling.
 - C. Connect the electrical connection.
4. Visually inspect the fifth wheel locking mechanism and verify that the kingpin has been properly positioned within the fifth wheel coupler jaws and that the fifth wheel safety locks are in position.
5. Charge the trailer brakes with air.

6. With the landing gear crank in the low gear position, raise the landing gear until ground clearance is achieved (see page 21).
7. With the landing gear off the ground, place the landing gear crank in the high gear position to raise the gear to the proper height for final ground clearance (see page 21).
8. Stow the crank handle in the high gear position in the bracket provided.
9. If this procedure has been followed, the trailer brake system has already been actuated and performance checked at the time the coupling check was made.
10. If chocks were used and the air brake system has not been checked, do so at this time.
11. Inspect the electrical coupling.
12. Operate the trailer lights by energizing the tractor light switches and applying the brake.
13. The final check for complete tractor-to-trailer coupling is made with the trailer brakes applied. Attempt to move the trailer forward and backward by tractor power to ensure fifth wheel is locked securely.

Uncoupling Preparation

1. Set the trailer parking brakes.
2. Place chock blocks in front and rear of the wheels of the trailer.

Uncoupling Procedure

1. Lower the landing gear with the crank handle in the high gear position until ground contact is made (see page 21).
2. With the crank handle in the low position, turn the crank handle to transfer the weight of the trailer from the fifth wheel of the tractor onto the landing gear (see page 21).
3. If the tractor is equipped with shutoff cocks for the airlines, close them before disengaging the glad hands at the front of the trailer.
4. Disconnect the air and electric jumper lines from the trailer.
5. Prepare the fifth wheel for uncoupling by activating the release handle(s).
6. To ensure disengagement of the trailer, slowly move the tractor forward until clear of the trailer.

Note: Although the U.S. Department of Transportation (DOT) requires trailer automatic parking brakes, chocks are still recommended for safety.

Sliding Axle Relocation Procedure



WARNING!

Crush Hazard

- Severe Injury or Death may occur as a result of sudden vertical suspension movements that can occur during axle sliding.
- Never place any body part between wheels and floor of trailer.

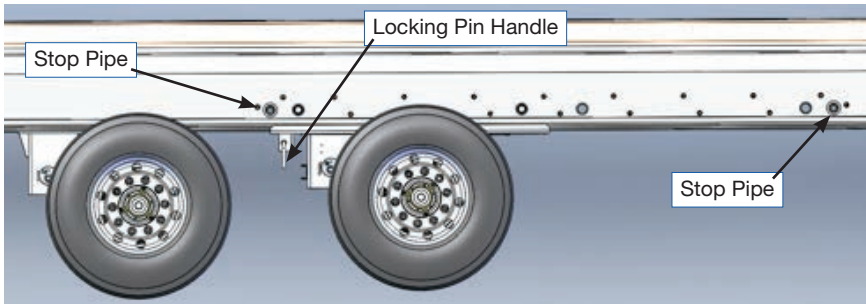


Figure 1: Sliding Axle

Sliding Preparation

1. Set vehicle brakes.
2. Pull handle to disengage locking pin and lock in place in slot.
3. Use switch on trailer to engage brakes on the sliding axle.
4. When equipped, place safety stop pipe in 1st location after desired location is determined.

Sliding Procedure

1. From the tractor, release vehicle brakes and pull forward/backward until slider engages stop pipes in desired location.
2. Set vehicle brakes.
3. Disengage handle from slot to engage locking pins.
4. Visually check to see if locking pins are engaged.
5. If locking pins are not engaged, move trailer forward/backward until pins engage. DO NOT try to engage pins manually.
6. Use switch on trailer to disengage brakes on the sliding axle.
7. When equipped, ensure safety stop pipe is securely locked ahead of sliding axle.

Load Distribution

This trailer will carry a total payload equal to the GVWR less the weight of the trailer. The load must be uniformly distributed and not exceed the GAWR. Consult specific trailer model literature for concentrated load ratings or contact **East**. Recommended payload distributions are shown in **Figure 2** to **Figure 4**.

Overloading



WARNING!

Severe Injury or Death may occur as a result of overloading. In addition, overloading can:

- Decrease stability.
- Increase likelihood of rollovers.
- Cause rapid tire wear or damage.
- Deform axle beam and/or spindles.



CAUTION! Concentrated loads must span the main beams of the trailer to prevent damage to the trailer deck and siderails.



WARNING!

Severe Injury or Death may occur as a result of improper load distribution. In addition, loads with high centers of gravity require extra precaution. A high center of gravity:

- Can cause instability.
- Acts in a levering action; the higher it is, the longer the lever and the greater the force which can develop.
- Can overload frame members or truck tires during a sudden stop.

Reduce your speed if pulling a load with a high center of gravity. Should the vehicle stop suddenly, the high center of gravity works forward and backward as well as sideward.

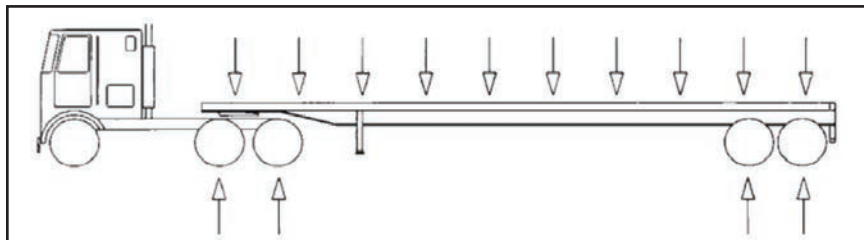


Figure 2: Uniform Load Distribution

Trailers are designed for uniform load distribution as shown in **Figure 2**. The load should be distributed equally between the front and the rear of the trailer.

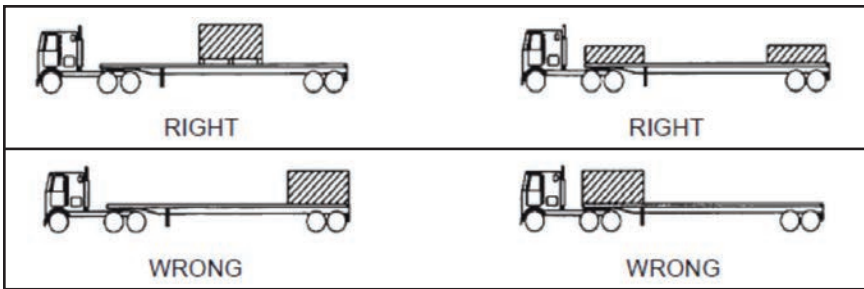


Figure 3: Fore and Aft Weight Distribution

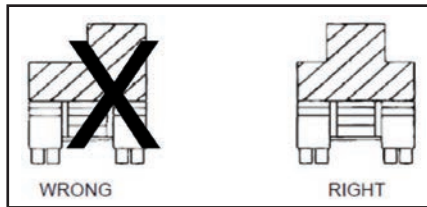


Figure 4: Side-to-Side Weight Distribution

Crosswise loads should be equally distributed. A heavy load on one side will overload the springs and tires of the overloaded side. Place load so weight will be equal on the rear tires, eliminating possible twisting of the frame and overloading of the axle housing and wheel bearings.

Always use a skid of adequate length and construction to properly distribute weight side to side, fore and aft.

Load Distribution Ratings

These ratings are for 48' platforms with sufficiently rated spread air ride suspensions. Contact an **East** representative for specific information.

	4 Feet Concentrated	10 Feet Concentrated	Distributed
Beast	52,000 lbs.	60,000 lbs.	90,000 lbs.
Beast II	65,000 lbs.	72,000 lbs.	100,000 lbs.
MMX	80,000 lbs.	89,000 lbs.	145,000 lbs. *

* Additional axles required.

Flatbed Trailer Anchor Points

The cargo should be properly loaded, blocked and braced to prevent load shifts and to comply with the following sections of the *Department of Transportation Federal Motor Carriers Safety Regulation, Subpart 1 – Protection Against Shifting or Falling Cargo*:

- **Section 393.100** – General Rules for Protecting Against Shifting or Falling Cargo
- **Section 393.102** – Securement Systems
- **Section 393.104** – Blocking and Bracing
- **Section 393.106** – Front End Structure
- **Section 393.116** – Logs
- **Section 393.118** – Dressed Lumber
- **Section 393.120** – Metal Coils
- **Section 393.124** – Concrete Pipe

The following are approved anchor points with associated working load limits. Be sure to check all working load limits on tiedowns.



WARNING!

Side rub rails are not considered anchor points and should not be used as such.

Chain Tiedown System



Chain Tiedown (any angle)

- Located at outer rail
- Use 2nd chain link only
- Working load limit: 6,600 lbs.

Outer Rail Assembly with Chain Hook



Chain Looped Around Two Spools

- Hooked to chain
- Working load limit: 6,600 lbs.



Chain Looped Around Spool and Stake Pocket

- Hooked to chain
- Working load limit: 6,600 lbs.



Chain Looped Around Single Spool

- Working load limit: 6,600 lbs.



Chain Looped Through Single Stake Pocket

- Working load limit: 6,600 lbs.

Sliding Tiedown Hook



Chain Through Sliding Tiedown Hook

- Working load limit: 7,200 lbs.



Synthetic Strap Hooked to Sliding Tiedown Hook

- Working load limit: 5,400 lbs.

Synthetic Webbing System



Sliding Winch

- Attached to outer rail
- Working load limit: 5,400 lbs.



Recessed Winch

- Under side of trailer
- Working load limit: 5,400 lbs.



Winch Clip

- Attached to outer rail
- Working load limit: 5,400 lbs.



Strap Hook Bar

- Under side of trailer
- Working load limit: 5,400 lbs.

Hauling Single Coils

If hauling single coils, perform the following:

1. Position the coil at the single coil location.
2. Orient the coil with the eyes parallel to the trailer.
3. **IMPORTANT: Position the coil bunks/timbers to distribute the weight of the coil evenly across both main beam flanges.**
4. Secure the coil in accordance with 49 CFR 393.120 of the Code of Federal Regulations.

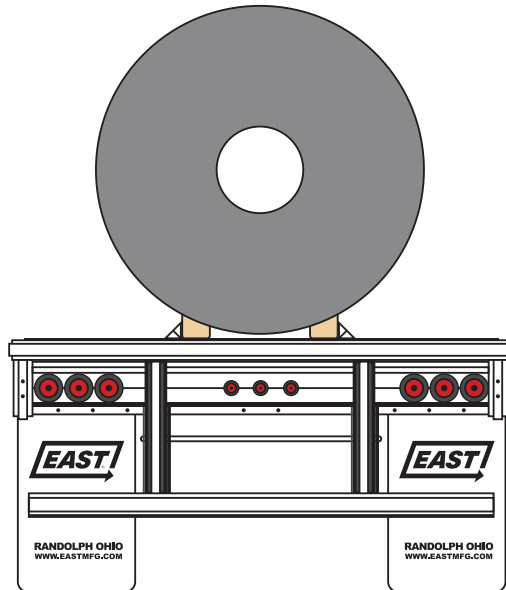


Figure 5: Rear View of Trailer

PREVENTIVE MAINTENANCE

It is important to perform preventive maintenance inspections to ensure safe operation of the trailer.

Every trailer owner and/or operator should have an organized Trailer Preventive Maintenance program. DOT requires that maintenance records be kept on every commercial highway vehicle.

For helpful publications in setting up and operating a Trailer Preventive Maintenance program, contact:

Truck Trailer Manufacturers Association
7001 Heritage Village Plaza Suite 220
Gainesville, VA 20155
ttmanet.org
(703) 549-3010

Weekly Inspection



CAUTION! Maintenance must be performed only by trained and qualified personnel following these instructions and those specified in the component manufacturer's instruction manuals.

The operator's weekly preventive maintenance procedure includes the following:

- Inspect for any damage.
- Verify that all lights function, are in place and are not obscured.
- Check the electrical system for chafed wires, missing clips and positive grounding.
- Lubricate the fifth wheel.
- Check the fifth wheel for loose or missing bolts, cracks and unusual or excessive wear.
- Check kingpin for tightness.
- Inspect the landing gear mounting plates and the bracing for cracks.
- Visually inspect all air springs and airlines for chafing.
- Check the brake valves for leaks and ensure proper operation.
- Check for and remove any foreign material from within the dust shields.
- Drain the condensate from the air reservoirs.
- Check the tire air pressure. If needed, inflate according to tire manufacturer's recommendations.
- Verify that the wheel lug nuts are tight.
- Check the oil level in the wheel hubs to ensure proper wheel bearing lubrication. Inspect seals/hubcaps for leaks.
- Grease all Zerk fittings.

Monthly Inspection

For monthly inspection, perform the following in addition to those required for weekly preventive maintenance inspection:

- Check all welds for cracks.
- Inspect the suspension system bushings for excessive wear and freedom of movement.
- Check that suspension bolts are tight. If bolts are below required torque of 225 ft-lb, retorque. If bolts are below 225 ft-lb more than once, replace bolts.
- Check the wheel bearings for wheel-end play and excessive wheel-end play.
- Check fifth wheel plate for corrosion between plate and main rail.
- Check fifth wheel plate and kingpin for tightness: Proper bolt torque on the plate is 70 ft-lb; and proper kingpin bolt torque is 85 ft-lb, if applicable.

General Instructions



CAUTION! East uses high quality components produced by reliable original equipment manufacturers in all of its custom-built trailers. Refer to each component manufacturer's service manual for specific product information.

Good maintenance practices benefit trailer operators who properly maintain their equipment. Performing recommended cleaning and maintenance procedures saves time and money.

Maintenance for vehicle appearance includes cleaning, brightening and polishing.

- Knowledge of proper usage of recommended materials and compounds is essential for satisfactory results.
- Numerous chemical firms provide materials along with instructions for obtaining the best results.
- Maintenance performed with various chemical compounds will be similar but will vary. Be sure to follow the product manufacturer's instructions.

Landing Gear (2-Speed)

- To raise or lower the trailer, push the landing gear crankshaft inward to engage low gear. To quickly extend or retract, pull the landing gear crankshaft outward to engage high gear.
- To extend downward, engage the crank handle with the crankshaft and turn it clockwise.
- To retract upward, engage the crank handle with the crankshaft and turn it counterclockwise.



CAUTION! After extending or retracting the landing gear, pull the crankshaft outward, into high gear, fold the crank handle and place it in the crank handle holder. Never leave the gears in the neutral position or allow the crank handle to be unsecured.

Failure to use both high and low gears will void warranty.



Figure 6:
Landing Gear
Operation

Lubrication

Although the landing gear is greased and packed with high-quality lubricants at the time of manufacture, it may be necessary to periodically lubricate the landing gear to maintain satisfactory performance. Additional lubrication may be needed when landing gear is used frequently. Two times a year, or as required by the manufacturer's service manual, lubricate landing gear through the grease fittings provided.

Suspensions

Suspensions for over-the-road operations require periodic inspections to ensure continued safe performance.

The operator should check the following during the pre-delivery inspection, then check monthly after the first 1,000 miles of operation:

1. The ride is level.
2. Trailer is at the specified height.
3. All welds are of acceptable quality.
4. All bolts are securely in place.
5. The articulation of the suspension has no interferences.
6. All bolts are at the specified torque.
 - **Torque:** The amount of force with which certain fasteners (nuts, bolts, etc.) are to be tightened are specified by torque values as noted in foot-pounds (ft-lb).
 - A decal is mounted on each **East** chassis that has the required torque values for the bolted connections of that vehicle.
7. Suspension alignment is correct; adjust if needed.
8. Check for corrosion buildup between dissimilar metal mating surfaces that can occur due to de-icing agents being used on the roads. Examples of this include the interfaces between the main beam and the suspension hangers or the main beam and fifth wheel plate.



CAUTION! Failure to do inspection may cause premature wear on suspension components and tires.

Air Springs

In most applications, air springs should last almost indefinitely. However, rubbing, scuffing or puncturing causes air springs to fail quickly.

If an air spring fails, the vehicle will rest on the internal rubber bumpers, enabling the vehicle to be taken to the next convenient service facility.

The cause of the air spring failure must be determined to avoid reoccurrence.

To replace an air spring:

1. Raise and support the vehicle in a safe manner.
2. If jacks are used, you must use jack stands at the rear corners of the trailer frame.
3. Ensure all air is drained from bags and disconnect the air lines.
4. Unbolt the damaged air spring from its mount to allow the replacement spring to be installed.

Shock Absorbers

Shock absorbers absorb energy to prevent suspension oscillation. They are also used as rebound stops in most air suspensions. Air springs can be pulled apart if their stroke is not restrained by the shock absorber or some other device.

In many operations, the air suspension functions well without shock absorbers. As a result, unless operational problems are detected, immediate replacement of shock absorbers may not be necessary.

When necessary to replace the shock absorbers:

1. Remove the end fasteners.
2. Secure the new shock absorber with the correct size and grade of bolts and lock nuts.
3. Ensure replacement shock absorbers
 - A. Match the original specifications for performance range.
 - B. Comply with suspension manufacturer's recommendations.
 - Because your suspension may have unique travel requirements, the shock absorber used will probably have its own special characteristics.



CAUTION! DO NOT lift the trailer without the shock absorbers in place. Damage will likely occur to the air springs because of over extension.



CAUTION! DO NOT exceed 5 mph when traveling in reverse and aggressively apply brakes. Separation of the shock absorber could result.

Air Controls

Many types of air controls are available for use with the suspension system. The most common systems automatically regulate the design height by controlling the air pressure supplied to the air springs. Design height is the distance from the center line of the axle to the underside of the chassis at the location where the height control valve is located.

When an air suspension is used in conjunction with other suspensions, such as the mechanical leaf spring type, an operator-controlled pressure regulator may be used. This operator-controlled regulator allows the operator to select the appropriate amount of air pressure to equalize the axle loadings.

Note the following about air controls:

- If lift axles are installed, other special control circuits and components must be added to properly coordinate this independent suspension with the others.
- All air suspensions on the trailer operate from an isolated compressed air supply.
- In addition to providing pressure for equalized axle loadings, the air suspension is also capable of changing the suspension height within a limited range.

Height Control Valve

The height control valve automatically reacts to changes in the relative position of the axle and the chassis. Air is added to or released from the air springs with variations in the axle load. Air pressure corrections are also caused by changes in temperature.

Note: The suspension ride height has been established by the suspension manufacturer. This information is contained in the component manufacturer's operating manual.

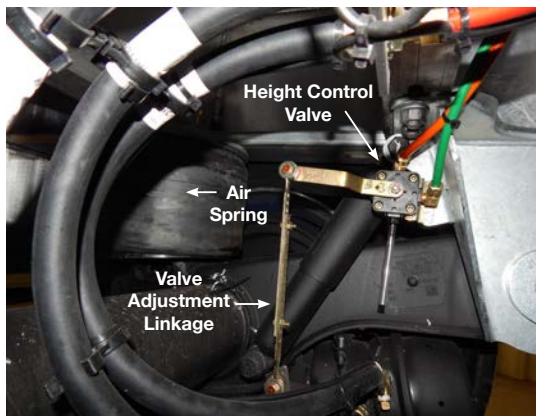


Figure 7: Height Control Valve

Disc Wheels



CAUTION! Make sure all wheel lug nuts are properly torqued to values ranging between 400 ft-lb and 500 ft-lb. These nuts should be checked often. Whenever tires are changed, the nuts and studs should be inspected to ensure they are in good condition. If nuts require frequent tightening, if studs break frequently, or if wheel nut seats round out, the assembly and mounting practices should be reviewed in order to eliminate any inappropriate procedure.



WARNING!

- DO NOT use two-piece cone lock nuts to mount wheels machined for use with ball seat cap nuts. Wheels that are machined to accept ball seat cap nuts will not have enough surface area to properly support a cone lock nut. Loss of torque, broken studs and cracked wheels can result from this mismatched component assembly.
- DO NOT weld aluminum wheels for any reason.
- DO NOT heat aluminum wheel in an attempt to soften it for straightening or to repair damage from impacts or other causes. Heating will weaken the aluminum alloy structure of the wheel.



CAUTION! Lubricants must NOT be applied to the cap nut seats or to the wheel. Lubricants must be wiped clean from the cap nut seats if applied accidentally.

Changing Flat Tire



WARNING!

- DO NOT change tires or wheels with air pressure in the suspension air bags. This can lead to instability, severe injury or death.

1. Exhaust air in the suspension air bags.
2. Set vehicle brakes and chock wheels not being serviced.
3. Place jack under the axle as close to the affected wheel as possible.
4. Jack up axle until the wheel is off of the ground then change tire.
5. Torque lug nuts in a cross pattern to 400-500 ft-lb.
6. Recheck lug nut torque after first 1,000 miles.

Note: Special instructions for low riding drop deck flatbeds: In order for the wheel to clear the fender wells, it is necessary to jack up the axle as stated above and then place a jack stand under the trailer frame. Lower the axle until the tire clears the fender well of the trailer while still maintaining ground clearance. Proceed with the tire change as described above then reverse jacking procedure.

NHTSA INFORMATION

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying **East Manufacturing Corporation**.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or **East Manufacturing Corporation**.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 888-327-4236 or 800-424-9153, or write to:

NHTSA
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from [nhtsa.gov](https://www.nhtsa.gov) and the Vehicle Safety Hotline.

EAST PLATFORM LIMITED WARRANTY

East Manufacturing Corporation (herein referred to as East or us) warrants each new platform trailer manufactured (hereinafter referred to as the equipment) by us to be free from defects in materials and workmanship, provided that the equipment warranted hereunder is operated by the purchaser in accordance with generally approved practices, with loads not exceeding the manufacturer's rated capacity and with loads that are not abrasive or corrosive in nature.

Platform frame structure of equipment found to be defective within the warranty period shall be repaired or replaced (at East's sole option) at East's factory location or authorized service facility. The purchaser must notify East or an authorized distributor as soon as any defect becomes apparent. The period of the warranty is for five years from the date of delivery of the equipment, and East shall bear that portion of the cost of repairing or replacing defective parts of the equipment on the following basis:

1 year	100%
2 years	80%
3 years	60%
4 years	40%
5 years	20%

Any parts not manufactured by East will carry their own warranties and are carried out according to their own individual component warranties; examples include axles, suspensions, landing gear, wheels, rims, hubs, airlines, springs, airbags, valves, bearings, brakes, etc.

Tires are not warranted by East.

Suspension alignments are covered for the first 30 days only.

Paint is covered for 1 year from date of delivery on workmanship and materials. Surface corrosion caused from stone chips, road debris, scratches or impacts are not included in the warranty coverage.

This Warranty does not expand, enlarge upon or alter in any way, the warranties provided by the manufacturers and suppliers of component parts and accessories.

The purchaser agrees to return the defective equipment or parts to East's factory location or authorized service facility, freight prepaid, within fifteen days after the defective condition is discovered.

This warranty also excludes the following: normal wear, tear and deterioration of the

equipment; damage caused by accidents, negligence, improper or insufficient maintenance; maintenance items including, but not limited to, light bulbs, paint, brake lining, oil seals and bearings; used equipment sold "as is;" equipment that has been repaired, replaced or altered by someone other than East or one of its authorized service facilities.

EAST AND THE PURCHASER AGREE THAT IN CONSIDERATION OF THE EXPRESS WARRANTY ABOVE, ALL OTHER WARRANTIES OTHER THAN TITLE, EITHER EXPRESSED OR IMPLIED, WHETHER ARISING UNDER LAW OR EQUITY, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE EXCLUDED AND DISCLAIMED. FURTHER, THE EXPRESS WARRANTY ABOVE IS MADE SOLELY TO THE FIRST PURCHASER FROM EAST OR FROM AN AUTHORIZED DISTRIBUTOR AND IS NOT TRANSFERABLE.

The sole liability of East and the exclusive remedy of the purchaser arising out of the manufacture, sale or use of the equipment provided hereunder, on warranties or otherwise, shall be limited to the cost of repair or replacement of defective parts as herein specified. Further, East's maximum liability hereunder arising from any cause whatsoever, including but not limited to, breach of contract or tort (including negligence), shall not exceed the contract price of the equipment furnished hereunder. East shall not be responsible for work done, equipment or parts furnished or parts or repairs made by others unless the work is specifically ordered by East. In no event shall East be liable for removing defective parts or for reinstalling said parts when repaired or replaced by anyone other than East or an authorized service facility or for any costs incurred with such removal or reinstallation.

Consequential Damages

Notwithstanding any other provision of this Warranty, in no event shall East be liable, whether arising under contract, tort (including negligence) or otherwise, for loss of anticipated profits, damage to loads or contents of the equipment, transportation expenses due to repairs, nonoperation or increased expense of operation, cost of purchased or replacement equipment, claims of customers, cost of money, loss of use of capital or revenue or for any punitive, special, incidental or consequential loss or damage of any nature arising at any time or from any cause whatsoever.



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