



TRUCK-MOUNTED LIVE BOTTOM

Operations Manual

1-888-995-1200

Troutriverindustries.com

Livebottomparts.com

Livebottom.com

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Chapter 1: Introduction



Welcome to Trout River Industries and congratulations on the purchase of your new Trout River Live Bottom truck. The Trout River Live Bottom is designed to haul and convey a very wide variety of materials via a trademark rounded tub design, exclusive to Trout River Industries. With a 34" all-season multipurpose belt and the strongest conveyor on the market, you can haul more variety, with a better payload, and unload faster and more efficient than any other live bottom on the market today. Please review this manual, feel free to contact us with any questions or concerns. Please pay close attention to this manual, as some of this information is specific to the Trout River Truck Mounted Live Bottom truck.

As always at Trout River Industries, we appreciate your business and look forward to working together in the future. Please feel free to give us a call or drop into see us as you are always welcome at Trout River Industries. In closing, we wish you all the best in the future, and will be in touch soon.

Sincerely,

The Trout River Team



Company Information

Trout River Industries Inc.

Mission Statement:

"Trout River is a global brand recognised by its innovation, and ability to generate wealth."

Our Customer Service Commitment:

Our commitment to our customers is evident in our mission statement. When you purchase a Trout River product your journey with the company does not end there. Our Parts & Service Department are there to assist you with your new or used product. Someone will contact you by phone or in person to introduce your new truck mounted live bottom to you. We answer the phone and are there to assist you with any concerns or problems. If you require parts or information our experienced personnel are there to assist. We have an in-house Service Team and a First Response Team that are ready to serve or to go where you are when needed.

Our Team:

Stephen Kennaugh, President

Harvey Stewart, Chief Innovation Officer

Kevin Pineau, Sales Manager

Dwayne Moore, Parts & Warranty Manager

Our Hours of Operation:

Monday to Friday: 8:00 a.m. to 5:00 p.m. (Atlantic)

Phone: (902) 859-1200

Fax: (902) 859-1206

Email: info@troutriverindustries.ca

Parts Request:

Phone: (902) 853-1614 Fax: (902) 859-1206

Email: dwayne@troutriverindustries.ca



Warranty Information

Trout River Limited Warranty Model Year 2027 or later

Introduction

Trout River Industries Inc. (hereinafter called "Trout River") warrants to the original owner that each new live bottom trailer or truck mounted box (herein called "the unit") manufactured by it is free from defects in material and workmanship under normal use and services. Loads must be composed of non-abrasive material and not exceed the unit manufacturer's rated capacity (GVWR) with respect to loading and unloading and carriage of uniformly distributed legal loads. These loads must be properly distributed according to the GAWR of the unit, and secured in a manner which does not subject the unit to strains or impacts greater than normally imposed by lawful use on well-maintained public roads.

Warranty Coverage

The warranty is as follows:

All frame, structural elements and welded parts

5-year warranty

- Years 1 to 3 – 100% (Parts and labour)
- Years 4 and 5 – 50% (Parts and labour)

Conveyor (Failure to provide regular maintenance will void)

24-month pro rated warranty

Third Party Components

Third-party warranty (See below)

In the event of a confirmed defect in material or workmanship covered by this warranty, Trout River at its sole discretion, will do the following:

- Provide for repair of the defective parts when delivered to Trout River's factory or delivered to a Trout River Service Centre.
- Reimburse the original owner by paying a sum not exceeding the price charged by Trout River for such work or parts.
- Provide for repair of the defect by a qualified service centre when an authorised Trout River Service Centre is not available.
- Supply replacement parts to the original owner, who will install them at their own expense.

Conditions

Warranty is subject to the following conditions:

- Warranty coverage commences from the date of the original purchase of the unit.
- Warranty registration must be submitted within 14 days of delivery to the original owner.
- All suspected defects must be reported immediately (within 2 days) upon discovery.
- Unless agreed in writing with Trout River, all repair work must be completed within 30 days of the original notification of the defect.
- Any repair or replacement carried out prior to approval by Trout River will not be covered.
- Any repair work must be carried out by a qualified person or service centre.
- Trout River must receive a quote from the qualified person or service centre estimating the cost of the repairs, including the hourly rate and number of hours estimated for the completion of the work. This quote



must be provided prior to the commencement of work. Trout River will issue a purchase order authorising the work before it can commence.

- Trout River must receive a final invoice for the work completed detailing the cost of parts used, the actual hours taken and the rate charged per hour.
- Trout River reserves the right to reject any quote it determines to be excessive whether based on the number of hours required, or the rate at which those hours are to be charged.
- Trout River will not pay any amounts over and above that which has been approved for the repair.
- All parts for repairs must be supplied by Trout River, unless Trout River is unable to provide such parts.

Exclusions from Warranty

This warranty shall not extend to:

- Any unit or components which have been subject to misuse, negligence, operation at temperatures below minus 20 degrees F, accident, or which has been repaired or altered by anyone other than Trout River or its authorized service centres in any way so as in the judgement of Trout River to affect adversely its performance or reliability.
- Units that have not been maintained as set out in the attached *Maintenance Schedule*.
- Units that have not been regularly cleaned to prevent the build up of material in areas that can impede the operation of the unit.
- Parts specified by customer outside of normal options offered by Trout River.
- Normal maintenance service, or maintenance parts such as seals, brakes, tires, etc.
- Normal wear and tear on items such as paint, tarp covers, lights, rims and other parts subject to normal wear and tear.
- The conveyor belt.
- Second and subsequent owners.

Third-Party Warranty

Components manufactured by companies other than Trout River (such as, axles, suspension, electrical, etc.) are not covered by Trout River, but are subject to the warranty of the third-party company.

In the case of a defect in a part covered by a third-party warranty, the owner should contact the Trout River Warranty Department. If the initial report suggests that the part is covered, the original owner can choose one of the following:

1. Return the defective part or provide the necessary evidence to Trout River to allow inspection and investigation by the third-party manufacturer. If the part is covered, Trout River will pass the result of the warranty claim to the owner including any replacement parts or credits. If the part is not covered, Trout River will pass on the decision from the manufacturer. In the event that the part is not covered, Trout River may, at its own discretion, work with the original owner to find an acceptable solution.
2. Pay for a replacement part and return the defective part or provide the necessary evidence to Trout River for further investigation by the third-party manufacturer. If the defect is fully or partially covered by the third-party warranty, the full or partial purchase price of the replacement part will be refunded to the owner by Trout River in accordance with the decision of the third-party manufacturer. If the part is not covered by the manufacturer, Trout River will pass on the decision, and no refund for the replacement part will be issued.
3. Choose to deal directly with the third-party manufacturer.

Truck Mounted Boxes

Any damage, defect, failure, or performance issue arising directly or indirectly from the installation or modification of a truck mounted box by an installer is not covered by this warranty. Trout River accepts no responsibility for:

- Improper mounting techniques.
- Use of incorrect or substandard hardware.
- Any damage to the truck caused by the installer or installation process.
- Structural damage resulting from misalignment or inadequate support.
- Safety risks or vehicle instability caused by third party installation.



Limitation of Liability

Repair or replacement under this warranty is the exclusive remedy of the original owner.

Trout River will not be liable for any indirect, incidental, special, punitive, or consequential damages arising out of or in connection with the sale, use, or performance of the unit, including but not limited to loss of profits, loss of revenue, business interruption, loss of use, legal action, or any other commercial or economic loss. In no event shall the Trout River's total liability under this Agreement exceed the purchase price paid by the original owner for the unit.

Warranty Information

The warranty described herein is in lieu of all other warranties, expressed or implied. This document contains the entire warranty and supersedes any other warranty, whether oral or written, relating to the unit purchased.

Warranty Registration

Within 14 days of delivery, the completed Warranty Registration forms should be submitted to **The Warranty Department, Trout River Industries, 62 Griffin Drive, Bloomfield, COB 1H0, Prince Edward Island, Canada** or emailed to Warranty@troutriverindustries.ca.

Filing a claim

To file a claim, or if you have any questions concerning this warranty, please contact the Trout River Warranty department at: +1-902-853-1614

Maintenance Schedule

	Every Day Or ~ 5 Loads	Every week Or ~ 25 Loads	Every Month Or ~ 110 Loads	Every 3 Months Or ~ 330 Loads	Every 6 Months Or ~ 660 Loads	Every 12 Months Or ~ 1300 Loads
Inspect the main hydraulic connections	x	x	x	x	x	x
Oil the conveyor chain	x	x	x	x	x	x
Inspect the conveyor	x	x	x	x	x	x
Grease the trailer (including tarp system)		x	x	x	x	x
Inspect & adjust the oiler system			x	x	x	x
Wash the conveyor system			x	x	x	x
Check tarp cable tension (end to end system)			x	x	x	x
Check the conveyor chain tension				x	x	x
Inspect the conveyor seals					x	x
Change the gearbox oil						x

Following this maintenance schedule is a condition of warranty coverage.

Failure to follow this schedule will result in the loss of coverage.



Warranty Registration (2027)



Owner information

Name _____

Street Address _____

City, Province/State _____

Postal Code/ZIP _____

Phone Number _____

Email Address _____

Unit Information

Dealer Name _____

Unit Type _____

Model Number _____

VIN _____

In-Service Date _____

Proof of Purchase ☐ (Copy of purchase invoice attached)

Intended Use

Road Building ☐ Aggregate Hauling ☐ Waste/Biosolids ☐ Agricultural ☐ Other ☐ _____

Warranty Terms Acknowledged

☐ I have read the warranty and I understand and agree to the terms therein.

Owner's Signature

Name (PRINT) _____

Signature _____

Date _____

Instructions

1. Keep a copy for dealer records
2. Give a copy to the customer for their records
3. Email a copy to warranty@troutriverindustries.ca or mail to The Warranty Dept, Trout River Industries, 62 Griffin Drive, C0B1H0, PE., Canada.

Failure to complete the warranty registration fully within 14 days of original purchase can result in delays in warranty claim processing or warranty coverage being denied entirely.



Truck Mounted Live Bottom Overview

Trout River prides itself on making the best truck mounted live bottom on the market today. The “best” means understanding the customer’s needs when it comes to versatility, driver friendliness, longevity and most importantly - the ability to make money. The Trout River Truck Mounted Live Bottom is designed safely haul a variety of bulk products such as asphalt, aggregates, mining materials, agricultural products, salt and much more. It does not raise in the air- so you can unload indoors and work safely under bridges and wires.



Hardox AR 450 high tensile steel for tub longevity

Rounded tub for a larger payload and lower center of gravity

Heavy duty conveyor chain

All season belt that is designed to handle temperature extremes, meaning you can haul cold snow, hot asphalt, and almost anything in between

Bolted in conveyor crossbars for easy replacement

Reversing valve that allows you to unload partial loads and control the rate of unloading



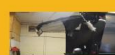
Truck Mounted Live Bottom Care Summary

Do

- Set your oiler to ensure the chain wet with oil
- Ensure that all operators are properly trained
- Ensure that the operator oils the chain every day
- All required maintenance at proper intervals
- Be aware of tub, and tarp crossbars when loading

Do Not

- Overload the box (like all equipment, it can only take so much abuse)
- Put oversized material in the box, keep the material 6 inches or less in diameter
- Stand near the tailgate when opening
- Touch or contact moving parts

Trout River 10 Point Walk Around Trout River			
1. Torque Wheels • They are all new and have usually travelled several thousand kilometres to get to the customer.		6. Maintain Oilers • Look to see an appropriate amount of oil is coming out. • Make sure the brushes aren't clogged, broke, or wore. • Also, visually inspect to ensure they are making contact with the chain.	
2. No Material Larger than 6" • This will bend the crossbars in the conveyor and potentially break it. • This will lead to cosmetic dents in the sidewalls of the unit.		7. Testing Chain Tension • The chain will have to be adjusted within the first 6 months. • The chain tension can be checked during regular trailer maintenance (no longer than 45 days). • Open inspection doors. Use prybar to lift the chain. If the link starts to pivot and rise, the chain is too loose. If it moves as a section, the chain has appropriate tension.	
3. No Scrap Steel or Demolition • This will cut up or gouge the belt. • This will also lead to leaking. • This could also ruin the conveyor if the material goes through the belt and into the conveyor.		NOTE: A chain that has not been properly oiled will not show proper tension.	
4. Hydraulic Connections • Need to be clean and free of contaminants. • Dirty oil from the truck can break down hydraulic components. • Make sure the connections are secure or it will restrict the flow and/or damage the seal in the gearbox.		8. Adjusting Chain • The chain adjusters are at the front of the trailer under the fenders. • The chain should be adjusted while the conveyor is running. • Adjustments need to be done simultaneously on both sides of the trailer. • Loosen four lock bolts and turn adjuster rod to tension chain. Tighten lock bolts.	
5. Oil Chain • Should always remain clean and wet with oil. • Usually oil once a day. • Do NOT leave it off for two months then apply the oil to it.		NOTE: Do NOT use an impact gun.	
		9. Open Tailgate Before Unloading • If you don't open the tailgate, the load will push open the door. The door locks will bend, the door could warp, and it will not close properly.	
		10. Conveyor Belt Seals and Seal Plates • This is a wear item. If it is not maintained, material will leak onto the conveyor.	

Chapter 2: Truck Mounted Live Bottom Safety

Pre-operation Inspection Safety

1. Check all tires and suspension for signs of excess wear and electrical connections.
2. Check all lighting and indicators for proper function.
3. Check for any loose or broken elements which could break free during operation.
4. Always make sure that the hydraulic supply and return hoses are correctly attached. (Failure to connect return line properly will permanently damage the system).
5. Never put your hand in the inspection doors while the conveyor is running.



Travel Safety

1. Read and understand all the information in the operator's manual regarding procedures and safety when operating the unit in the field or on the road.
2. Make sure that all the lights and reflectors that are required by the local highway and transport authorities are in place, are clean and can be seen clearly by all overtaking and oncoming traffic.
3. Drive carefully and defensively at all times and especially when negotiating uneven or hilly terrain.
4. Do not allow riders on any part of the unit either during field operation or road and highway travel.
5. Make sure you are in compliance with all the local regulations regarding transporting on public roads and highways. Consult your local law enforcement agency for further details.



Safety Signs

1. Keep safety signs clean and legible at all times.
2. Replace safety signs that are missing or have become illegible.
3. Replaced parts that displayed a safety sign should also display the current sign.
4. Safety signs are available from the factory.



Loading/Unloading Safety

Loading

- Do not drop load on box to prevent damaging sides or conveyor.
- Use common sense when loading material containing large rocks or frozen chunks. Trout River Live Bottoms are suitable for materials up to 6" in diameter.
- Do not exceed total load carrying specifications
- Do not load in excess of the gross vehicle weight shown on the certification plate.

Unloading

- Move truck forward as the pile builds to provide faster and more complete unload.
- Ensure that rear of the box is clear of individuals and obstructions before opening tailgate.
- Never enter the box while it is unloading.



Chapter 3: Service and Maintenance

If you believe that this vehicle contains a safety defect, please contact the manufacturer immediately.

This vehicle was designed, and quality inspected to conform with industry standards and all applicable National Highway Traffic Safety standards. Trout River warrants this vehicle to be free from defects in materials and workmanship when manufactured. If you detect a defect that could cause an accident or injury, you should advise:



Trout River Industries

Service Dept.

62 Griffin Dr., Bloomfield

Prince Edward Island,

Canada C0B 1B0

(902) 853-1614



Trout River Truck-Mounted Live Bottom are a new design which uses tried & proven components.

Our **“Live Bottom”** system uses a **“belt”** attached to **“chain cross bars”** which are further attached on both sides to a heavy duty **“chain”**. The chain is driven by **“drive sprockets”** mounted on a 3" diameter drive shaft. The **“drive shaft”** is coupled to the **“gearbox”** via a spine connection. The curb side of the drive shaft is supported by a fixed **“pillow block”** bearing. The planetary gearbox is driven by a large bore low speed high torque **“hydraulic motor”**. Steel lines, hoses and fittings provide the hydraulic motor with oil from your truck pump. At the front of the box is the **“front idler”** sprockets. The front sprockets run on the front shaft and have lock collars on each side to ensure proper alignment of chain. The front shaft is locked in place via set screws and is supported by the **“chain adjusters”**. These chain adjusters provide the ability to take up any slack as the chain wears. The entire **“live bottom”** system is housed in the framework of the welded steel body. The rib structure and curved steel panels and tub coupled with the reinforced superstructure, create an extremely strong load carrying system.

BODY



Our welded steel design will provide many years of trouble-free operation. **Over-loading** or **abusing** by dropping material over 6" in diameter into the box can cause structural damage. Regular inspection of the frame and conveyor support elements will allow repair to be done before serious damage results. Any observed damage should be repaired immediately. Standard welding practices will satisfy most repair matters. Good reporting practices will also provide probable cause of the damage and recommendations to the manufacturer and /or the operator to avoid repeated occurrence.

BELT



Belts are provided in 1 standard model. Because the belt is fastened to the chain cross bars and the chain carries all of the load pulling, our belt gets very little abuse. It should be inspected for wear. The seal which rubs on the belt should also be inspected regularly for wear and replaced as required. The belt lacing should be inspected regularly for signs of wear or damage.

CHAIN CROSS BARS



Our “chain cross bars” are bolted to the chain on both sides. The conveyor belt is fastened to every second crossbar. The bolt has a lock nut which should not come off although regular inspection is recommended. Each chain cross bar has two UHMW slides fastened to the underside. The chain cross bars must be inspected through the inspection doors on either side of the box by opening both doors and/or with adequate lighting inspect the system while it is operating.

CAUTION never put hands or tools inside the inspection door while the system is running. Always lock out the system or remove key from truck when servicing.

Should a damaged chain cross bar be observed, it should be removed completely and replaced as soon as possible. Should two or more adjacent chain cross bars become damaged. They must be replaced immediately before continuing to operate.

CHAIN



Trout River chain is a heavy duty 3" pitch roller chain with 1.125" diameter rollers. Each full link an attachment is welded to the chain. This attachment allows the bolt up of the chain cross bars. Our chain rides on a cold rolled steel rail which provides a “freight train” loading efficiency as well maintaining a tight seal under the box side panels.

CHAIN OILER



The chain oiler will only work if it is adjusted properly and turned on. To adjust it, simply run the system and slowly adjust the valves at the front of the box until the brushes are maintained wet during operation. This may take a few minutes since the flow from the valve must run down to the brush. Avoid the urge to adjust the valve too quickly as it will be difficult to find the best operating setting. This system relies on the system back pressure (approx. 150 psi) This value will change with different trucks thus the system needs to be set up for the particular truck being used. On automatic chain oiler systems, be sure to check fluid levels on a regular basis. When re filling the reservoir be sure to use a good quality lube. ***The operator must inspect the chain oilier daily. It is critical that the chain be maintained wet with oil at all times.***

An alternative to the chain oilier system is to apply a high-quality chain lube through the inspection doors as the chain runs. "Food grade" chain oils are available for applications with food products. This process should be repeated daily during heavy operating conditions.

CHAIN TENSION

Chain tension is not a difficult issue. The chain is at its maximum load on top of the drive sprockets. It is under its least load as it comes off of the sprockets. Inspect the chain while it is running. Observe if it releases from the drive sprocket smoothly and returns up the return rail. Normal operation should see very little slack or drop between the sprocket and the return rail.

CHAIN ADJUSTERS



Adjustment if required is done by loosening the four front idler lock nuts and turning the large adjustment screw. After adjustment, retighten the four nuts.

DRIVE SPROCKETS & SHAFT

The “drive sprockets” and “drive shaft” are low maintenance items. Inspect the sprockets occasionally from the rear of the box, to insure they remain centered.

BEARINGS

For proper bearing maintenance please contact Trout River Industries at

(902)859-1614

**GEARBOX**

The planetary gearbox is supplied with 80w90 gear oil installed. Annual (spring & fall) oil change is recommended. Remove the bottom plug and drain. Refill through the top vent hole (4 liters).

HYDRAULIC MOTOR

The hydraulic motor is completely self-contained. Maintenance involves keeping your system oil clean and cool. Check the fittings occasionally for leaks. Tighten or replace as required.

HYDRAULIC SYSTEM

Oil temperature should not exceed 150 degrees Fahrenheit. Some heat is normal.

When operating on short hauls (2 loads per hour) in very hot weather, the oil may not have time to cool down between loads. It may be necessary to install an oil cooler in the system (check your hydraulic shop).

A well designed hydraulic wet line on your truck will eliminate most hydraulic problems.

For additional information and recommendations refer to the hydraulic design sketches included in this manual or request a copy from Trout River.

Use caution when operating in extreme cold weather. Customer experience has shown us that the hydraulics will operate as normal if you warm up your hydraulic oil first and then run your belt a couple of times unloaded.

TAILGATE LATCHES



Latches & Mechanisms should be lubricated regularly during routine maintenance. Grease should be applied regularly. Besides the grease points all the other joints need to be lubricated as well. An aerosol undercoating / lubricant such as Krown T40 will work well. Apply generously to all moving parts. This same product should be applied to the bolts and adjustment screw of the chain adjusters at the front of the box.

UNDERCOATING

On units used for salt, fertilizer or other corrosive products, the manufacturer recommends annual application of the Krown or similar undercoating product to all undercarriage and suspension elements.

Grease Points

- Tailgate Hinge (2 grease points)
 - 1 per side, relocated to the bottom of the rear rib for easy access
- Latch Mechanism (4 grease points)
 - 2 per side
- Rear Shaft Bearing (1 Grease point)
- Front Shaft Bearing (2 Grease points)
- Tarp System (up to 7 grease points)
 - Tarp shaft
 - Universal joints
 - Sliders
- Inspection doors (4 grease points)
 - 2 per door

Chapter 4: Truck Mounted Live bottom Operations

Operators' instructions

This manual has been prepared to assist you in retaining the safety, dependability and performance that are built into Trout River's products. It is essential that this Truck mounted live bottom receives periodic inspections, maintenance, and service parts replacement. This manual includes safety checks that the operator should perform periodically. It is important that every owner and/or operator have an organized maintenance program (TPM). United States and Canada Departments of Transportation require by law that the maintenance records be kept on every commercial highway vehicle. It is to your advantage to be able to show that regularly scheduled TPM inspection checks have been made on every piece of equipment operated.

Not only will a regular TPM program assure you that you will get the most from your Trout River product, but you will also place yourself in a favorable legal position in the event of an accident involving this equipment. Read this manual carefully. Should you have any questions, contact a Trout River factory representative immediately for your answers. This manual should be kept with the unit and should remain with the unit when it is sold.



Operation safety

Since this truck mounted live bottom can be used in a variety of situations, it can be difficult to give instructions appropriate for all applications. However, these general guidelines apply to all situations:

1. Be sure that the box is securely attached to the truck
2. Be sure that the air and hydraulic lines are securely connected
3. Ensure that the trucks brakes are properly adjusted and in good working condition.
4. Ensure that the electrical harness is securely attached, and all lights and reflectors are clean and operating.
5. Maintain the mud flaps in good condition to minimize road splash in wet conditions. Also, good mud flaps minimize the potential for flying road gravel/ rocks breaking windshields.
6. Always maintain box in good mechanical condition.



Truck Box Controls

The following are all the controls associated with operation of the Truck Mounted Live Bottom.

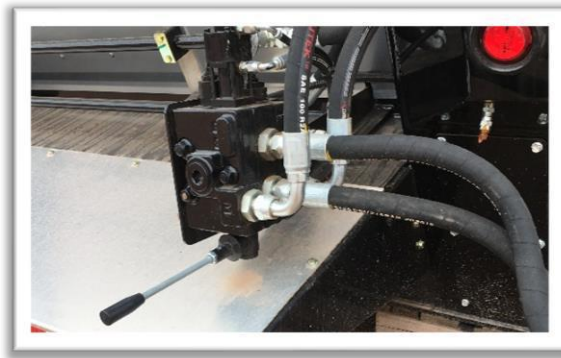
Tailgate

The standard air tailgate can be manually opened from the air control box. The knob pictured below must be turned to open the tailgate. The tailgate and locks are plumbed together, so one knob can power both.



Hydraulics

The belt of the trailer can be operated manually with the lever on the rear roadside of the trailer. Moving the lever up will reverse the belt, and moving it down will unload the trailer.



Auto-belt

In front of the hydraulic valve, there is a yellow handled air valve. This is the auto-belt lever. When engaged, the belt will be activated automatically as soon as the tailgate is opened. If a tailgate switch is wired into the truck, this means the trailer can be operated from the truck. Note: It is the operator's responsibility to ensure the tailgate is open before engaging the hydraulics/PTO. Failure to do so could result in tailgate damage which is not covered under warranty.



Oiler System

- Adjusting the oiler system and brushes is critical to the life of your conveyor. The chain must be oiled daily.
- Run the belt completely around (with no load) applying oil to the chain as it goes. ****Do not apply too much oil.**
- If the oiler Brush bristles are worn or missing, please replace oiler brushes.
- Check hydraulic oil levels in the reservoir daily as the oiler draws oil from the return line.
- The system operates solely on back pressure off the return side of your hydraulics.

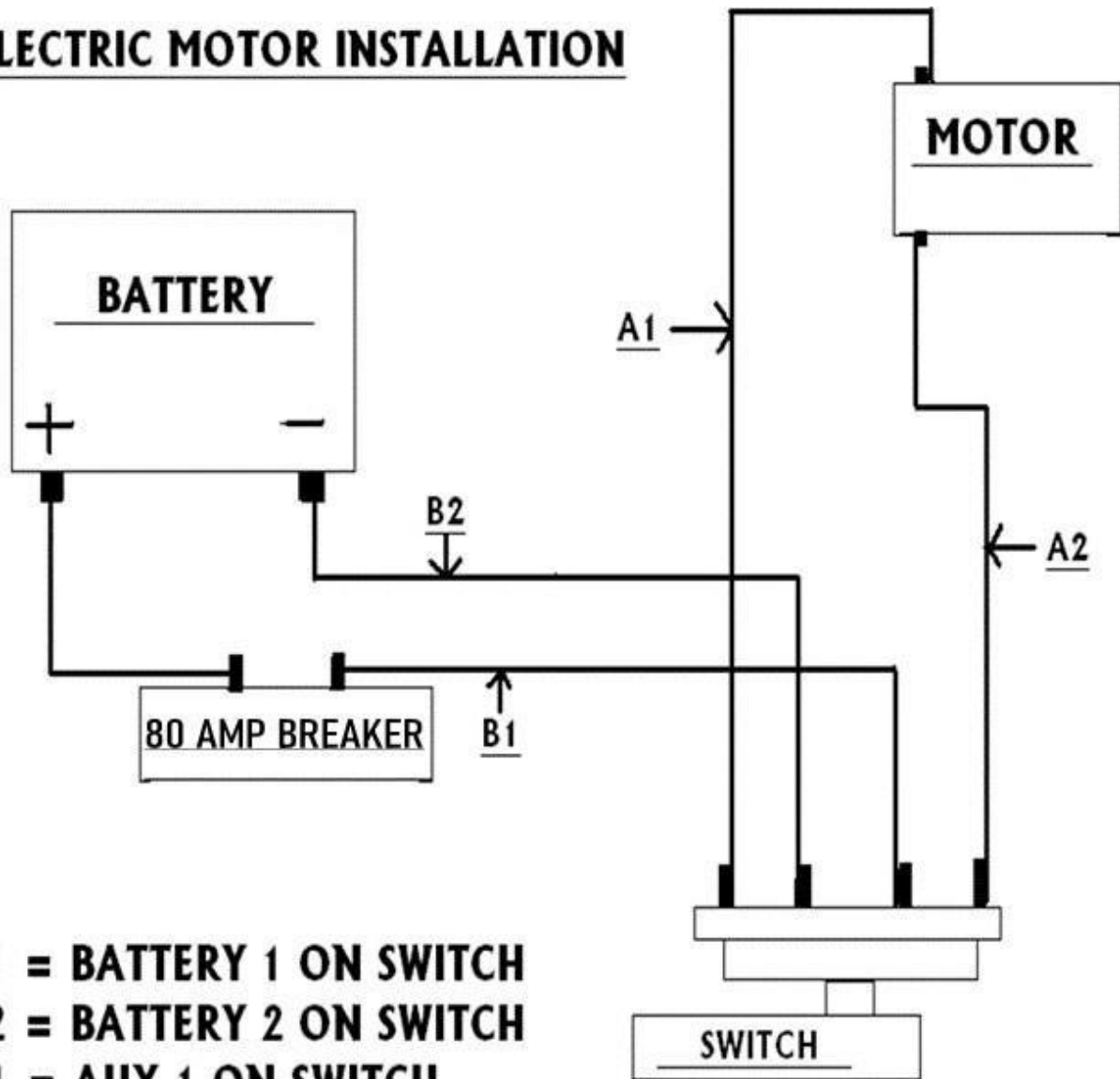


Tarp System

- There are 2 types of tarps available on a Trout River Truck Mounted Live Bottom
 - "End to End" or a "Flip over" system
- All systems are available with either manual controls or with an electric motor. None are designed to level off loads
 - If it is used in this manner damage will occur to the tarp and the electric motor (If installed)
 - Using the tarp in this way will void any warranty on the tarp system



Electric Tarp Motor Diagram

ELECTRIC MOTOR INSTALLATION

B1 = BATTERY 1 ON SWITCH
B2 = BATTERY 2 ON SWITCH
A1 = AUX 1 ON SWITCH
A2 = AUX 2 ON SWITCH

Periodic Tarp Maintenance

On end-to-end tarp systems, there are some items that need to be checked periodically. Failure to consistently maintain your tarp system could add strain to the tarp motor, resulting in it failing prematurely.

1. Lube cables with greaseless silicone spray every two - three weeks. Lube drive chain with chain lube.
2. Take note that the tarp alignment keeps straight, and the cables remain tight.
3. Do not use tarp to level load. (This will send tarp out of alignment which can cause premature motor failure)

To re-align tarp system

If the tarp system happens to go out of alignment, re-align with the instructions that follow:

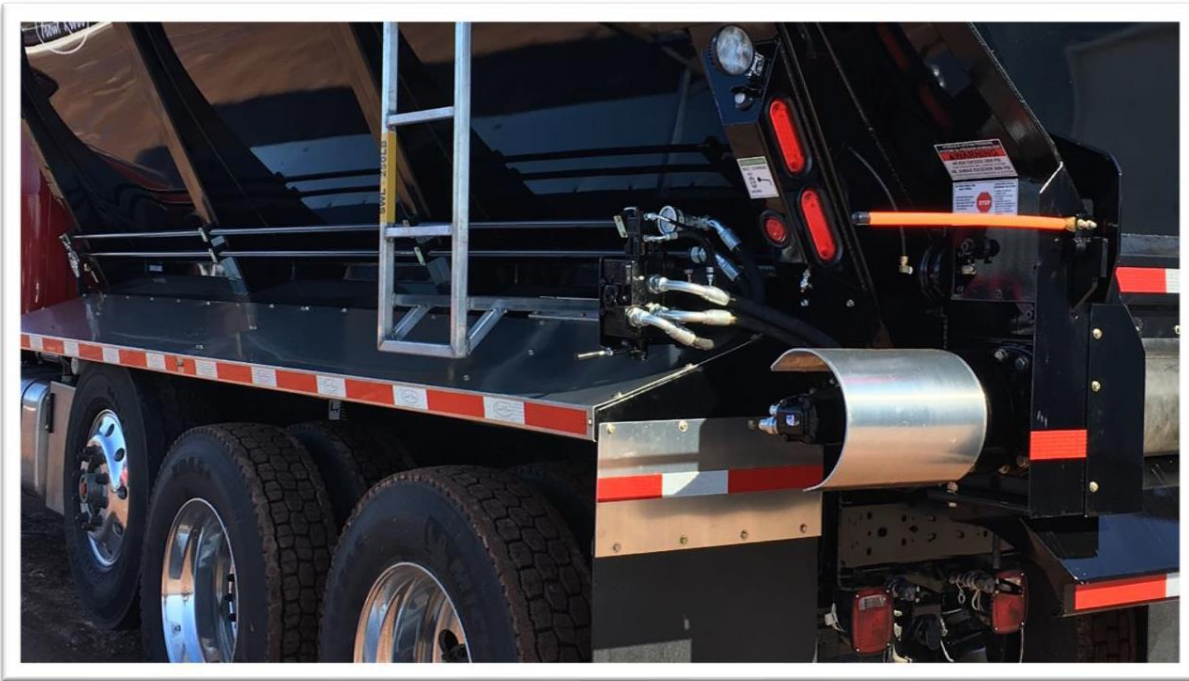
1. Run tarp to front of box
2. Loosen cable at rear of whichever side did not reach all the way to the front
3. Run tarp about 4-5 feet toward rear of truck
4. Run tarp back to the front with the cable loose, this should allow the cable to slip on the pulley and should straighten the tarp.
5. Tighten the cable
6. Run the tarp to the rear and check to see if the tarp is now straight



Chapter 5: Hydraulics

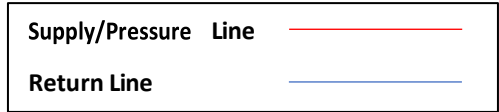
Introduction

1. The units Hydraulic System runs from the wet-line kit of your truck. (See next page)
2. Make sure that both the supply and return lines always stay connected and tight
3. The system should run at 2800 PSI. Max.
4. It is extremely important your system run on clean hydraulic oil of the right consistency with the proper pump pressure otherwise it can cause damage to the system. (Motor, Valve, and Oiler System)
5. Upper line is the supply line, lower line is the return line. Be sure these are connected properly, as serious damage could be caused by hooking up backwards.



Hydraulic Drive System (Wet line) Diagram

Contact Trout River for additional info and specs



6" Console with high/low settings



75 gallon aluminum tank with diffuser



Dual filter head with filter gauge



120% PTO



3000 psi pump

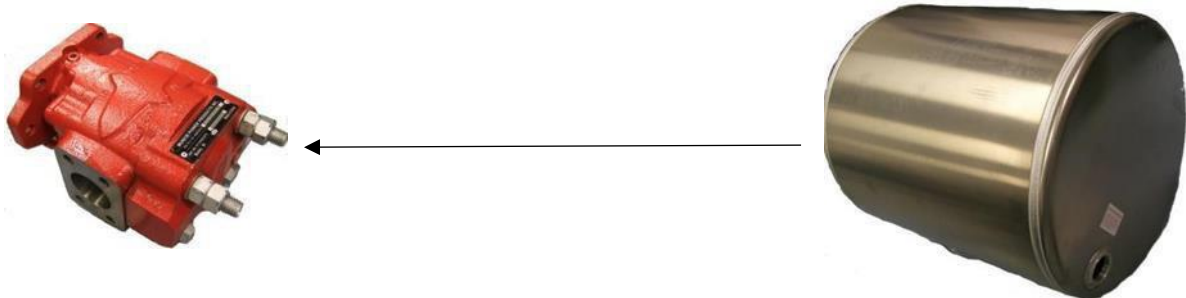


Combo valve



Hydraulic Drive System - Common Problems

The tank is placed too far away from the pump. This increases friction and reduces flow. 6-8' is optimal



The PTO was taken off another piece of equipment and is only rated at 75%. This equals less flow of oil.



The return line has been "T"ed at the suction side of the hydraulic tank. This results in overheating.



The 2" line from the tank to the suction side of the pump has been reduced to a 1" line. This will reduce flow by 4 times.



Planetary gearbox



MAINTENANCE

Change oil after the first 100 hours of work, other Changes after 2000 hours or at least once per year. Drain the gearbox immediately after working when the oil is still warm in order to avoid the deposit of sludge. Clean the plugs, Especially the magnetic plugs. It is recommended to wash The gearbox inside with a Detergent before refilling it with the new oil. **(80W-90)**

INSTRUCTIONS

- (1)** Remove drain plug from the underside of gearbox, **(best when warm)**. Let drain completely, and reinstall drain plug.
- (2)** Remove top vent plug and plug on right side of gearbox. Fill gearbox in top hole with **(80W-90)** gear oil until it begins to come out the plug hole on the right. Then reinstall the plug on the side then reinstall the vent plug in the top. **Be sure not to loose the copper washers on the plugs removed from the gearbox.**
- (3)** Run the conveyer system till gear oil is warm then check over your hydraulic system for leaking components.

Chapter 6: Troubleshooting

**For all your parts needs contact your local Trout River dealer or visit
our online store open 24/7/365**

www.livebottomparts.com



From the rear of the Truck Mounted Live Bottom

- The operator needs to ensure the tailgate is open before starting the belt, failure to open the tailgate before unloading could cause damage
 - If the Box has them, make sure the Manual Tailgate Safety Locks (Compression Locks) are not positioned closed.
 - To open the tailgate there is a switch in the air control box to do so.
- Underneath the Box there is a wiper seal that may need adjusting from time to time. If it is not touching the belt constantly, it should be adjusted
 - The Wiper seal may need to be cleaned from time to time as well
 - For adjustment procedure contact Trout River Industries



From the inspection door

Your Trout River Truck Mounted Live Bottom is equipped with two inspection doors. These doors allow you to check the chain for oil and for bent crossbars. The chain should be coated with oil at all times. If it is not oiled on regular basis, the chain will fail.

Open the inspection doors and run the conveyor daily to see if there are any bent crossbars. The chain assembly can run for a short time with one missing crossbar as long as there aren't two crossbars bent consecutively. Bent bars if not repaired can cause major damage to the conveyor.



Checking the Conveyor Chain Tension

- 1) Open inspection door and inspect chain.
- 2) Put pry bar under chain and pry in upward direction

If all of chain goes up without kinking at any roller, the chain is at desired tension.

If chain kinks refer to chain tightening instructions on next page, repeat steps until chain is at desired tension.

While checking the chain tension, ensure the chain is well oiled. An improperly oiled chain will not give a proper reading.

At this point it may be a good time to check conveyor system for any bent or wore out chain crossbars.



Incorrect Tension If your chain is coming off the back sprocket as shown below, it needs to be attended to.



- The drawings above, where the chain is falling off or riding up on the rear sprocket, indicate that adjustment to the chain is required to avoid problems.
- It is recommended that the tension of the chain be checked weekly when doing general maintenance, however, it is unlikely that adjustment will be required often
- The next page shows the proper way to tension your chain

Adjusting the Conveyor Chain Tension

Having the chain tensioned properly is crucial to conveyor life. Having the conveyor too loose will lead to premature wear, and potential breakage, especially when reversing conveyor. On the previous page we discussed what the proper chain tension looks like. If your chain is loose, the following steps must be taken to tension the chain.

1. Loosen the 2 bolts in the pillow block.
2. Loosen the nut where the blue arrow is pointing.
3. Adjust the bolt to the desired chain tension.
4. Tighten the nut (blue arrow)
5. Then tighten the second nut.
6. Tighten the nuts in the pillow block.
7. Repeat for the opposite side. (please note: both sides are not necessarily uniform in adjustments)



Note: Usually both sides take close to the same amount of turns of the adjuster bolt to tension

Online Resources

Website: www.troutriverindustries.com

Parts website: www.livebottomparts.com

Service website: www.livebottom.com

YouTube: @TheTroutRiverTrailer

Brochures: issuu.com/troutriverindustries

