

OPERATION MANUAL



MODEL LT6K 60 HZ LIGHT TOWER/GENERATOR (KOHLER KDW 1003 DIESEL ENGINE)

Revision #3 (08/06/15)



THIS MANUAL MUST ACCOMPANY THE EQUIPMENT AT ALL TIMES.

PN 34639

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 WARNING 
CALIFORNIA — Proposition 65 Warning
Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects and other reproductive harm.

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SAFETY INFORMATION

Do not operate or service the equipment before reading the entire manual. Safety precautions should be followed at all times when operating this equipment. Failure to read and understand the safety messages and operating instructions could result in injury to yourself and others.

SAFETY MESSAGES





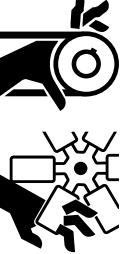


The four safety messages shown below will inform you about potential hazards that could injure you or others. The safety messages specifically address the level of exposure to the operator and are preceded by one of four words: **DANGER**, **WARNING**, **CAUTION** or **NOTICE**.

SAFETY SYMBOLS

 DANGER
Indicates a hazardous situation which, if not avoided, WILL result in DEATH or SERIOUS INJURY .
 WARNING
Indicates a hazardous situation which, if not avoided, COULD result in DEATH or SERIOUS INJURY .
 CAUTION
Indicates a hazardous situation which, if not avoided, COULD result in MINOR or MODERATE INJURY .
NOTICE
Addresses practices not related to personal injury.

SAFETY SYMBOLS











Potential hazards associated with the operation of this equipment will be referenced with hazard symbols which may appear throughout this manual in conjunction with safety messages.





Symbol	Safety Hazard
	Lethal exhaust gas hazards
	Explosive fuel hazards
	Burn hazards
	Overspeed hazards
	Rotating parts hazards
	Pressurized fluid hazards
	Electric shock hazards

SAFETY INFORMATION

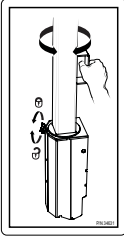
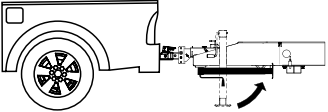
DECALS

Decals associated with the operation of this equipment are defined below.

DECAL	DEFIINITION
	WARNING Read Manual To avoid injury you must read and understand operator's manual before using this machine.
	NOTICE Forklift point right.
	NOTICE Forklift point left.
	NOTICE Lift Point. Attach lifting strap to this point
	WARNING Explosion Hazard Hot steam or coolant may escape when radiator cap is removed, causing severe burns. Allow radiator to cool before removing cap.
	CAUTION Burn Hazard • HOT PARTS can burn skin. • DO NOT touch <i>hot parts</i> . Allow machine a sufficient amount time to cool before performing maintenance.
	DANGER Electrocution Hazard DO NOT remove panel when machine is on. Possibility of electrocution exists causing severe bodily harm even death!
	DANGER Electrocution Hazard Maintenance service to be performed by a trained qualified electrician. Possibility of electrocution exists causing severe bodily harm even death!
	DANGER High Voltage Hazard Maintenance service to be performed by a trained qualified electrician. Possibility of electrocution exists causing severe bodily harm even death!
	WARNING Crush/Pinch Hazard Keep hands clear. Moving parts can crush and pinch.

DECAL	DEFIINITION
	WARNING Shear Hazard Keep hands and fingers clear from engine V-belt/pulley. Moving parts can cut. DO NOT remove guards.
	WARNING Crush Hazard Keep hands and fingers clear from engine fan blades. Moving parts can cut. DO NOT remove guards.
	DANGER Fire Hazard DO NOT light matches around or near this equipment. This equipment contains highly flammable fuel. If ignited, could start a fire causing equipment damage and severe bodily harm even death!
	DANGER Fire Hazard DO NOT smoke around or near this equipment. This equipment contains highly flammable fuel. If ignited, could start a fire causing equipment damage and severe bodily harm even death!
	DANGER Fire Hazard DO NOT smoke around or near this equipment. This equipment contains highly flammable fuel. If ignited, could start a fire causing equipment damage and severe bodily harm even death!
	DANGER Inhalation Hazard DO NOT use this equipment in an enclosed area . The engine used with this equipment emits harmful levels of carbon monoxide which can cause severe bodily harm even death!
	WARNING Guard Hazard DO NOT operate equipment with guards removed. Serious bodily injury could result.
	WARNING Guard Hazard DO NOT operate equipment with guards removed. Serious bodily injury could result.
	FUEL TYPE The engine used in this equipment requires No.2 diesel fuel or equivalent.
	GROUNDING Earth ground connection point. Connect a ground rod or building ground to this connection point.

SAFETY INFORMATION

DECAL	DEFIINITION
	<p>MAST ROTATION</p> <p>Turn mast locking knob counterclockwise to release mast. Grab hold of forklift pocket and rotate mast to desired position. Tighten mast locking knob.</p>
	<p>JACK STANDS</p> <p>Before towing, ALWAYS rotate jack stands to the stow position (UP).</p>

GENERAL SAFETY

CAUTION

- **NEVER** operate this equipment without proper protective clothing, shatterproof glasses, respiratory protection, hearing protection, steel-toed boots and other protective devices required by the job or city and state regulations.



- **NEVER** operate this equipment when not feeling well due to fatigue, illness or when under medication.



- **NEVER** operate this equipment under the influence of drugs or alcohol.



- **ALWAYS** check the equipment for loosened threads or bolts before starting.

- **DO NOT** use the equipment for any purpose other than its intended purposes or applications.

NOTICE

- This equipment should only be operated by trained and qualified personnel 18 years of age and older.
- Whenever necessary, replace nameplate, operation and safety decals when they become difficult read.
- Manufacturer does not assume responsibility for any accident due to equipment modifications. Unauthorized equipment modification will void all warranties.
- **NEVER** use accessories or attachments that are not recommended by Multiquip for this equipment. Damage to the equipment and/or injury to user may result.
- **ALWAYS** know the location of the nearest fire extinguisher.
- **ALWAYS** know the location of the nearest first aid kit.



- **ALWAYS** know the location of the nearest phone or **keep a phone on the job site**. Also, know the phone numbers of the nearest **ambulance, doctor and fire department**. This information will be invaluable in the case of an emergency.

LIGHT TOWER SAFETY

DANGER

- **NEVER** operate the equipment in an explosive atmosphere or near combustible materials. An explosion or fire could result causing severe **bodily harm or even death**.

WARNING

- **NEVER** disconnect any **emergency or safety devices**. These devices are intended for operator safety. Disconnection of these devices can cause severe injury, bodily harm or even death. Disconnection of any of these devices will void all warranties.

SAFETY INFORMATION

CAUTION

- **NEVER** lubricate components or attempt service on a running machine.
- **ALWAYS** ensure light tower is on level ground before use so that it cannot slide or shift around, endangering workers. Always keep immediate area free of bystanders.
- **ALWAYS** make sure trailer is leveled with all outriggers extended before raising tower. Outriggers must remain extended while tower is up.//////
- **ALWAYS** keep area behind trailer clear of people while raising and lowering mast.
- **NEVER** remove safety latch or pull mast locking latch while tower is in a raised position!
- **CHECK** the mast and winch cables for wear. If any problem occurs when lowering or raising the tower, **STOP** immediately! Contact a trained technician for assistance.
- **NEVER** pivot or retract mast while unit is operating.
- **NEVER** use the light tower mast as a crane. **DO NOT** lift anything with the mast.
- **NEVER** attach anything to the light tower mast.
- **ALWAYS** lower the light tower when not in use, or if high winds or electrical storms are expected.

NOTICE

- **ALWAYS** keep the immediate area surrounding the light tower clean, neat, and free of debris.
- **ALWAYS** keep the machine in proper running condition.
- Fix damage to machine and replace any broken parts immediately.
- **ALWAYS** store equipment properly when it is not being used. Equipment should be stored in a clean, dry location out of the reach of children and unauthorized personnel.
- To prevent the light tower from overturning, **NEVER** use in winds that exceed 65 mph (105 kph).

LAMP SAFETY

WARNING

- **NEVER** attempt to replace lamp with the power on. Always shut down the engine and turn off circuit breakers when changing the lamp.
- **ALWAYS** allow a sufficient amount of time for the lamp to **cool** before touching or changing. The possibility exists of severe burns.

CAUTION

- **NEVER** use force when installing the lamp. Excessive force could cause the lamp to break, causing bodily harm.

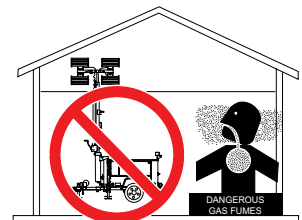
NOTICE

- **NEVER** leave any grease or oil residue on lamp surface when replacing or removing lamp. This can create hot spots, reducing the service life of the lamp.
- **ALWAYS** make sure lamp surface is clean and dry.
- **ALWAYS** replace with MQ recommended type lamp.
- **ALWAYS** have a **trained technician** install and remove a floodlight, or replace any damaged fixture wiring.

ENGINE SAFETY



DANGER

- The engine fuel exhaust gases contain poisonous carbon monoxide. This gas is colorless and odorless, and can cause death if inhaled.
- The engine of this equipment requires an adequate free flow of cooling air. **NEVER** operate this equipment in any enclosed or narrow area where free flow of the air is restricted. If the air flow is restricted it will cause injury to people and property and serious damage to the equipment or engine.




SAFETY INFORMATION


WARNING

- **DO NOT** place hands or fingers inside engine compartment when engine is running.
- **NEVER** operate the engine with heat shields or guards removed.
- Keep fingers, hands hair and clothing away from all moving parts to prevent injury. 
- **DO NOT** remove the radiator cap while the engine is hot. High pressure boiling water will gush out of the radiator and severely scald any persons in the general area of the generator.
- **DO NOT** remove the coolant drain plug while the engine is hot. Hot coolant will gush out of the coolant tank and severely scald any persons in the general area of the generator. 
- **DO NOT** remove the engine oil drain plug while the engine is hot. Hot oil will gush out of the oil tank and severely scald any persons in the general area of the generator.

CAUTION

- **NEVER** touch the hot exhaust manifold, muffler or cylinder. Allow these parts to cool before servicing equipment. 

NOTICE

- **NEVER** run engine without an air filter or with a dirty air filter. Severe engine damage may occur. Service air filter frequently to prevent engine malfunction.
- **NEVER** tamper with the factory settings of the engine or engine governor. Damage to the engine or equipment can result if operating in speed ranges above the maximum allowable. 
- **NEVER** tip the engine to extreme angles during lifting as it may cause oil to gravitate into the cylinder head, making the engine start difficult.

- Wet stacking is a common problem with diesel engines which are operated for extended periods with light or no load applied. When a diesel engine operates without sufficient load (less than 40% of the rated output), it will not operate at its optimum temperature. This will allow unburned fuel to accumulate in the exhaust system, which can foul the fuel injectors, engine valves and exhaust system, including turbochargers, and reduce the operating performance.

In order for a diesel engine to operate at peak efficiency, it must be able to provide fuel and air in the proper ratio and at a high enough engine temperature for the engine to completely burn all of the fuel.

Wet stacking does not usually cause any permanent damage and can be alleviated if additional load is applied to relieve the condition. It can reduce the system performance and increase maintenance. Applying an increasing load over a period of time until the excess fuel is burned off and the system capacity is reached usually can repair the condition. This can take several hours to burn off the accumulated unburned fuel.

- State Health Safety Codes and Public Resources Codes specify that in certain locations, spark arresters must be used on internal combustion engines that use hydrocarbon fuels. A spark arrester is a device designed to prevent accidental discharge of sparks or flames from the engine exhaust. Spark arresters are qualified and rated by the United States Forest Service for this purpose. In order to comply with local laws regarding spark arresters, consult the engine distributor or the local Health and Safety Administrator.

SAFETY INFORMATION

FUEL SAFETY

DANGER

- **DO NOT** start the engine near spilled fuel or combustible fluids. Diesel fuel is extremely flammable and its vapors can cause an explosion if ignited.
- **ALWAYS** refuel in a well-ventilated area, away from sparks and open flames.
- **ALWAYS** use extreme caution when working with **flammable** liquids.
- **DO NOT** fill the fuel tank while the engine is running or hot.
- **DO NOT** overfill tank, since spilled fuel could ignite if it comes into contact with hot engine parts or sparks from the ignition system.
- Store fuel in appropriate containers, in well-ventilated areas and away from sparks and flames.
- **NEVER** use fuel as a cleaning agent.
- **DO NOT** smoke around or near the equipment. Fire or explosion could result from fuel vapors or if fuel is spilled on a hot engine.



TOWING SAFETY

CAUTION

- Check with your local county or state safety towing regulations, in addition to meeting **Department of Transportation (DOT) Safety Towing Regulations**, before towing your light tower.
- In order to reduce the possibility of an accident while transporting the light tower on public roads, **ALWAYS** make sure the trailer that supports the light tower and the towing vehicle are mechanically sound and in good operating condition.
- **ALWAYS** shutdown engine before transporting.
- Make sure the hitch and coupling of the towing vehicle are rated equal to, or greater than the trailer “gross vehicle weight rating.”



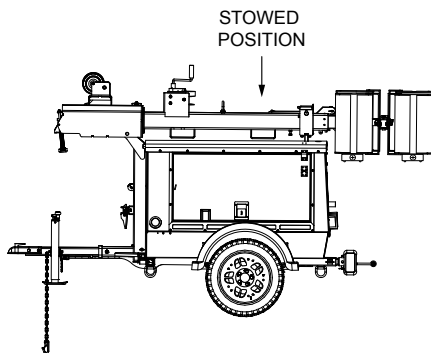
- **ALWAYS** inspect the hitch and coupling for wear. **NEVER** tow a trailer with defective hitches, couplings, chains, etc.
- Check the tire air pressure on both towing vehicle and trailer. **Trailer tires should be inflated to 50 psi cold.** Also check the tire tread wear on both vehicles.
- **ALWAYS** make sure the trailer is equipped with appropriate safety chains.
- **ALWAYS** properly attach trailer’s safety chains to towing vehicle.
- **ALWAYS** make sure the vehicle and trailer directional, backup, brake and trailer lights are connected and working properly.
- The maximum speed for highway towing is **55 MPH** unless posted otherwise. Recommended off-road towing is not to exceed **15 MPH** or less depending on type of terrain.
- Avoid sudden stops and starts. This can cause skidding, or jack-knifing. Smooth, gradual starts and stops will improve towing.
- Avoid sharp turns to prevent rolling.
- Trailer should be adjusted to a level position at all times when towing.
- Raise and lock trailer wheel stand in up position when towing.
- Place **chock blocks** underneath wheel to prevent **rolling** while parked.
- Place **support blocks** underneath the trailer’s bumper to prevent **tipping** while parked.
- Use the trailer’s swivel jack to adjust the trailer height to a level position while parked.

SAFETY INFORMATION

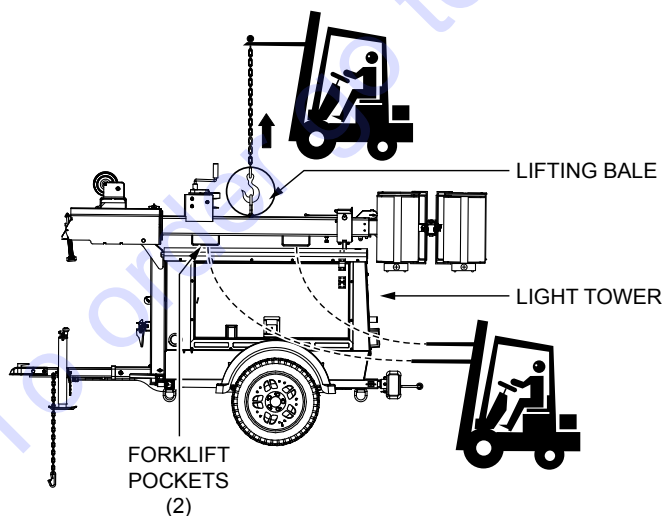
TRANSPORTING SAFETY

CAUTION

- Before lifting, make sure that light tower parts are not damaged and screws are not loosened or lost.
- **ALWAYS** make sure crane or lifting device has been properly secured to lifting hook of the equipment.
- **NEVER** lift the equipment while engine is running.
- Make sure the tower is in the stowed position before lifting.



- **ALWAYS** Make sure rear mast lock is secure before lifting.
- Use adequate lifting cable (wire or rope) of sufficient strength.
- Use one point suspension hook and lift straight upwards.

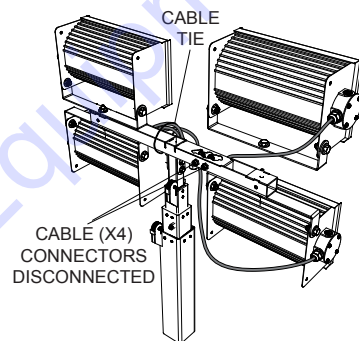


- If lifting through pockets, make sure forks of forklift are inserted in pockets as far as possible before lifting.
- **NEVER** allow any person or animal to stand underneath the equipment while lifting.
- **DO NOT** lift equipment to unnecessary heights.

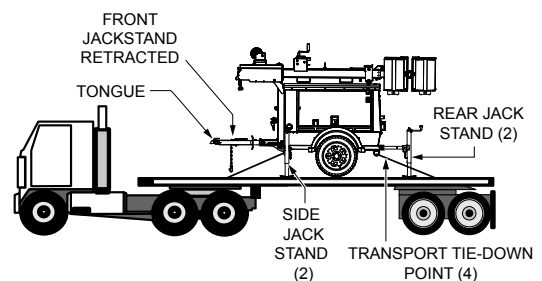
Loading and Tie-Down on Flatbed Truck

NOTICE

- Before loading light tower to flatbed truck, disconnect all four floodlight connectors and tie-wrap the cables against the T-bar to prevent damage to the cables and connectors.



- When loading onto flatbed truck, make sure that front jackstand of light tower is retracted and in the horizontal position so that the foot does not make contact with the deck floor.



- Make sure that the two side (left and right) and two rear jackstands are in the vertical position, slightly extended, so that each foot makes contact with the deck floor.
- Straps and chains should be routed through the transport tie-down points located beneath each corner of the cabinet to allow even application of force to the front and rear of the machine.
- **DO NOT** secure the unit by running a strap or chain over the tongue of the light tower. This may cause severe damage to the unit.

SAFETY INFORMATION

ELECTRICAL SAFETY

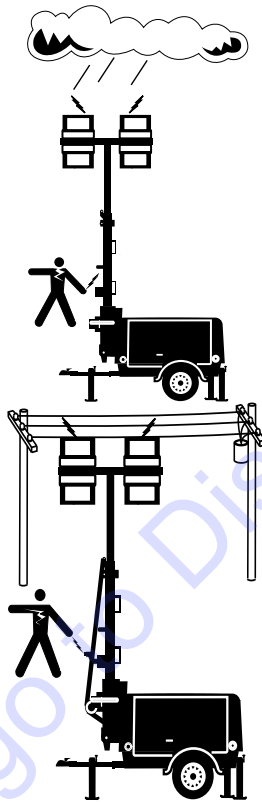
DANGER

■ The electrical voltage required to operate the generator can cause severe injury or even death through physical contact with live circuits. Turn generator and all circuit breakers **OFF** before performing maintenance on the generator.

■ **NEVER** insert any objects into the output receptacles during operation. This is extremely dangerous. The possibility exists of **electrical shock, electrocution or death.**



■ **NEVER** operate light tower or handle any electrical equipment while standing in water, while barefoot, while hands are wet or in the rain. A dangerous **electrical shock** could occur, causing **severe bodily harm or even death.**



■ **ALWAYS** make sure the area above the light tower is open and clear of overhead power lines and other obstructions. The tower extends in excess of 30 feet (9 meters). Contact with overhead power lines or other obstructions could result in equipment damage, **electrical shock, electrocution and even death.**

■ Similar to boom equipment, light tower may become energized with high voltage. **DO NOT** operate the light tower within a radial distance of 17 feet (5 meters) from high voltage power lines. If light tower becomes energized with high voltage, contact with the equipment could result in equipment damage, **electrical shock, electrocution and even death.**

■ Backfeed to a utility system can cause **electrocution** and/or property damage. **NEVER** connect the generator to a building's electrical system without a transfer switch or other approved device. All installations should be performed by a **licensed electrician** in accordance with all applicable laws and electrical codes. Failure to do so could result in electrical shock or burn, causing **serious injury or even death.**



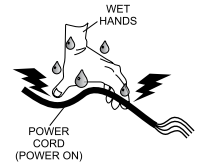
Power Cord/Cable Safety

DANGER

■ **NEVER** let power cords or cables lay in water.

■ **NEVER** use **damaged** or **worn** cables or cords when connecting equipment to generator. Inspect for cuts in the insulation.

■ **NEVER** grab or touch a live power cord or cable with wet hands. The possibility exists of **electrical shock, electrocution or death.**



■ Make sure power cables are securely connected. Incorrect connections may cause electrical shock and damage to the light tower.

NOTICE

■ **ALWAYS** make certain that proper power or extension cord has been selected for the job.

Grounding Safety

DANGER

■ This light tower is equipped with a grounding terminal at the base and right side of the Main Mast assembly. Electrical grounding requirements can differ by State, Province, District, Municipality, and unique application settings.

■ For portable and vehicle-mounted generators, Multiquip recognizes the guidance provided in NEC Handbook Article 250.34 Parts A and B, and 29 CFR 1926.404 (f) (3) (i). If a more definitive earth-to-ground safeguard is required, please consult a qualified electrician and reference appropriate National Electrical Code (NEC) guidelines in establishing an exterior grounding point

NOTICE

■ There is a permanent conductor between generator (stator winding) and the frame.

SAFETY INFORMATION

BATTERY SAFETY

DANGER

■ **DO NOT** drop the battery. There is a possibility that the battery will explode.

■ **DO NOT** expose the battery to open flames, sparks, cigarettes, etc. The battery contains combustible gases and liquids. If these gases and liquids come into contact with a flame or spark, an explosion could occur.



WARNING

■ **ALWAYS** wear safety glasses when handling the battery to avoid eye irritation. The battery contains acids that can cause injury to the eyes and skin.



■ Use well-insulated gloves when picking up the battery.

■ **ALWAYS** keep the battery charged. If the battery is not charged, combustible gas will build up.

■ **ALWAYS** recharge the battery in a well-ventilated environment to avoid the risk of a dangerous concentration of combustible gasses.

■ If the battery liquid (dilute sulfuric acid) comes into contact with **clothing or skin**, rinse skin or clothing immediately with plenty of water.

■ If the battery liquid (dilute sulfuric acid) comes into contact with **eyes**, rinse eyes immediately with plenty of water and contact the nearest doctor or hospital to seek medical attention.

CAUTION

■ **ALWAYS** disconnect the **NEGATIVE** battery terminal before performing service on the generator.

■ **ALWAYS** keep battery cables in good working condition. Repair or replace all worn cables.

ENVIRONMENTAL SAFETY/DECOMMISSIONING

NOTICE

Decommissioning is a controlled process used to safely retire a piece of equipment that is no longer serviceable. If the equipment poses an unacceptable and unrepairable safety risk due to wear or damage or is no longer cost effective to maintain (beyond life-cycle reliability) and is to be decommissioned (demolition and dismantlement), be sure to follow rules below:

■ **DO NOT** pour waste or oil directly onto the ground, down a drain or into any water source.

■ Contact your country's Department of Public Works or recycling agency in your area and arrange for proper disposal of any electrical components, waste or oil associated with this equipment.



■ When the life cycle of this equipment is over, remove battery and bring to appropriate facility for lead reclamation. Use safety precautions when handling batteries that contain sulfuric acid.

■ When the life cycle of this equipment is over, it is recommended that the trowel frame and all other metal parts be sent to a recycling center.

Metal recycling involves the collection of metal from discarded products and its transformation into raw materials to use in manufacturing a new product.

Recyclers and manufacturers alike promote the process of recycling metal. Using a metal recycling center promotes energy cost savings.

EMISSIONS INFORMATION

NOTICE

The diesel engine used in this equipment has been designed to reduce harmful levels of carbon monoxide (CO), hydrocarbons (HC) and nitrogen oxides (NOx) contained in diesel exhaust emissions.

This engine has been certified to meet US EPA Evaporative emissions requirements in the installed configuration.

Attempting to modify or make adjustments to the engine emission system by unauthorized personnel without proper training could damage the equipment or create an unsafe condition.

Additionally, modifying the fuel system may adversely affect evaporative emissions, resulting in fines or other penalties.

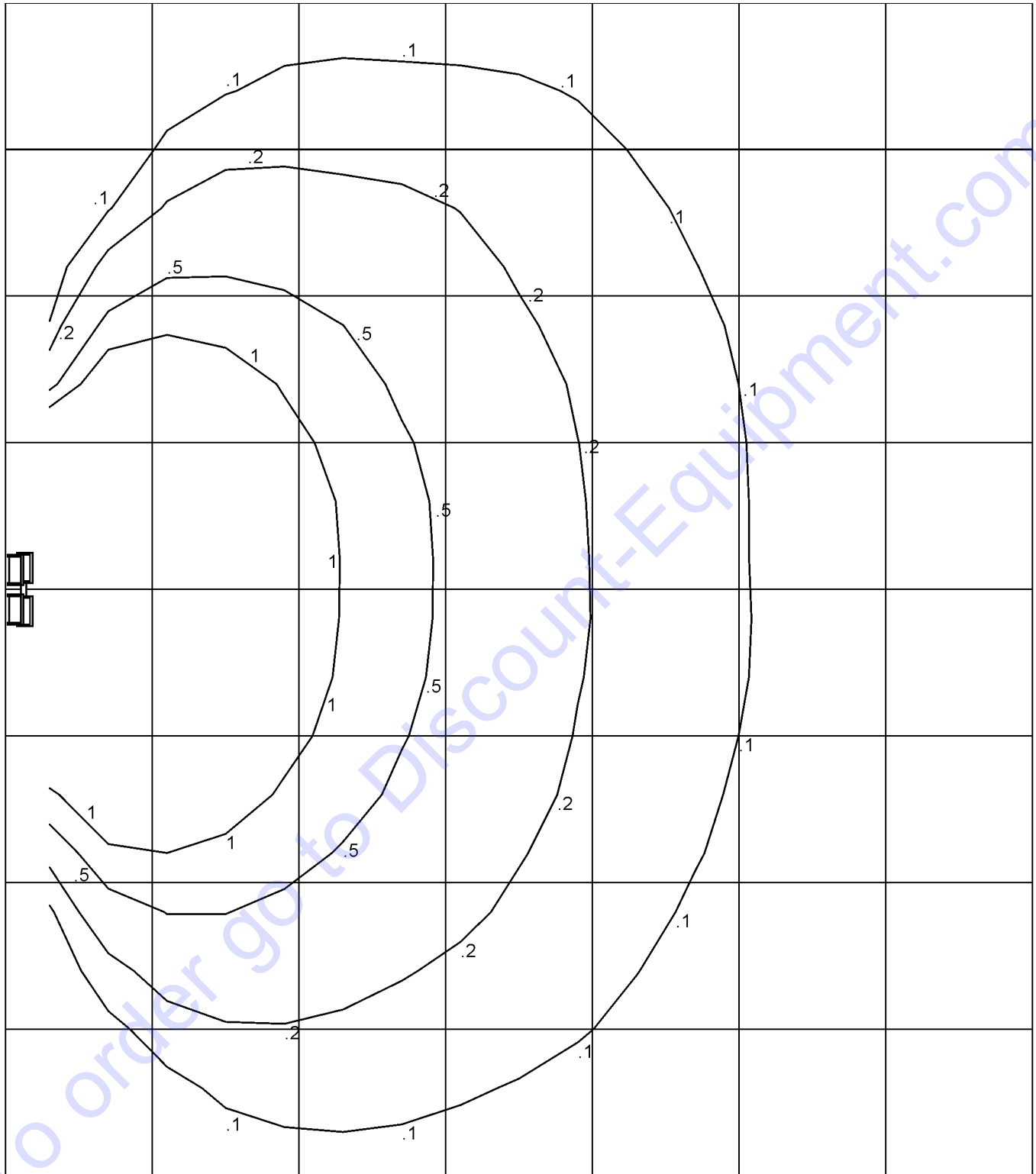
Emission Control Label

The emission control label is an integral part of the emission system and is strictly controlled by regulations.

The label must remain with the engine for its entire life.

If a replacement emission label is needed, please contact Discount-equipment.

LAMP FOOTCANDLE PLOT



Light Plot represents a mast extended to 30'
with 4 lights illuminated, tilted down 20°

Scale: 1in. = 50 ft.

Figure 1. Lamp Footcandle Plot

SPECIFICATIONS

Table 1. LT6K Specifications

Light Tower Model	LT6K
Weight (Dry)	1,492 lbs. (671 kg.)
Support Points	4
Wind Stability	65 mph (80.46 kph)
Lights(4)	1,000-Watt Metal Halide
Lumens	440,000
Light Coverage	5 to 7 acres
Light Termination	4 x 3-pin QD plug
Winch Capacity (2)	1,500 lbs. (680 kg.)
Winch Rope Wire	3/16 in.
Generator Specifications	
Twist-Lock Receptacle Output	240 VAC @ 25 Amps/125 VAC @ 25 Amps X2
GFCI Receptacle Output	120 VAC @ 15 Amps
Main Breaker (CB1, 2-Pole)	30 Amps
Light Circuit Breakers (CB2/CB3 Single Pole)	20 Amps
GFCI Circuit Breaker (CB4, Single Pole)	15 Amps
Continuous Output	6,000 Watts
Noise Level @ 23 ft. (7 m)	68 dB
Trailer Specifications	
Jackstand Capacity	2,000 lbs. (907 kg.)
Coupler Types	Fixed 2 in. Ball Coupler (Standard)
	Adjustable 2 in. Ball Coupler (Option)
	Fixed Pintle Eye-Ring Coupler (Option)
	Adjustable Pintle Eye-Ring Coupler (Option)
Tire Size	13 in. (330 mm.)
Tire Rim Size	13 x 4.5 in. (330 x 114 mm)
Axle Capacity	2,000 lbs. (907 kg.)
Hub Type	5-Lug
Suspension Type	4-Leaf
Electrical Tail-Light Connector	4-Wire Flat

SPECIFICATIONS

Table 2. Engine Specifications

Kohler KDW 1003 Diesel Engine TIER 4F	Engine Type	3-Cylinder, Diesel Engine
	Displacement	62.73 cu. in. (1028 cc)
	Max Output Standby	12 H.P. at 1,800 R.P.M.
	Fuel Tank Capacity	Approx. 34 U.S. Gallons (103.6 Liters)
	Run Time With 4 Lights	64 Hours
	Standard Idle Speed	1,800 R.P.M.
	Fuel Type	Low Sulfur No. 2 Diesel Fuel
	Oil Sump Capacity	2.64 U.S. Quarts (2.5 Liters)
	Cooling System	Liquid-cooled
	Coolant Capacity	1.25 U.S. Quarts (4.75 Liters)
	Starting Method	Electric Start
	Battery Type	Group 24
	Total Weight (Dry)	187.3 lbs. (85 Kg.)

DIMENSIONS

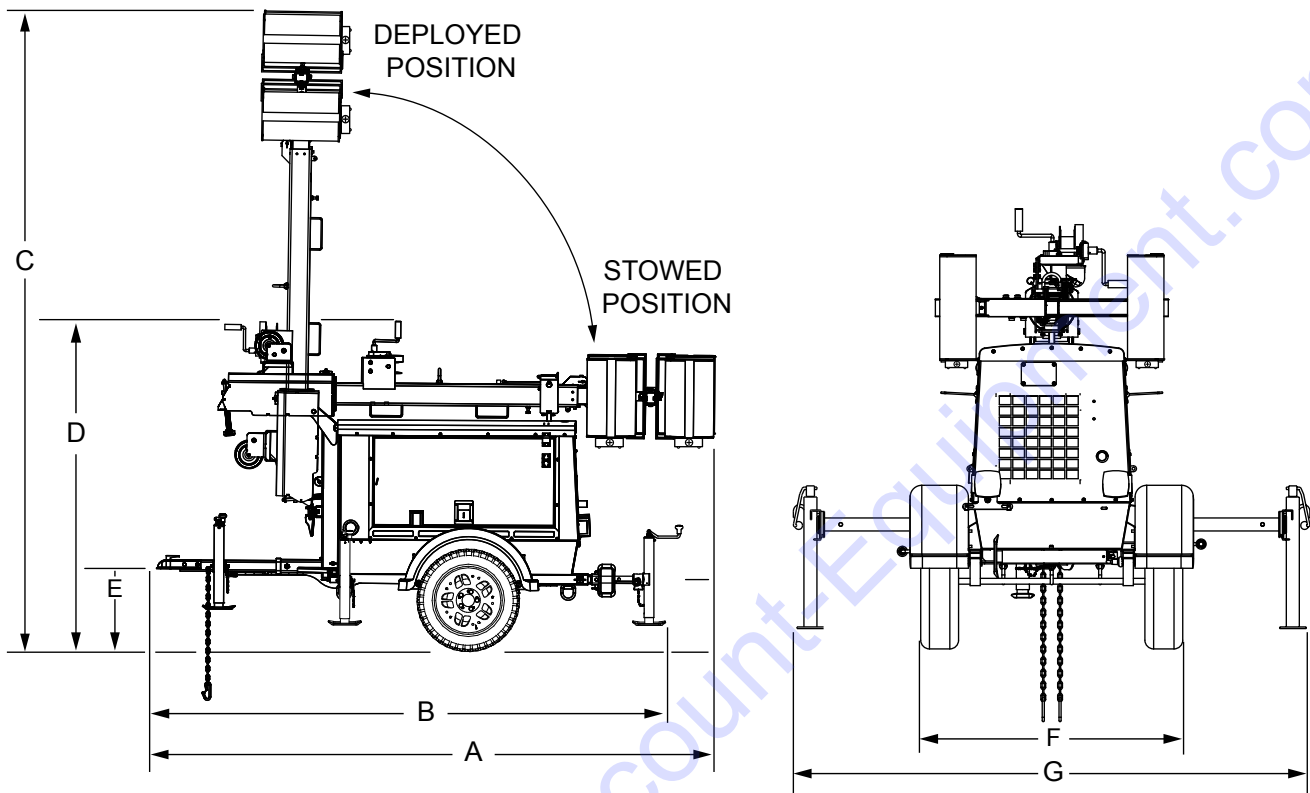


Figure 2. Dimensions

Table 3. Dimensions

Reference Letter	Description	Dimension
A	Length (Mast Stowed Position)	128.3 in. (326 cm.)
B	Length (Hitch To Rear Ext. Outrigger)	106 in. (269 cm.)
C	Max. Height (Mast Deployed Position)	31.5 ft. (960 cm)
D	Height (Mast Stowed Position)	73.7 in. (187 cm.)
E	Ground Clearance (From Axle)	18.6 in. (47.2 cm.)
F	Width (Tow Ready)	42.4 in. (108 cm.)
G	Width (Outriggers Deployed)	79 in. (201 cm.)

GENERAL INFORMATION

The Multiquip LT6K Series Light Tower is a dedicated general purpose light tower engineered to provide dependable lighting for a wide range of applications. This includes lighting for construction sites, industrial locations, special events, and emergency conditions.

METAL HALIDE LAMPS

The lighting system of the LT6K is comprised of 4 metal halide, 1000-watt lamps. These lights provide maximum illumination with typical lighting coverage of 5 to 7 acres. The lights are controlled by two 20 amp circuit breakers. Each breaker will turn on a pair of lights (top/bottom).

ENGINE

The LT6K is powered by a Tier (4) Kohler, 3-cylinder, water cooled, direct injection, 12 HP diesel engine that is equipped with automatic shutdowns for low oil pressure, high coolant temperature, and alternator charge failure.

STABILITY

The light tower mast has a maximum vertical height of 31.5 feet (9.6 meters) and can be raised by means of a manual winch. The tower tensioning system is designed to provide the necessary tension to safely control the pivot of the tower. The light tower has a wind stability of up to 65 mph with outriggers and jackstands fully deployed on level ground.

PANEL LIGHT

A panel light automatically illuminates the control panel when the engine access door is opened (air filter side). This feature is convenient for night deployment.

CONVENIENCE RECEPTACLES

The LT6K is equipped with two auxiliary output receptacles located on the control panel. To gain access to these receptacles, simply lift the side panel door on the air filter side of the generator.

The uppermost receptacle (twist-lock) can provide 240 VAC @ 25 amps or 125 VAC @ 25 amps X2. The bottom receptacle is a GFCI receptacle which can supply 120 VAC at 15 amps. These receptacles can be used for light power tools or other similar applications.

FUEL TANK

The 30-gallon (113 liters) fuel tank provides up to 64 hours of run time while running at 3/4 load.

TRAILER DESIGN

The trailer design of the LT6K light tower withstands the rigors of normal highway towing and jobsite environments. The trailer is engineered to DOT requirements and is in compliance to the standards of the National Association of Trailer Manufacturers (NATM).

BUNDED SYSTEM

The LT6K light tower is designed with a "bunded" containment system. This system prevents the leakage, spilling of harmful contaminants, fluids that could be harmful to the environment. Reference Inspection section of this manual for location of drain plug. Reference maintenance section in this manual, Drain Plug Installation.

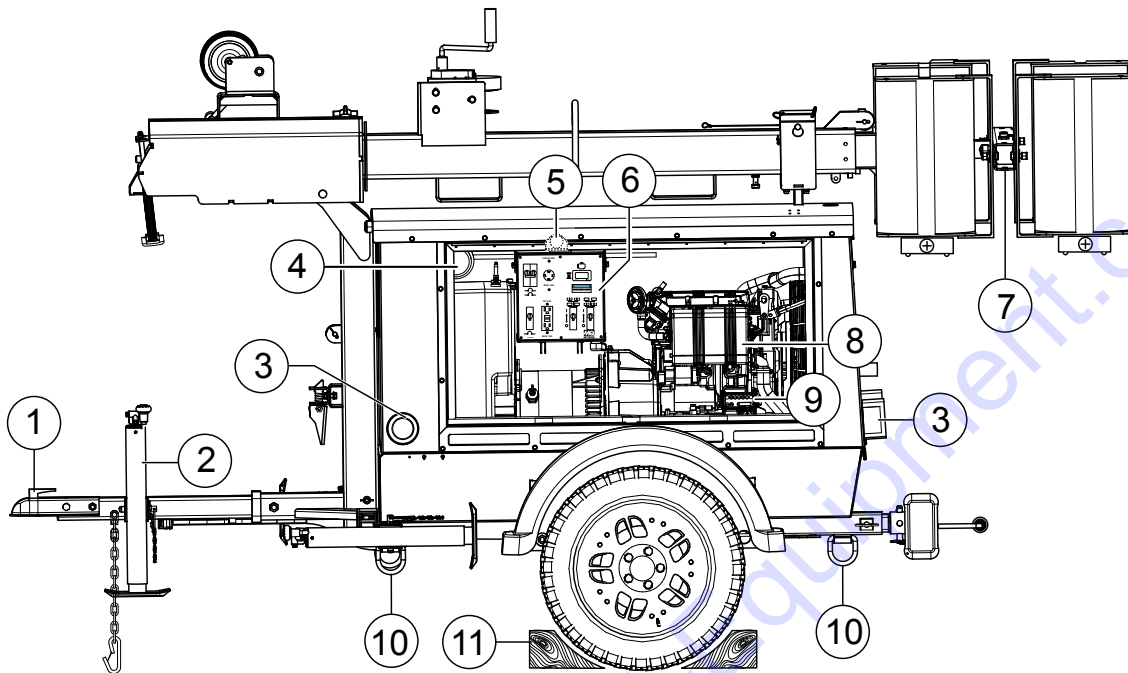


Figure 3. Major Components 1 (Control Panel Side)

Figure 3, 4, and 5 show the location of the controls and components for the LT6K light tower. The function of each component is described below:

1. **Ball Hitch Coupler** — Attach the trailer's 2-inch coupler to the towing vehicle. Use only the specified ball diameter as indicated on your coupler. Use of any other ball diameter will create an extremely dangerous condition which can result in separation of the coupler and ball or ball failure.
2. **Tongue Jackstand** — Use this jackstand to support the tongue when attaching the light tower to a towing vehicle.
3. **Side Marker Lights** — There are four side marker lights located on light tower. The front circular lights (tongue side) are amber. The rear rectangular reflectors are red.
4. **Manual Holder** — Contains information regarding the light tower.
5. **Panel Light** — When the cabinet door is raised, the light will automatically turn on. When the cabinet door is closed, the light will turn off.
6. **Control Panel** — Contains the auxiliary output receptacles, engine hour meter, excitation capacitor and circuit breakers.
7. **T-Bar** — Allows the lights to be mounted vertically or horizontally.
8. **Engine** — 3-cylinder, water cooled, direct injection, 12 HP diesel engine.
9. **Engine Status Module** — Displays engine status via LEDs, water temperature, air filter, fuel, alternator, oil pressure, glow plugs. Insert ignition key, turn clockwise to start engine.
10. **Tie-Down Points** — Used to tie down light tower with straps or chains to allow even application of force to the front and rear of the equipment during transport.
11. **Chock Blocks** — Place blocks (not included as part of the light tower package) under each trailer wheel to prevent rolling.

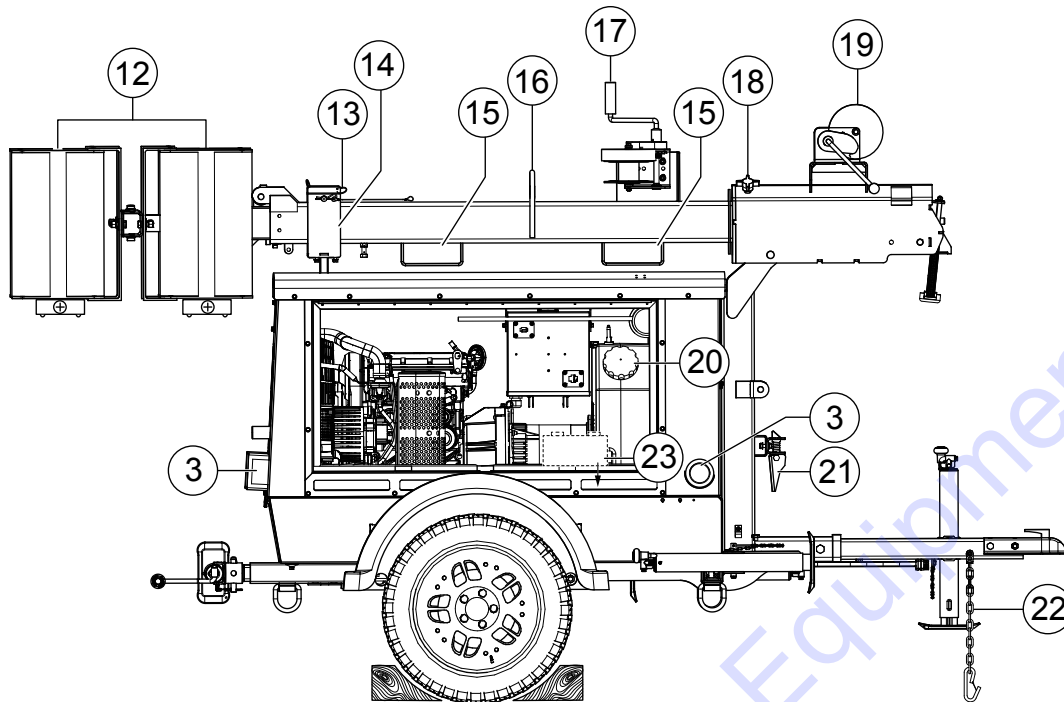


Figure 4. Major Components 2 (Fuel Fill Side)

12. **Lights**— Four 1000-watt metal-halide bulbs with a 110,000 lumens capacity each. Light coverage is typically between 5 to 7 acres.
13. **Cradle Lock/Release Pin** — Locks mast in cradle support and releases mast when removed.
14. **Mast Cradle Support** —When towing of the light tower is required, place the tower mast into the cradle support. Make sure cradle lock/release pin has been inserted and mast is locked.
15. **Forklift Pockets** — The light tower can be lifted by inserting the forks of a forklift as far possible into the pockets.
16. **D-Ring Lifting Point** — Attach a suitable lifting device to this lifting point capable of lifting 2000 lbs. (257 kg). The D-ring lifting point has been positioned for a fully balanced/configured light tower. Removal of any components will unbalance the light tower.
17. **Mast Extension Winch** — Use this winch to extend the mast to the desired height. Maximum height is 31.5 feet (9.60 meters).
18. **Mast Rotation Locking Knob** — Unscrew this knob to release mast for rotation. Tighten this knob to lock mast after it is set to the desired position.
19. **Vertical Mast Winch** — Use this winch to raise the mast to the vertical position.
20. **Fuel Tank/Cap** — Remove cap to add Low Sulfur No. 2 diesel fuel. Fuel tank capacity is 34 gallons (103.6 liters).
21. **Mast Lock/Release Lever** — When the mast is in the full vertical position, this lever must be in the locked position (down). To place the mast in the stow position, pull the lever upward to release the mast.
22. **Safety Chain** — Always attach safety chains to the towing vehicle. **NEVER** tow the light tower with the safety chain unattached. Make sure safety chains are crossed when towing.
23. **Battery** — The 12-volt DC battery (CA:550/CCA:430) is shipped **wet** and is ready for use. Battery is shown here for clarity.

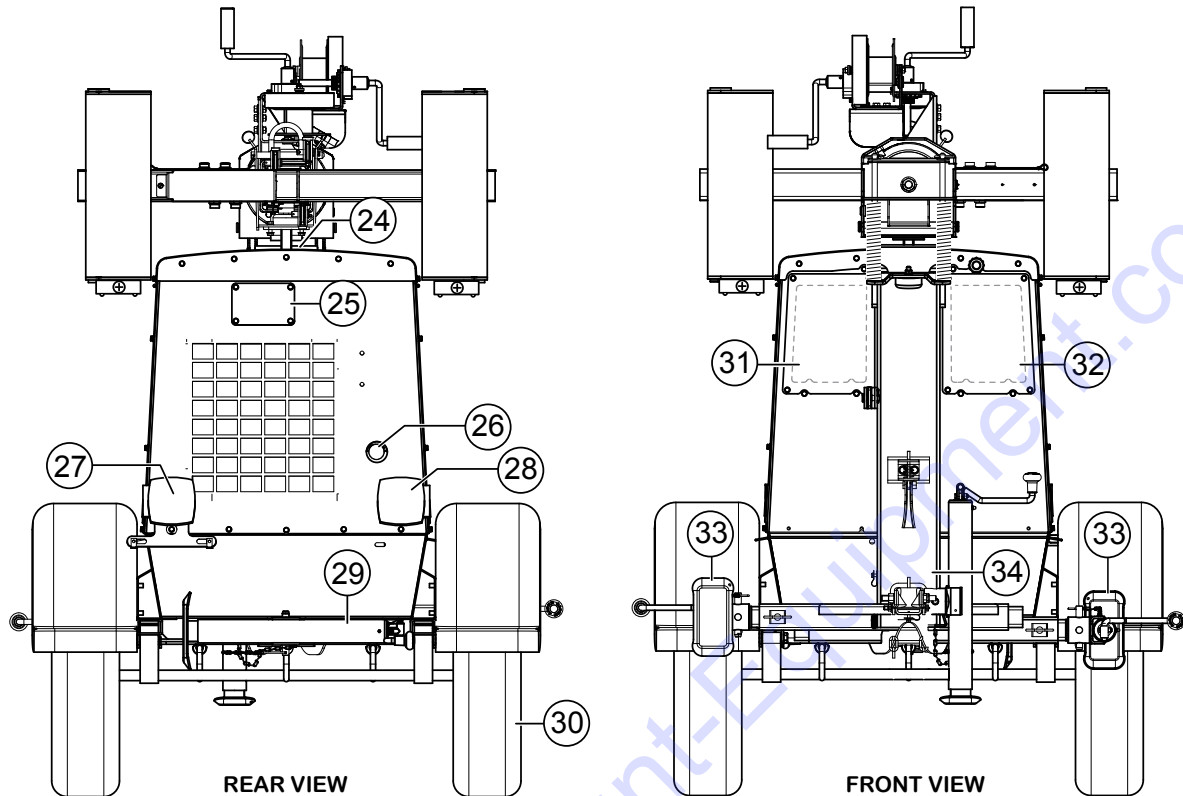


Figure 5. Major Components (Front/ Rear)

24. **Radiator Fill Port Plug** — Remove this plug to add coolant to the radiator.
25. **Radiator Cap Access Panel** — Remove this panel to gain access to the radiator cap.
26. **Engine Exhaust Pipe** — Directs engine exhaust to the rear of the light tower. **NEVER** block this exhaust pipe with obstructions. **ALWAYS** place the light tower in an area free of obstructions.
27. **Left Brake/Marker Light/License Light** — Before towing the light tower, make sure that this light is operational and is working correctly. **NEVER** tow the light tower if this light is inoperative. This light also illuminates the license plate.
28. **Right Brake/Marker** — Before towing the light tower, make sure that this light is operational and is working correctly. **NEVER** tow the light tower if this light is inoperative.
29. **Rear Jackstands/Outriggers** — There is one jackstand located at the rear of the trailer. Use this jackstand and outrigger to level and support the light tower.
30. **Tires** — This light tower uses a ST175-80D size tire. Replace with only recommended tire size. **NEVER** tow light tower with bad or worn tires.
31. **Left-Side Ballast (Curbside)** — This area of the light tower encloses the components for the ballast assembly lights 1 and 3 (top).
32. **Right-Side Ballast (Roadside)** — This area of the light tower encloses the components for the ballast assembly lights 2 and 4 (bottom).
33. **Front Jackstands/Outriggers** — There are two jackstands located at the front of the trailer. Use these jackstands and outriggers to level and support the light tower.
34. **Ground Point** — Grounding requirements differ by application, state, and agencies. If more definitive earth to ground connections are required, see NEC guidelines and use this established grounding point.

CONTROL PANEL

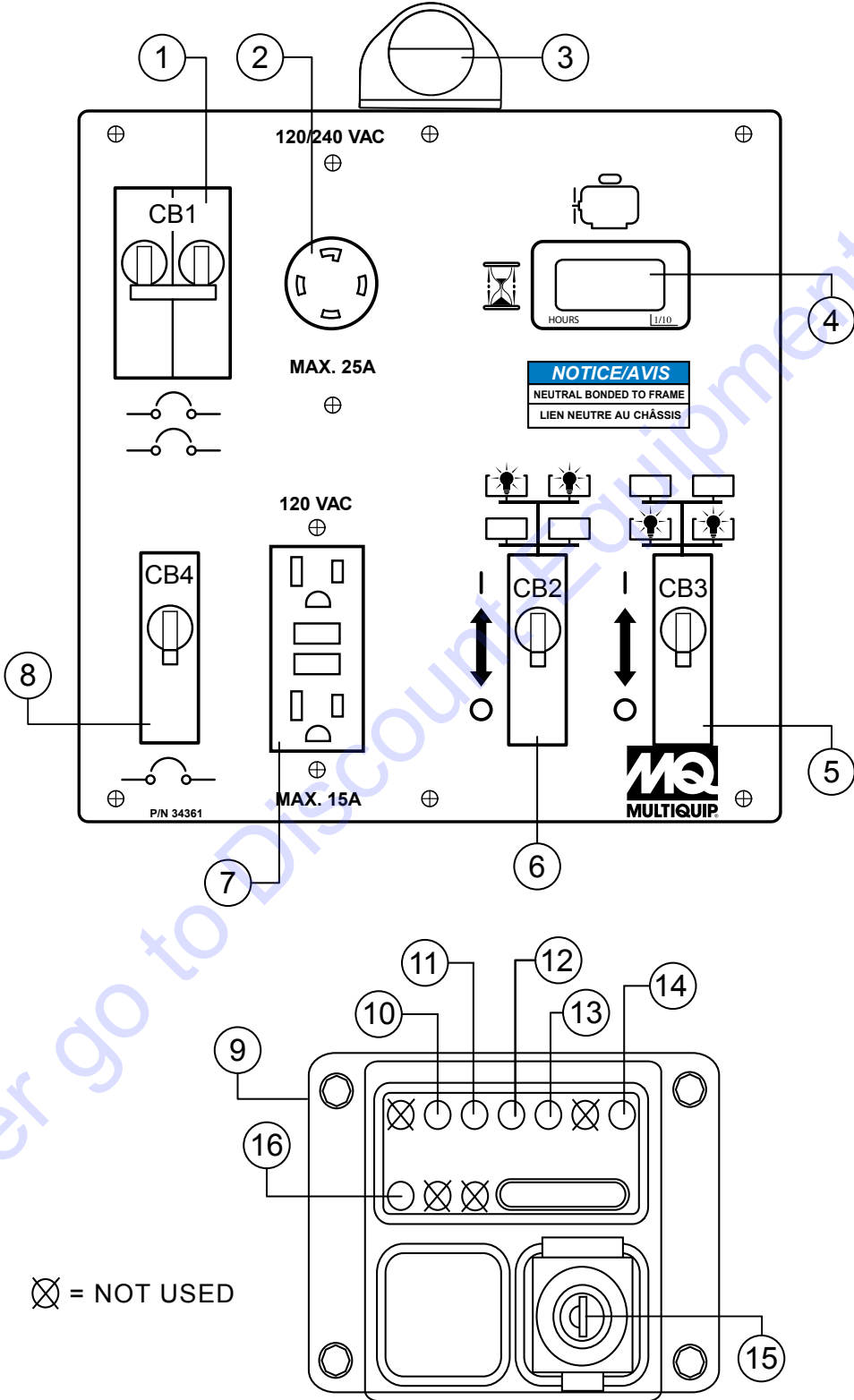









Figure 6. Control Panel/Ignition Switch

CONTROL PANEL

Figure 6 shows the location of the controls and indicators on the LT6K control panel. Below is a brief description of each component.

1. **Main Circuit Breaker (CB1)** — A double-pole 30 amp circuit breaker which protects the 120/240 VAC twist-lock receptacle from overload. In addition it allows voltage to be supplied to the light circuit breakers (CB2/ CB3), and GFCI breaker (CB4).
2. **120/240 VAC Twist-Lock Receptacle** — This dual voltage twist-lock receptacle provides 240 VAC @ 25 amps or 120 VAC @ 25 amps X2.
3. **Panel Light** — When the cabinet door is raised, the light will automatically come on. When the cabinet door closes, the switch is depressed and the light turns off.
4. **Hour Meter** — This digital hour meter indicates the number of hours machine has been in use.
5. **Circuit Breaker (CB3)** — Single pole, 20 amp circuit breaker, turns on *bottom* lights.
6. **Circuit Breaker (CB2)** — Single pole, 20 amp circuit breaker, turns on *top* lights.
7. **GFCI Receptacle** — Provides 120 VAC @ 15 amps.
8. **GFCI Circuit Breaker (CB4)** — Single-pole, 15 amp circuit breaker, protects GFCI receptacle from overload.
9. **Engine Status Module** — Displays engine status via LEDs. Perform engine maintenance depending on alarm status.
10. **Normal Operation Indicator** — This alarm LED (green) lights when the engine is functioning normal. 
11. **Oil Pressure Alarm Indicator** — This alarm LED flashes when the oil pressure has fallen too low for normal engine operation. The LED will stay on until the problem is corrected. 
12. **Water Temperature Alarm Indicator** — This alarm LED flashes when the water temperature becomes too hot for normal engine operation. This condition will shut down the engine. The LED will stay on until the problem is corrected. 
13. **Alternator Alarm Indicator** — This LED turns on when the engine has shut down because the electrical charging system is not working properly. 
14. **PreHeat Indicator** — This LED turns on when the ignition key is turned to the **ON** position indicating that the glow plugs are warming up. When the LED goes off, the engine is ready for starting. If the LED is flashing, a low battery charge is detected. 
15. **Ignition Key Switch** — Insert key into ignition switch and turn clockwise to the **ON** position to warm the glow plugs. When pre-heat indicator light goes **OFF**, turn the key to the **START** position. Release key when engine starts. 
16. **Air Filter Alarm Indicator** — This LED flashes when a blockage or problem with the air filter is detected. 

ENGINE COMPONENTS

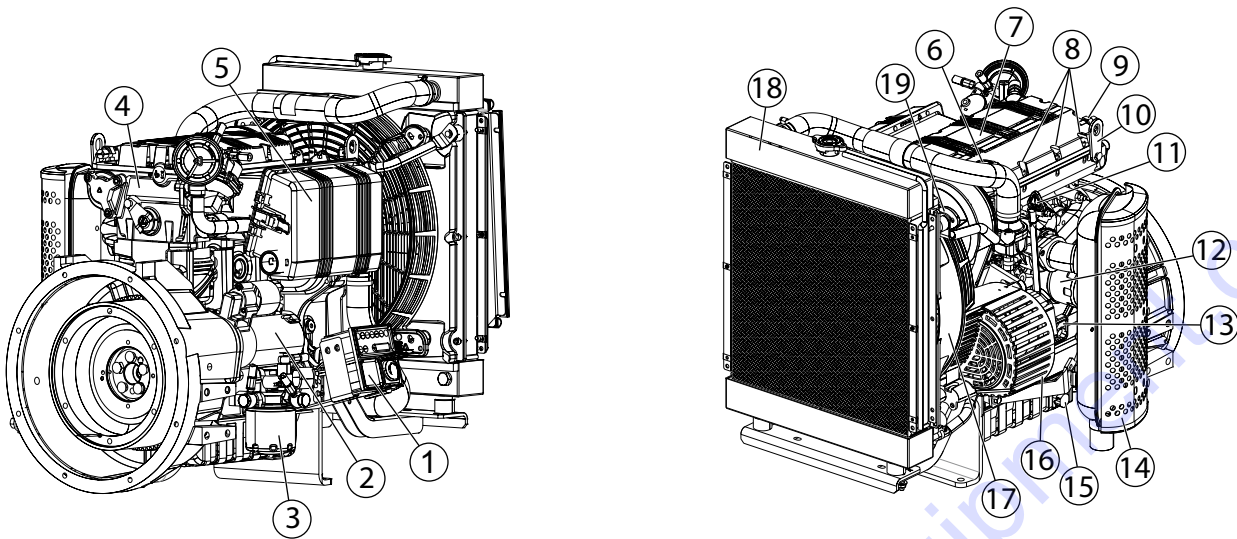


Figure 7. Kohler Engine Components

1. **Engine Status Module** — Displays engine status/alarms for high water temperature, low oil pressure, pre-heat, charging system, and air filter.
2. **Starter** — Starts engine when ignition key is rotated to the "START" position.
3. **Fuel Filter** — Filters fuel for contaminants.
4. **Engine** — 3-cylinder, water cooled, direct injection, 12 HP diesel engine.
5. **Air Filter** — Prevents dirt and other debris from entering the fuel system. Unsnap air filter cover to gain access to filter element.
6. **Oil Filler Cap** — Remove to add engine oil. Reference Tables 4 and 6 when adding engine oil.
7. **Emissions Tag** — Provides emissions model identification and information.
8. **Glow Plugs (3)** — Used in the starting of the engine. In cold weather conditions, allow the glow plugs to be warmed before starting the engine.
9. **Oil Pressure Sensor** — Monitors engine oil pressure. In the event of low oil pressure will shut down the engine.
10. **Lifting Bail (2)** — When lifting of the engine is required, attach a strap or chain of adequate lifting capacity to these lifting points.
11. **Oil Dip Stick** — Remove to check amount and condition of oil in crankcase.
12. **Oil Filter** — Spin-on type, filters oil for contaminants.
13. **Engine Tag** — Provides engine model identification and information.
14. **Muffler** — Used to reduce noise and emissions.
15. **Oil Drain Plug (2)** — Remove to drain crankcase oil. Always dispose of used oil and oil filters in an environmentally safe manner. **DO NOT** allow used oil to drain onto the ground or into a water runoff drain.
16. **Alternator** — Provides power to the engine 12V electrical system. Replace with only manufacturer's recommended type alternator.
17. **Fan Guard** — Protects personnel from rotating fan blades.
18. **Radiator** — Use only recocoolant/anti-freeze. Radiator coolant capacity is 1.25 gallons (4.75 liters).
19. **V-Belt** — **ALWAYS** make sure the V-belt is properly tensioned. A loose or defective V-belt can adversely affect the performance of the engine.

WARNING



Engine components can generate extreme heat. To prevent burns, **DO NOT** touch these areas while the engine is running or immediately after operating. **NEVER** operate the engine with the muffler removed.

DRAIN PLUG INSTALLATION

The LT6K light tower features a FULL FLUID CONTAINMENT tub design for environmental and unexpected fluid build-up concerns. A drain plug and draining port is provided for proper disposition of fluids that may build up within the tub assembly.

The LT6K Light Tower is shipped with the drain plug removed. Before operation, the drain plug needs to be installed.

1. Locate the drain plug that came with the unit in the document box (Part Number 16185).
2. From under the tub base, install the drain plug by threading and securing it tightly (Figure 8).

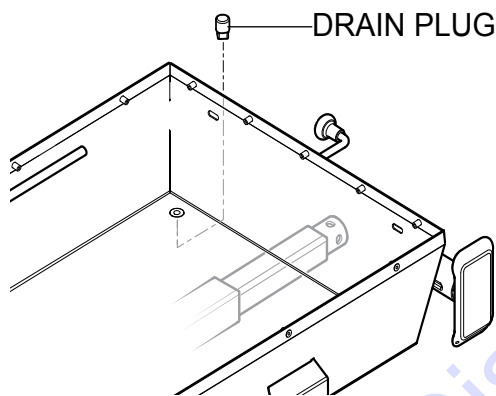


Figure 8. Drain Plug Installation

3. When draining of fluid from the tub is required do the following:
 - Place trailer on a **flat level surface** where the trailer will not slip or slide.
 - Place chock blocks behind each wheel.
 - Place jack stands in the deployed position to support trailer.
 - Remove drain plug.

NOTICE

It is recommended to periodically check for fluid buildup within the tub area especially if the doors have been latched **OPEN** and the lighttower has been operating in hard, gusty rains. Anytime there is fluid buildup within the tub area, drain immediately and handle and dispose fluids properly.

ENGINE SERVICING

The diesel engine (Figure 7) must be checked for proper lubrication and filled with fuel prior to operation. Refer to the manufacturer's engine manual for instructions and details of operation and servicing.

LIGHT TOWER INSPECTION

Check or do the following:

- Clean the light tower, removing dirt and dust, particularly the engine cooling air inlet and air cleaner.
- Check the air filter for dirt and dust. If air filter is dirty, replace air filter with a new one as required.
- Check all fastening nuts and bolts for tightness.
- Check winch cables, make sure they are not frayed or defective. Replace any defective or worn winch cables.

WARNING

DO NOT use light tower if winch cables are worn or defective. Replace defective cables immediately.

ENGINE OIL CHECK

To check the engine oil level, make sure the light tower is placed on secure level ground with the engine stopped.

1. Remove the dipstick from its holder and wipe it clean.
2. Insert and remove the dipstick from its holder. Check the oil level shown on the dipstick.
3. If the oil level is low, add oil through the oil filler hole. **DO NOT** overfill. Fill to the normal operating level as shown on the dipstick. Verify that the oil level is maintained between the two notches as shown in Figure 9. Always fill with recommended type oil as listed in Table 4. See Table 2 for engine oil capacity.

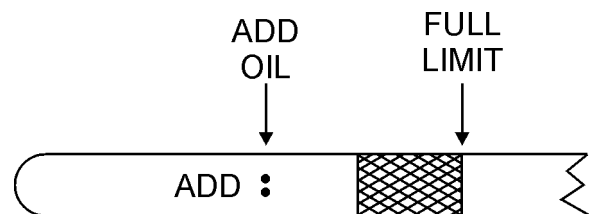


Figure 9. Oil Dipstick

Table 4. Recommended Motor Oil (Kohler Engines)

°C	-40	-35	-30	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35	40	45	50
°F	-40	-31	-22	-13	-4	5	14	23	32	41	50	59	68	77	86	95	104	113	122
SAE 10W																			
SAE 20W																			
SAE 30																			
SAE 40																			
SAE 10W-30																			
SAE 10W-40																			
SAE 10W-60																			

Other types of motor oils may be substituted if they meet the following requirements:

- API Service Classification CH-4
- API Service Classification CG-4
- API Service Classification CF-4
- ACEA Specification E3
- ACEA Specification E2

FUEL CHECK

CAUTION



Diesel fuel and its vapors are dangerous to your health and the surrounding environment. Avoid skin contact and/or inhaling fumes. **DO NOT** smoke while refueling. **DO NOT** attempt to refuel the light tower if the engine is hot or running.

1. To check the engine fuel level, make sure the light tower is placed on secure level ground with the engine stopped.
2. Lift the light tower access door (Figure 10), battery/muffler side. Set the door support latch in place to keep the door open (up).

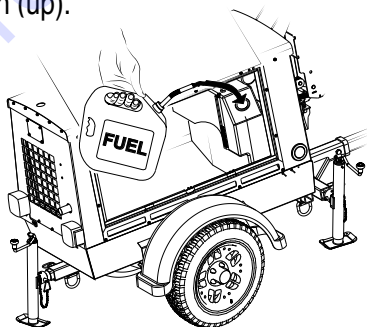


Figure 10. Adding Fuel

3. Remove the fuel cap from the fuel tank.

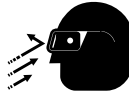
CAUTION

ALWAYS fill the fuel tank with clean, fresh Low Sulfur #2 diesel fuel. **DO NOT** fill the fuel tank beyond its capacity. **DO NOT TOP-OFF.**

4. Pay attention to the fuel tank capacity when replenishing fuel. The fuel tank cap must be closed tightly after filling. Handle fuel in a safe container. If the container does not have a spout, use a funnel.
5. Wipe up any spilled fuel immediately!

BATTERY CHECK

WARNING



The operator must wear the appropriate protective equipment and clothing while handling the battery.

Failure to wear protective equipment or clothing could result in serious injury.

The 12-volt DC battery (Figure 11) is shipped **wet** and is ready for use.

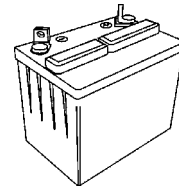


Figure 11. Battery (CA:550/CCA:430)

When servicing of the battery is required, perform the following:


- A face shield and rubber gloves should be worn while handling and servicing the battery's electrolyte.
- Disconnect battery terminal clamps, and remove the battery from the generator cabinet when servicing is required.
- **DO NOT** overfill the battery.

WARNING



When connecting the positive (+) cable to the battery's positive (+) terminal post, **DO NOT** allow the wrench or any metallic part to come in contact with the battery's negative (-) terminal post. This may result in an electrical short circuit or an explosion.

WARNING



Electrolyte is an acid and must be handled with caution. **ALWAYS** follow servicing instructions from the electrolyte manufacturer to ensure safety. Serious injury can result from careless handling and noncompliance to safety handling instructions.

Overfilling the battery may cause the electrolyte to overflow resulting in corrosion to nearby components. Immediately wash off any spilled electrolyte (battery acid).


NOTICE

Use only distilled water in the battery. Tap water can reduce the operating life of the battery.

COOLANT

It is recommended that antifreeze/summer coolant be used with the engine. This can be purchased pre-diluted or in concentrate and mixed with 50% demineralized water. See engine owner's manual for more details.

WARNING



If adding coolant/antifreeze mix to the radiator, **DO NOT** remove the radiator cap until the unit has completely cooled. The possibility of hot coolant exists which can cause severe burns.

Day-to-day addition of coolant is done from the recovery tank. When adding coolant to the radiator, **DO NOT** remove the radiator cap until the unit has completely cooled. See Table 5 for engine and radiator, coolant capacities. Make sure the coolant level in the recovery tank is always between the "H" and the "L" markings.

Engine Type	Coolant Capacity
Kohler KDW 1003	5.18 qt. (4.9 liters)

OPERATION IN FREEZING WEATHER

When operating in freezing weather, make sure the proper amount of antifreeze (Table 6) has been added.

Vol (%) Anti-Freeze	Freezing Point		Boiling Point	
	°C	°F	°C	°F
40	-24	-12	106	222
50	-37	-34	108	226

NOTICE

When the antifreeze is mixed with water, the antifreeze mixing ratio must be less than 50%.

CLEANING THE RADIATOR

The engine may overheat if the radiator fins become overloaded with dust or debris. Periodically clean the radiator fins with compressed air. Cleaning inside the machine is dangerous, so clean only with the engine turned off and the negative battery terminal disconnected.

AIR CLEANER

Periodic cleaning/replacement of the air cleaner filter is necessary. Inspect it in accordance with the engine owner's manual.

FAN BELT TENSION

A slack fan belt may contribute to overheating, or to insufficient charging of the battery. Inspect the fan belt for damage and wear and adjust it in accordance with the engine owner's manual.

The fan belt tension is proper if the fan belt bends 10 to 15 mm when depressed with the thumb as shown in Figure 12.

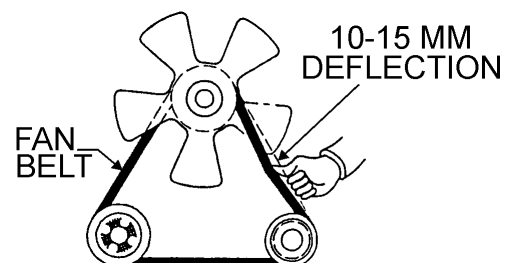


Figure 12. Fan Belt Tension

INDOOR INSTALLATION

Exhaust gases from diesel engines are extremely poisonous. Whenever an engine is installed indoors the exhaust fumes must be vented to the outside. The engine should be installed at least two feet from any outside wall.

Using an exhaust pipe which is too long or too small can cause excessive back pressure which will cause the engine to heat excessively and possibly burn the valves.

Eliminate the danger of deadly carbon monoxide gas. Remember that exhaust fumes from any gasoline or diesel engine are very poisonous if discharged in a closed area.

If the light tower is installed indoors, you must make provisions for venting the engine exhaust to the outside of the building.

LAMP POWER CABLE CONNECTIONS

1. Locate the 4 key-lock female 3-pin DIN connectors on the T-bar as shown in Figure 13.

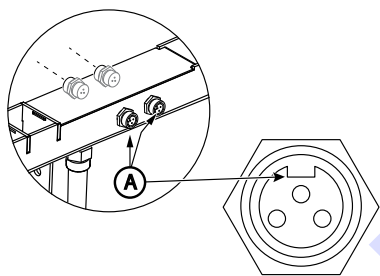


Figure 13. 3-Pin DIN Female Connector

2. Next, locate the slot or key (A) on each female connector as shown in Figure 13.
3. On the corresponding male connector, locate the key tab (B) as shown in Figure 14.

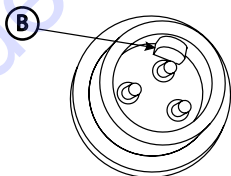


Figure 14. Male Connector

4. Align the key tab (B) on the male connector with the slot or key (A) on the female connector and press together until seated. Connect the light power cables to the T-bar as referenced in Table 7 and Figure 15.

Table 7. Light Power Cable Connections

Power Cable	T-Bar Receptacle
Light 1	J1
Light 2	J2
Light 3	J3
Light 4	J4

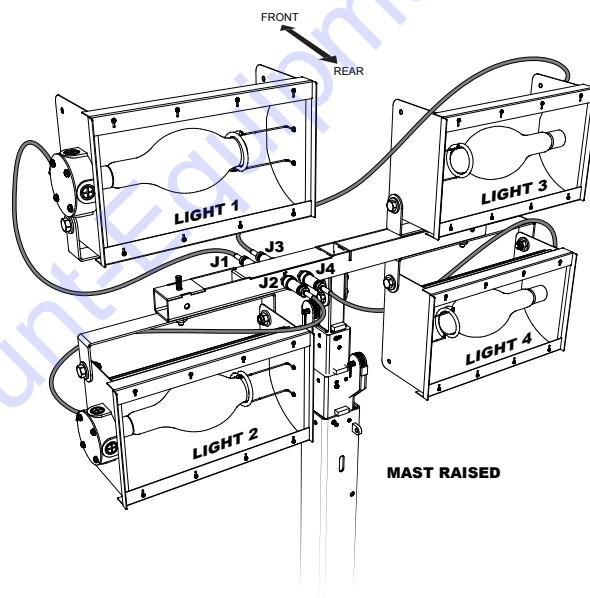


Figure 15. Light Power Cable Connections

5. Secure all cable connectors by screwing the knurled locking nut of the male connector to the threaded portion of the female connector to ensure good contact between the two connectors. See Figure 15.

LIGHT TOWER GROUNDING

This light tower is equipped with a grounding terminal at the base and right side of the Main Mast assembly (Figure 16). Reference the Safety Information section, Grounding Safety in this manual.

Contact a qualified electrician for further electrical grounding application guidance.”

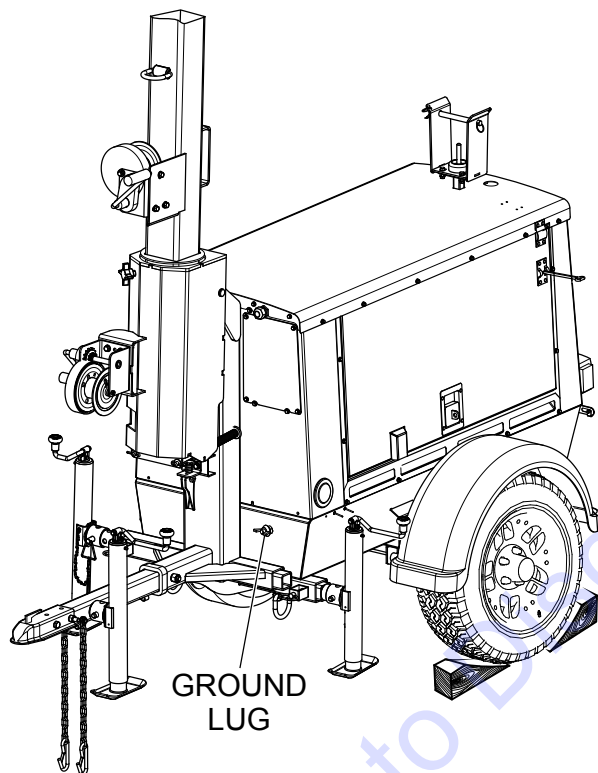


Figure 16. Grounding

OUTRIGGERS AND SUPPORT STANDS

1. Place light tower on secure level ground with chock blocks (Figure 17) underneath each wheel to prevent the light tower from rolling.
2. Make sure *all* outriggers (Figure 17) are extended. To extend the outriggers, pull the locking pin on the outrigger and hold while sliding out the outrigger assembly

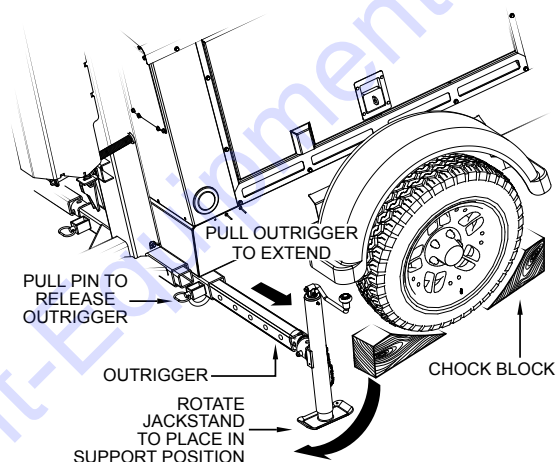


Figure 17. Deploying Outriggers

3. As soon as the pin clears the travel position hole, release it and continue sliding out the outrigger. The pin must snap into the outrigger locking hole in the extended position.
4. After extending all outriggers, rotate all trailer jackstands into the foot down position, then turn the crank handle on the jackstands clockwise to lower it and level the light tower.
5. Check behind the light tower and make sure all personnel and objects are clear of the mast.

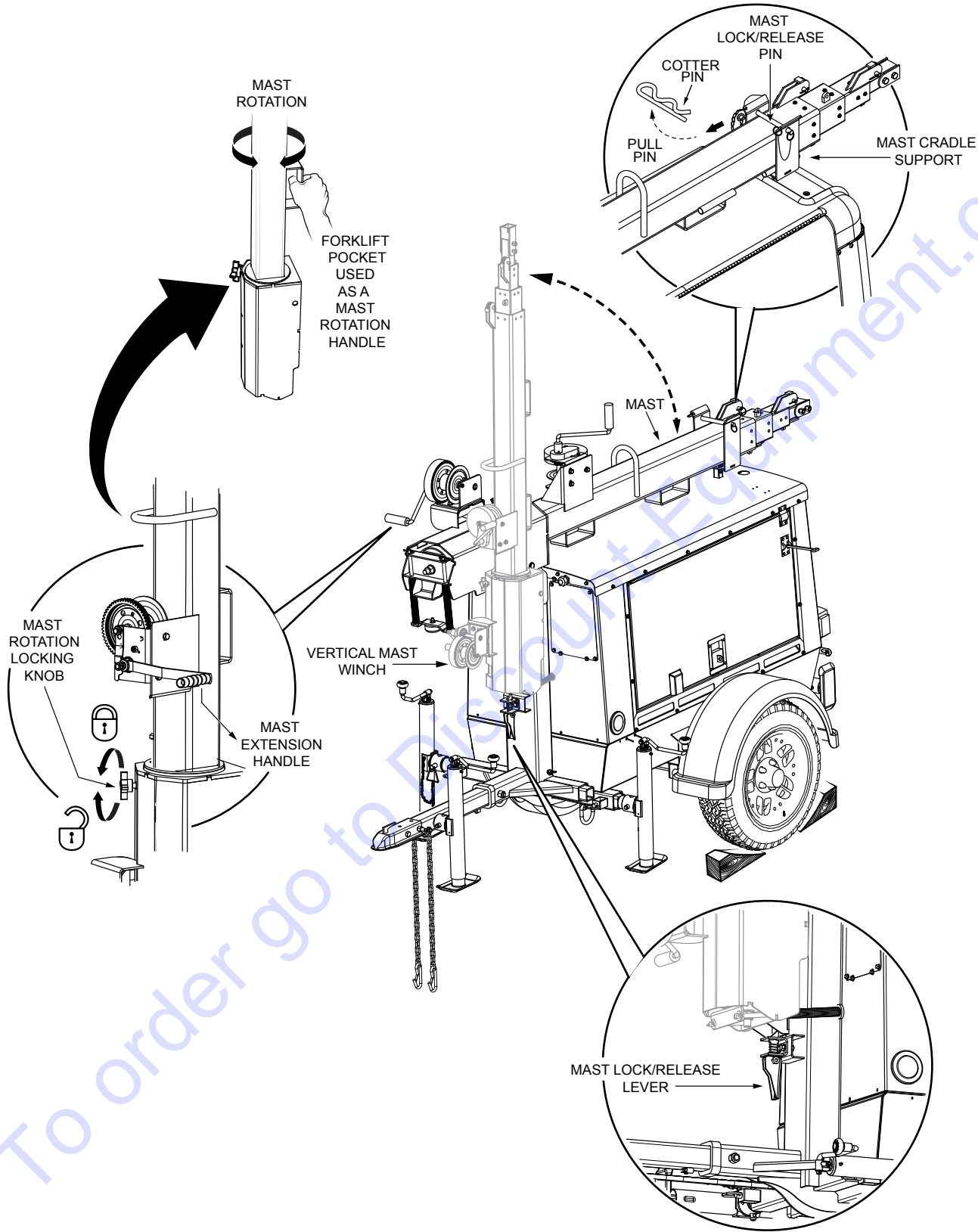

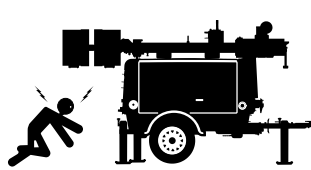


Figure 18. Raising The Mast

DEPLOYING THE MAST (VERTICAL POSITION)


 **DANGER**

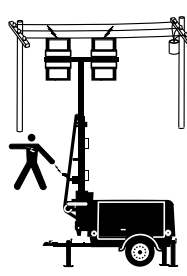


DO NOT stand behind the trailer while the mast is being raised or lowered. Serious injury could result if the mast falls down.

1. To release the mast from the mast cradle (stow position), remove the cotter pin (Figure 18) from the cradle lock/release pin.
2. Next, remove (pull) the mast lock/release pin. This will allow the mast to be raised to the vertical position.
3. To place the mast in the vertical position, turn the vertical mast winch hand lever clockwise until the mast is pointing upwards, fully vertical.
4. Once the mast is in the **fully vertical** position, push down the mast release lock lever to prevent the mast from falling.

EXTENDING THE MAST

 **DANGER**



ALWAYS make sure the area above light tower is open and clear of overhead power lines and other obstructions. The tower extends in excess of 30 feet (9 meters). Contact with overhead power lines or other obstructions could result in equipment damage, serious injury or death!

Once the tower mast has been locked into its fully vertical position, the mast can now be extended. The tower allows the mast to be extended upwards in excess of 30 feet.

1. Turn the **mast extension winch** clockwise and observe that the mast begins to extend upwards.
2. Continue turning the winch in the clockwise direction until the desired height has been reached.
3. Release the winch handle. This winch is of the self-locking type. The tension on the cable will keep the mast in place.

ROTATING THE MAST

To change the direction that the lights are facing, the mast can be rotated.

1. With the mast in the deployed position (fully vertical), unscrew the mast rotation locking knob (Figure 18) to release the mast for rotation.
2. Grab hold of the forklift pocket (Figure 18) near the mast extension winch and rotate the mast until the lights are facing in the desired direction.
3. When the lights are facing in the desired direction, tighten the mast rotation lock knob to lock the mast in place.

STARTING THE ENGINE

CAUTION

NEVER start the engine with any circuit breakers in the **ON** position. Disconnect all loads before starting.

WARNING



NEVER place hands near the V-belt or fan blades while the engine is running.

WARNING



The engine's exhaust contains harmful emissions. **ALWAYS** ventilate the exhaust when operating inside tunnels, excavations or buildings. Direct exhaust away from nearby personnel.

1. Open the access panel door on the **air filter side** of the light tower. Set the door latch in place to hold the door open (up).
2. Insert the ignition key into the ignition key switch (Figure 19). Turn the ignition key clockwise one click to the **ON** position. The preheat indicator lamp will light. Wait for this indicator lamp to go **OFF**. When the indicator lamp goes **OFF**, the glow plugs have been preheated and the engine can now be started.

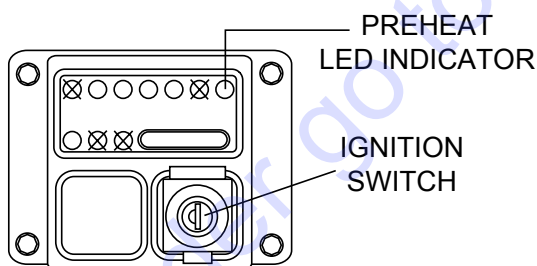


Figure 19. Ignition Switch

3. Continue turning the ignition key all the way clockwise. When the engine has started, release the key.
4. Before placing the light tower into actual operation, let the engine run for 3-5 minutes. Check any abnormal sounds or smells that would be associated with a defective light tower. If any abnormal conditions occur, shut down the engine and correct the problem.

TURNING ON THE LIGHTS

1. Place the main circuit breaker, CB1 (Figure 20) on the control panel to the **ON** position.

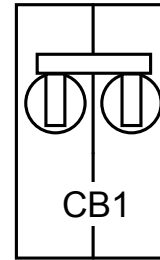


Figure 20. Main Circuit Breaker (CB1)

2. Place circuit breaker, CB2 (Figure 21) on the control panel to the **ON** position. This will turn on the **top** 2 lights.
3. Next, place circuit breaker, CB3 (Figure 21) on the control panel to the **ON** position. This will turn on the **bottom** 2 lights.

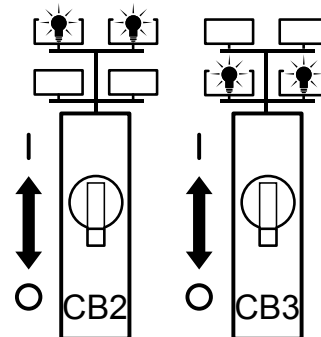


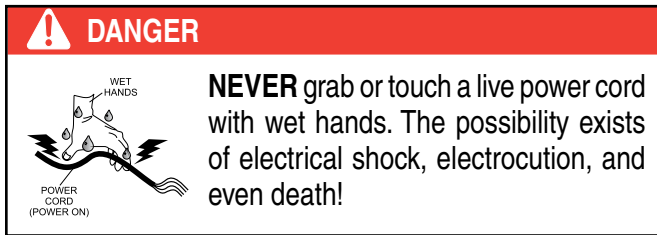
Figure 21. Lamp Circuit Breakers (CB2/CB3)

4. Wait a few minutes for the ballasts to activate. Observe that all lights are **ON**.
5. If all the light circuit breakers (CB2 and CB3) are in the **ON** position (up), then all of the lights should be on.
6. If any of the lights are not on, refer to the troubleshooting section of this manual.
7. Close all cabinet doors.

NOTICE

NEVER operate the light tower with the engine compartment doors open. Operation with the doors open may cause insufficient cooling to the unit, and damage may result.

APPLYING AN EXTERNAL LOAD



This light tower is equipped with two auxiliary output receptacles which are located on the control panel. One is a 120/240 VAC twist lock receptacle the other is a 120VAC GFCI receptacle.

120/240 VAC Twist-Lock Receptacle

This receptacle (Figure 22) is a dual voltage receptacle that can provide 240 VAC @25 amps or 120 VAC @25 amps X2.

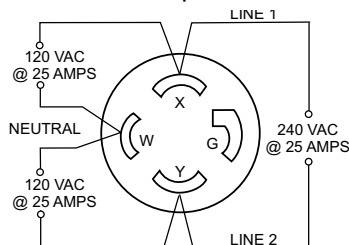


Figure 22. 120/240 Twist-Lock Receptacle

120 VAC GFCI Receptacle

This receptacle (Figure 23) can provide 120 VAC @15 amps. It is protected by a 15 amp breaker.

TESTING THE 120 VAC GFCI RECEPTACLE

Pressing the reset button resets the GFCI receptacle after being tripped. Pressing the test button (See Figure 23) in the center of the receptacle will check the GFCI function. This receptacle should be tested at least once a month.

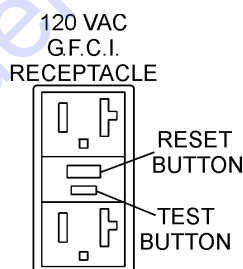


Figure 23. GFCI Test Button

NORMAL SHUTDOWN

1. If a load is connected to the light tower, **remove the load**.
2. Place CB2 and CB3, **light circuit breakers** on the control panel in the **OFF** position.
3. Wait a few seconds and observe that all four lights are **OFF**.
4. Place CB4, **GFCI circuit breaker** on the control panel in the **OFF** position.
5. Place CB1, **main circuit breaker** on the control panel in the **OFF** position.
6. Let the engine idle for a few minutes with no load.
7. Turn the ignition key to the **OFF** position. Store key in a safe location.
8. Lower light tower mast and place in stow position as outlined in this manual.
9. Place outriggers in tow position, and remove chock blocks.
10. Store light tower in a clean, dry location out of the reach of children and unauthorized personnel.

EMERGENCY SHUTDOWN

1. Place main circuit breaker in the **OFF** position, then turn ignition key to the **OFF** position and turn all other circuit breakers to the **OFF** position.

LOWERING THE MAST (EXTENSION)

1. Turn the mast extension winch counterclockwise, and observe that the extension of the mast begins to lower.
2. Continue turning the winch counterclockwise until the extension section of the mast has been fully retracted (slack in the cable).

STOWING THE MAST (HORIZONTAL POSITION)

1. Rotate mast to stow position.
2. Grab hold of the mast lock release lever and pull upwards. This will release the mast so that it can be placed in the horizontal (stow) position.
3. Turn the vertical mast winch counterclockwise and observe that mast begins to approach the horizontal position.
4. Continue rotating the vertical mast winch in the counterclockwise direction until the mast is seated in the mast cradle.
5. Once the mast is fully seated in the mast cradle, insert the cradle lock/release pin and secure with cotter pin to keep in place.

MAINTENANCE

BASIC INSPECTION AND MAINTENANCE

See Table 8 below for a general inspection and maintenance checklist. For more detailed maintenance, refer to the engine service manual.

Table 8. Inspection/Maintenance						
Frequency		10 hrs Daily	200 hrs	500 hrs	1000 hrs	
Engine	Check Engine Fluid Levels	X				
	Check Fuel Filter	X				
	Check Air Cleaner Dust Indicator (if equipped)	X				
	Check for Leaks/Visual Walk Around	X				
	Check for Loosening of Parts	X				
	Replace Engine Oil and Filter *			X		
	Service Battery			X		
	Clean Unit, Inside and Outside			X		
	Change Fuel Filter **				X	
	Clean Radiator and Check Coolant Protection Level				X	
	Replace Air Filter Element					X
	Test Thermostats					X
	Check all Hoses and Clamps/Flush Radiator					X
	Clean Inside of Fuel Tank					X
Generator	Measure Insulation Resistance Over 3M ohms			X		

* — Replace engine oil and filter at 100 hours, first time only.

** — Replace fuel filter at 250 hours, first time only.

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When performing any maintenance on the light tower or engine, follow all safety messages and rules for safe operation stated at the beginning of this manual.


GENERAL INSPECTION

Prior to each use, the light tower should be cleaned and inspected for deficiencies. Check for loose, missing or damaged nuts, bolts or other fasteners. Also check for fuel or oil leaks.


WARNING

 Accidental starts can cause severe injury or death.


 **ALWAYS** place the ON/OFF switch in the OFF position.

 Disconnect negative battery cable from battery before servicing.

WARNING

 Some maintenance operations may require the engine to be run. Ensure that the maintenance area is well ventilated. Exhaust contains poisonous carbon monoxide gas that can cause unconsciousness and may result in **DEATH**

CAUTION

 **ALWAYS** allow the engine to cool before servicing. **NEVER** attempt any maintenance work on a hot engine.

AIR CLEANER

NOTICE

If engine is operating in very dusty and dry grass conditions, a clogged air cleaner will result in high fuel consumption, loss of power and excessive carbon buildup in the combustion chamber.

Thoroughly remove dirt and oil from the engine and surrounding area. Clean or replace the air cleaner elements as necessary. Check and retighten all fasteners as necessary.

1. Release the locking latch and remove the air filter paper element as shown in (Figure 24).

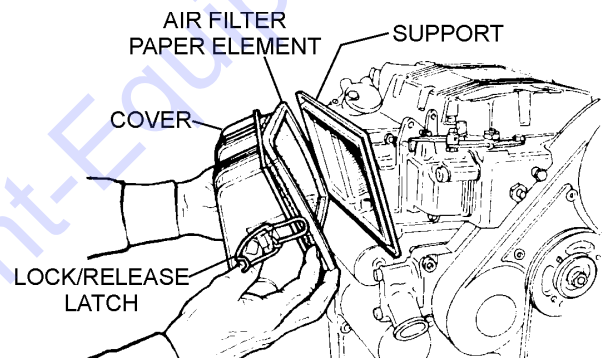


Figure 24. Air Cleaner Components

2. Clean the inside of the cover using a damp cloth.
3. Blow dry with compressed air 30 psi (207 kPa, 2.1 kgf/cm²) maximum against the side of the paper filter element (Figure 25) along the pleats. Then blow dry against outside along the pleats, then against inside again.

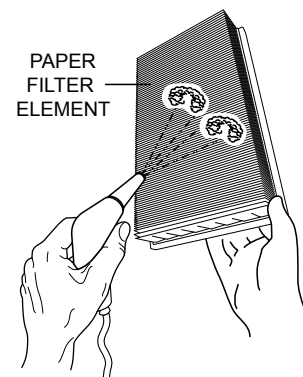


Figure 25. Cleaning Inner Paper Filter

4. If the air filter alarm indicator lamp (Figure 6) is ON, **DO NOT** blow dry paper element . Replace paper element with a new one.
5. Inspect air filter cover for cracks, heat damage or warpage. Replace if necessary.
6. Reinstall air filter paper element and support. Attach cover and secure cover with locking latch.

Replacing Fuel Filter

1. Set a container under the fuel filter cartridge (Figure 26) to catch spilled fuel.

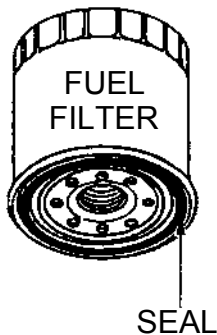


Figure 26. Fuel Filter

2. Using a wrench, turn the fuel filter cartridge to the left to remove fuel filter.
3. Clean the fuel filter holder.
4. Coat the seal surface of the fuel filter cartridge with engine oil, then reinstall the fuel filter cartridge back onto the fuel filter holder.
5. When installing, tighten the fuel filter cartridge until it makes contact with the seal surface of the filter holder. Then tighten a further 2/3 of a turn.

If the fuel filter cartridge is tightened too much, the seal will be damaged and will cause fuel leakage. Fuel leakage will occur if the filter cartridge is not tightened enough.

Fuel Addition

When adding diesel fuel, always use low sulfur No. 2 diesel fuel. Always pour fuel through a mesh filter.

Air Removal

If air enters the fuel injection system of a diesel engine, starting becomes impossible. After running out of fuel, or after disassembling the fuel system, bleed the system.

To restart after running out of fuel, squeeze the fuel primer bulb to pump fuel into the engine. This unit is equipped with an automatic air bleeding system.

Cleaning the Fuel Strainer

Clean the fuel strainer if it contains dust or water. Remove dust or water in the strainer cap and wash it in diesel. Securely fasten the fuel strainer cap so that fuel will not leak. Check the fuel strainer every 200 hours of operation or once a month.

Check Oil Level

Check the engine crankcase oil level prior to each use, or when the fuel tank is filled. Insufficient oil may cause severe damage to the engine. Make sure the generator is level. The oil level must be between the two notches on the dipstick as shown in (Figure 9).

Changing Engine Oil (100 Hours)

1. Drain the engine oil when the oil is warm.
2. To drain the engine oil the tub access cover (Figure 27) must be removed.

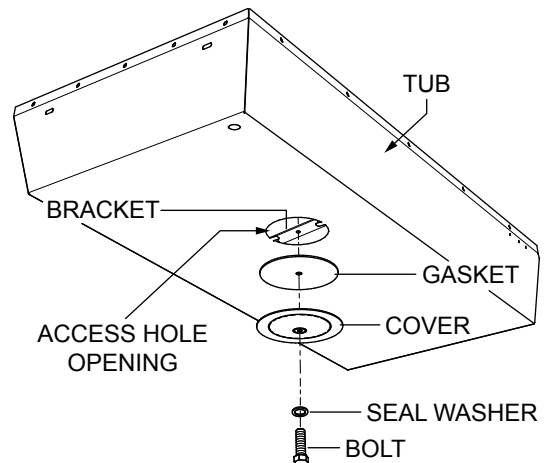


Figure 27. Tub Access Cover Removal

3. Remove the retaining bolt and seal washer that secures the access cover to the tub bracket. Set cover and gasket aside.

4. Place a container (Figure 28) directly under the access cover hole opening.
5. Next, remove the drain bolt and seal washer (Figure 28) on the engine so that the oil can begin to drain into the container. Reposition the container if necessary.

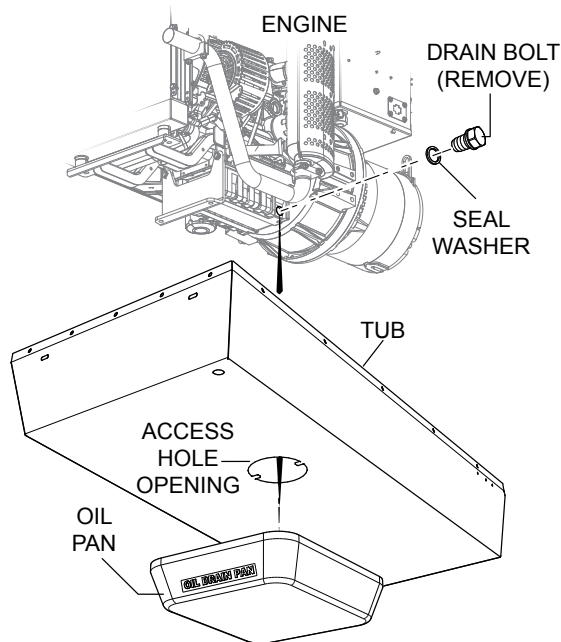


Figure 28. Draining Engine Oil

6. Check the drained oil for excessive metal particles or foreign material. Contact Discount-equipment if there is metal particles or foreign material.
7. Tighten drain plug. Clean the filter holder, fill the new filter cartridge with clean engine oil, coat the packing and thread of the new filter cartridge with engine oil, then install it to the filter holder. Tighten until the gasket surface contacts the seal surface of the filter holder, then tighten it a further 3/4 to 1 turn.
8. Add engine oil through oil filler until the oil level is between the H and L marks on the dipstick. Maximum oil capacity is 2.64 U.S. Quarts (2.5 Liters).
9. Reinstall access cover and gasket to maintain fluid containment (bunding).
10. Run the engine at idling for a short time, then stop the engine. Recheck the oil level and fill as necessary.

Oil Filter Cartridge (200 Hours)

1. Using a filter wrench, turn filter cartridge (Figure 29) to the left to remove it. If the filter cartridge is filled with a large amount of oil, wait 10 minutes or so before removing. Make sure there is no old gasket stuck on the filter holder.

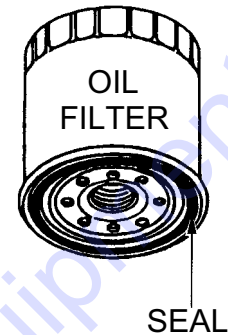


Figure 29. Oil Filter

V-BELT

Visually examine the V-belt (Figure 30) and determine if it is full of tiny cracks, frayed, has pieces of rubber missing, is peeling or otherwise damaged.

Also, examine the belt and determine if it is **oil soaked** or **"glazed"** (hard shiny appearance on the sides of the belt). Either of these two conditions can cause the belt to run hot, which can weaken it and increase the danger of it breaking.

If the V-belt exhibits any of the above wear conditions replace the V-belt immediately.

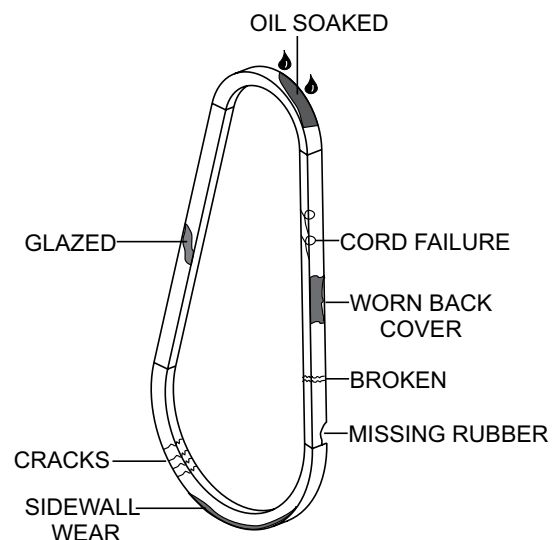


Figure 30. V-Belt Inspection

Lamp Replacement

NOTICE

If a light (lamp) replacement is required, allow lamp to cool for about 30 minutes before removing lamp. **DO NOT** touch lamp with your hands.

The oil and perspiration from one fingerprint may cause the lamp to fail prematurely. **ALWAYS** use a clean dry cloth for cleaning or handling lamps

1. Place all circuit breakers in the **OFF** position.
2. Remove protective lens and rubber gasket from lamp housing.
3. Remove defective lamp from housing.
4. Install new lamp, be careful not to touch lamp surface with your hands.
5. Reinstall protective lens and rubber gasket.

Radiator Cap Access

1. Remove the four bolts that secure the radiator cap access cover (Figure 31) to the rear cabinet. Remove access cover and gasket.
2. Reach inside access opening and remove radiator cap. Allow engine to cool before removing cap. The possibility of hot coolant exists which can cause severe burns.

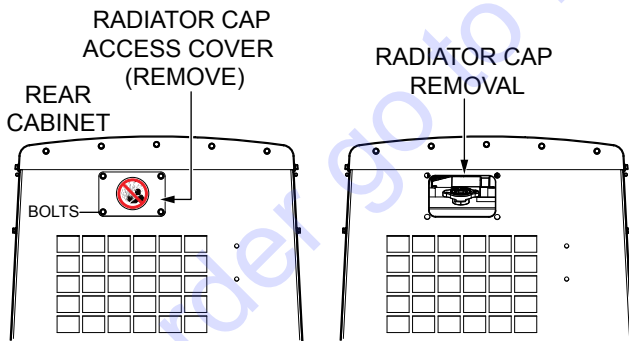


Figure 31. Radiator Cap Removal

Filling The Radiator

1. Remove the black plastic plug (Figure 32) on the top of the cabinet just above the radiator cap access hole opening.

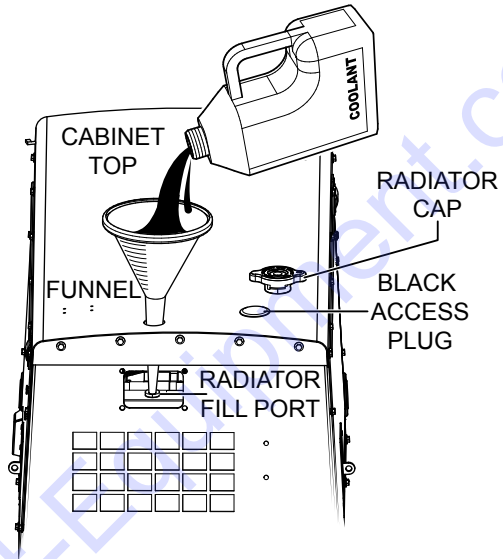


Figure 32. Adding Coolant

2. Next, insert a funnel through this opening into the radiator fill port.
3. Add coolant as required.
4. Reinstall black plastic access plug on top of cabinet and also reinstall radiator cap access cover back onto rear cabinet.

FLUSHING OUT RADIATOR AND CHANGING COOLANT

WARNING



Allow engine to cool when flushing out radiator. Flushing the radiator while hot will damage radiator. In addition, the possibility of hot coolant exists which can cause severe burns.

1. Stop the engine and allow it to cool. Tighten valve of the corrosion resistor (if equipped).
2. Turn water filler cap slowly and remove it.
3. Prepare a container to catch the coolant, then open drain plug of the radiator or heat exchanger and drain plug of the engine, and drain the coolant.

4. After draining the coolant, close drain plugs and fill with tap water.
5. When the water level is near the mouth of the water filler, open drain plugs and start the engine, and run at low idling. Keep the engine running at low idling and flush the radiator for about 10 minutes.
6. Adjust the flow of the water flowing in and draining out to ensure that the radiator is always full during the flushing operation. While flushing water through the system, make sure the water inlet hose does not come out of the radiator filler port.
7. After flushing, stop the engine, open drain plug and drain the water, then close drain plugs.
8. After draining the water, flush the system with a flushing agent. See instructions on flushing agent label.
9. After flushing, open drain plugs and drain out all the water, then close drain plugs and add tap water so the water level is near the mouth of the water filler.
10. When the water level is near the mouth of the water filler, open drain plugs and start the engine, run at low idling and continue to flush the system until clean water comes out. Adjust the flow of the water flowing in and draining out to ensure the radiator is always full during the flushing operation.
11. When clean water comes out, stop the engine, drain all the water, then close drain plugs.
12. Remove the corrosion resistor (if equipped) and open valve.
13. Fill radiator with water using a 50/50 coolant/water ratio mixture of 50% coolant concentrate and 50% demineralized water.
14. Fill radiator to the top of the radiator filler neck, then tighten radiator cap.

CHECK CABLE WEAR

The wire rope (cable) that raises and extends the mast is a very important part of the light tower. There is one cable/hand winch system, located on the tongue of the trailer, that raises and extends the light tower mast. There is a second cable/hand winch system located on the mast that serves to raise and lower the three extendable sections of the mast.

! DANGER

Wire rope (cable) will fail if it is worn, frayed, misused, crushed, kinked or damaged in any way. **ALWAYS** check the cables and pulleys for any abnormalities before use.

DO NOT use it if there is even the slightest cause for concern and replace any damaged cables or pulleys immediately.

SERVICING THE MAST RAISE/LOWER CABLE SYSTEM:

To replace any components in the *mast raise/lower* cable system (Figure 33), use the following steps:

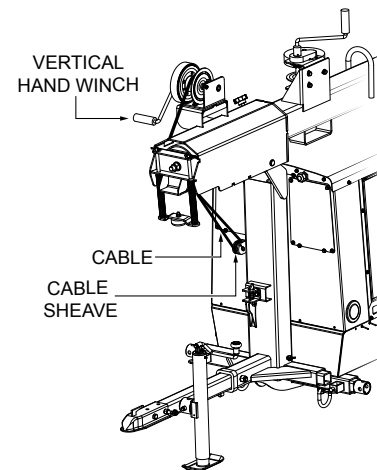


Figure 33. Mast Raise/Lower Cable System

1. Lower the mast to the horizontal resting position.
2. Inspect the cable clamps, pulleys, and other components for worn or damaged parts.
3. Disconnect the cable from the ball socket pin and remove from the mast pulley and cable sheave. Detach the cable from the hand winch as necessary.
4. Replace the pulley and the cable as needed.

5. Rethread the cable through the pulley and reattach the cable to the ball socket pin.
6. Raise and lower the mast several times to verify correct operation.

SERVICING THE MAST EXTENSION CABLE SYSTEM:

To replace the cable in the *mast extension* cable system (Figure 34), use the following steps:

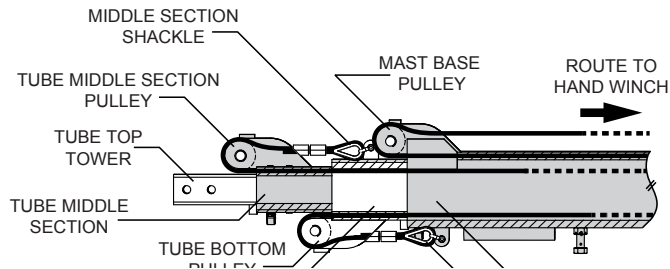


Figure 34. Mast Extension Cable System

1. Lower the mast to the horizontal resting position.
2. Inspect the cable clamps, pulleys, and other components for worn or damaged parts. If any of the cables on the mast need to be replaced, they should both be replaced at the same time.
3. Disassemble the mast by disconnecting the cables from the mast and sliding the sections apart. The lower cable can be disconnected from the winch.

WARNING

The mast sections are heavy and awkward to handle. Use proper lifting devices and procedures when servicing the mast and its components.

4. There are two pulleys in the mast raise/lower cable system. They should be removed and replaced if worn or damaged. Worn or damaged pulleys can cause premature cable failure.
5. Reassemble the mast extension cable system by connecting the cable to the bottom of the upper mast and sliding the upper mast into the opening of the center mast. Connect the second cable to the bottom of the center mast and slide the center mast into the opening of the lower mast, observing proper lifting techniques.

6. Route the upper mast cable through the center mast pulley and connect the free end of the cable to the lower mast ankle shackle. Route the center mast cable through the lower mast pulley and connect the free end of the cable to the hand winch at the bottom of the lower mast.
7. Raise, extend, retract and lower the mast several times to verify correct operation.

STORAGE

For storage for over 30 days, the following is required:

- Fill the fuel tank completely and treat with a diesel fuel stabilizer.
- Completely drain oil from the crankcase and refill if necessary with fresh oil.
- Clean the entire light tower.
- Disconnect the negative terminals of the battery and cover it, or remove and store it separately. If necessary keep battery charged.
- If the ambient temperature is expected to drop below 0°C (32°F), add antifreeze to the radiator.
- Cover the light tower and store in a clean, dry place away from children and unauthorized personnel.

REMOVAL FROM LONG TERM STORAGE

If light tower is going to be used again after long term storage, perform the following.

- Apply oil to the engine valve and rocker arms, and examine the operating condition of the valves.
- Change the oil in engine oil pan.
- Replace all the filters.
- Flush the inside of the cooling system.
- Drain the water from the fuel tank and bleed the air from the fuel system.
- If the engine has not been started for more than one year, contact Discount-equipment.

MAINTENANCE — TRAILERS

TRAILER MAINTENANCE

The following trailer maintenance guidelines are intended to assist the operator in preventive maintenance.

Adjustable Channel

Your LT6K trailer comes standard with a fixed 2" ball coupler. The tow bar channel provides a fastening option to place other couplers as shown below and in Figure 35. Periodically check the channel bolts for damage or loosening

- Height Adjustable 2 Inch Ball
- Height Adjustable 2-5/16 Inch Ball
- Height Adjustable Pintle/Eye
- Fixed Pintle/Eye

NOTICE

When replacing channel mounting hardware (nuts, bolts and washers), **NEVER** substitute substandard hardware. Pay close attention to **bolt length** and **grade**. **ALWAYS** use manufacturer's recommended parts when replacing channel mounting hardware.

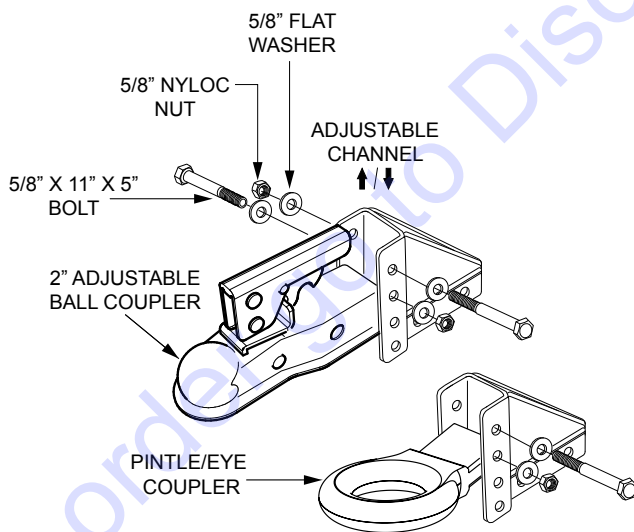


Figure 35. 2-Inch Adjustable Ball/Pintle Couplers

WHEEL BEARINGS

Wheel bearings (Figure 36) must be inspected and lubricated once a year or 12,000 miles to insure safe operation of your trailer.

If trailer wheel bearings are immersed in water, they must be replaced.

If the trailer has not been used for an extended amount of time, have the bearings inspected and packed more frequently, at least every six months and prior to use.

! DANGER

If trailer wheels are under water for a long period of time, wheel bearings may fail. If this is the case, service wheel bearings immediately.

The possibility exists of the wheels falling off causing equipment damage and severe bodily harm even death!

Follow the steps below to disassemble the wheel hub and service the wheel bearings. See Figure 36.

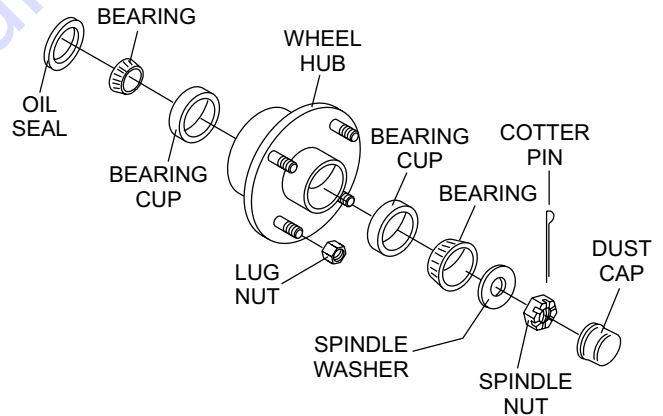


Figure 36. Wheel Hub Components

- After removing the dust cap, cotter pin, spindle nut and spindle washer, remove the hub to inspect the bearings for wear and damage.
- Replace bearings that have flat spots on rollers, broken roller cages, rust or pitting. Always replace bearings and cups in sets. The inner and outer bearings are to be replaced at the same time.
- Replace seals that have nicks, tears or wear.
- Lubricate the bearings with a high quality EP-2 automotive wheel bearing grease.

MAINTENANCE — TRAILERS

Wheel Hub Adjustment

Every time the wheel hub is removed and the bearings are reassembled, follow the steps below to check the wheel bearings for free running and adjust.

- Turn the hub slowly, by hand, while tightening the spindle nut until you can no longer turn the hub by hand.
- Loosen the spindle nut just until you are able to turn it (the spindle nut) by hand. Do not turn the hub while the spindle nut is loose.
- Install a new cotter pin through the spindle nut and axle.
- Check the adjustments. Both the hub and the spindle nut should be able to move freely (the spindle nut motion will be limited by the cotter pin).

! DANGER

NEVER crawl under the trailer unless it is on firm and level ground and resting on properly placed and secured jackstands.

The possibility exists of the trailer falling thus causing equipment damage and severe bodily harm even death!

! DANGER

When performing trailer inspection and maintenance activities, you must jack up the trailer using jacks and jackstands.

When jacking and using jackstands, place them so as to clear wiring, brake lines, and suspension parts (i.e., springs, torsion bars). Place jacks and jackstands inside of the perimeter strip on the supporting structure to which the axles are attached.

! DANGER

Improper weld repair will lead to early failure of the trailer structure and can cause serious injury or death.

DO NOT repair cracked or broken welds unless you have a certified welder perform the repair. If not, have the welds repaired by your dealer.

! WARNING

If the trailer is involved in an accident, have it inspected immediately by qualified personnel. In addition, the trailer should be inspected annually for signs of wear or deformations.

Leaf Suspension

The leaf suspension springs and associated components (Figure 37) should be visually inspected every 6,000 miles for signs of excessive wear, elongation of bolt holes, and loosening of fasteners. Replace all damaged parts (suspension) immediately.

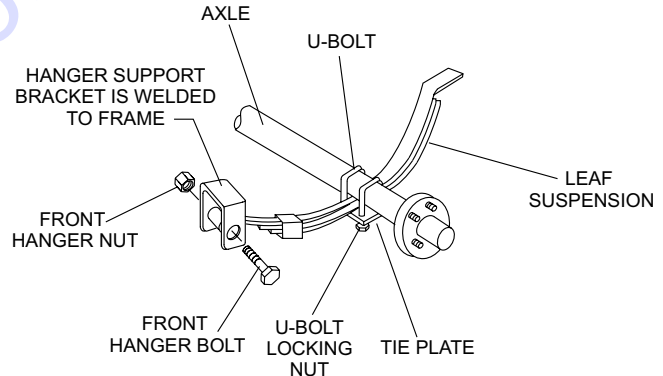


Figure 37. Leaf Suspension Components

! DANGER

Worn or broken suspension parts can cause loss of control, damage to equipment and severe bodily injury, even death!

Check suspension regularly.

SAFETY GUIDELINES — TRAILERS

The following guidelines are intended to assist the operator in the operation and handling of a trailer.

Safety precautions should be followed at all times when operating a trailer. Failure to read, understand and follow the safety guidelines could result in injury to yourself and others. Loss of control of the trailer or tow vehicle can result in death or serious injury.

COMMON CAUSES FOR LOSS OF TRAILER

- Driving too fast for the conditions (maximum speed when towing a trailer is 55 mph).
- Overloading the trailer or loading the trailer unevenly.
- Trailer improperly coupled to the hitch.
- Not maintaining proper tire pressure.
- Not keeping lug nuts tight.
- Not properly maintaining the trailer structure.
- Ensure machine is towed level to tow vehicle.

TRAILER TOWING GUIDELINES

- Recheck the load tiedowns to make sure the load will not shift during towing.
- Before towing, check coupling, safety chain, safety brake, tires, wheels and lights.
- Check the lug nuts or bolts for tightness.
- Check coupler tightness after towing 50 miles.
- Use your mirrors to verify that you have room to change lanes or pull into traffic.
- Use your turn signals well in advance. Allow plenty of stopping space for your trailer and tow vehicle.
- Allow plenty of stopping space for your trailer and tow vehicle.
- **DO NOT** drive so fast that the trailer begins to sway due to speed.
- Allow plenty of room for passing. A rule of thumb is that the passing distance with a trailer is 4 times the passing distance without the trailer.

- Shift your automatic transmission into a lower gear for city driving.
- **ALWAYS** use lower gears for climbing and descending grades.
- **DO NOT** ride the brakes while descending grades, they may get so hot that they stop working. Then you will potentially have a runaway tow vehicle and trailer.
- To conserve fuel, don't use full throttle to climb a hill. Instead, build speed on the approach.
- Slow down for bumps in the road. Take your foot off the brake when crossing the bump.
- **DO NOT** brake while in a curve unless absolutely necessary. Instead, slow down before you enter the curve and power through the curve. This way, the towing vehicle remains in charge.
- **DO NOT** apply the brakes to correct extreme trailer swaying. Continued pulling of the trailer, and even slight acceleration, will provide a stabilizing force.
- Anticipate the trailer "swaying." Swaying is the trailer reaction to the air pressure wave caused by passing trucks and buses. Continued pulling of the trailer provides a stabilizing force to correct swaying. **DO NOT** apply the brakes to correct trailer swaying.
- Use lower gear when driving down steep or long grades. Use the engine and transmission as a brake. Do not ride the brakes, as they can overheat and become ineffective.
- Be aware of your trailer height, especially when approaching roofed areas and around trees.
- Make regular stops, about once each hour. Confirm that:
 - Coupler is secure to the hitch and is locked.
 - Electrical connectors are secure.
 - There is appropriate slack in the safety chains.
 - Tires are not visibly low on pressure.

SAFETY GUIDELINES — TRAILERS

DRIVING CONDITIONS

When towing a trailer, you will have decreased acceleration, increased stopping distance, and increased turning radius (which means you must make wider turns to keep from hitting curbs, vehicles, and anything else that is on the inside corner). In addition, you will need a longer distance to pass, due to slower acceleration and increased length.

- Be alert for slippery conditions. You are more likely to be affected by slippery road surfaces when driving a tow vehicle with a trailer, than driving a tow vehicle without a trailer.
- Check rearview mirrors frequently to observe the trailer and traffic.
- **NEVER** drive faster than what is safe.

WARNING

Driving too fast for severe road conditions can result in loss of control and cause death or serious injury.

Decrease your speed as road, weather, and lighting conditions deteriorate.

Always check for local trailer tow speed limits in your area.

WARNING

DO NOT transport people on the trailer. The transport of people puts their lives at risk and may be illegal.

COUPLING TO THE TOW VEHICLE

Follow all of the safety precautions and instructions in this manual to ensure safety of persons, equipment, and satisfactory life of the trailer. Always use an adequate tow vehicle and hitch. If the vehicle or hitch is not properly selected and matched to the Gross Vehicle Weight Rating (GVWR) of your trailer, you can cause an accident that could lead to death or serious injury.

If you already have a tow vehicle, know your vehicle tow rating and make certain the trailer's rated capacity is less than or equal to the tow vehicle's rated towing capacity. If you already have (or plan to buy) a trailer, make certain that the tow rating of the tow vehicle is equal to or greater than that of the trailer.

The trailer VIN tag contains the critical safety information for the use of your trailer. Again, be sure your hitch and tow vehicle are rated for the Gross Vehicle Weight Rating of your trailer.

WARNING

Proper selection and condition of the coupler and hitch are essential to safely towing your trailer. A loss of coupling may result in death or serious injury.

- Be sure the hitch load rating is equal to or greater than the load rating of the coupler.
- Be sure the hitch size matches the coupler size.
- Observe the hitch for wear, corrosion and cracks before coupling. Replace worn, corroded or cracked hitch components before coupling the trailer to the tow vehicle.
- Be sure the hitch components are tight before coupling the trailer to the tow vehicle.

WARNING

An improperly coupled trailer can result in death or serious injury.

DO NOT move the trailer until:

- The coupler is secured and locked to hitch.
- The safety chains are secured to the tow vehicle.
- The trailer jack(s) are fully retracted.

DO NOT tow the trailer on the road until:

- Tires and wheels are checked.
- The load is secured to the trailer.
- The trailer lights are connected and checked.

WARNING

Use of a hitch with a load rating less than the load rating of the trailer can result in loss of control and may lead to death or serious injury.

Use of a tow vehicle with a towing capacity less than the load rating of the trailer can result in loss of control, and may lead to death or serious injury.

Be sure your hitch and tow vehicle are rated for the Gross Vehicle Weight Rating of your trailer.

SAFETY GUIDELINES — TRAILERS

INOPERABLE LIGHTS OR MIRRORS

Be sure that all of the lights on your trailer are functioning properly before towing your trailer. Check the trailer taillights by turning on your tow vehicle headlights. Check the trailer brake lights by having someone step on the tow vehicle brake pedal while you look at trailer lights. Do the same thing to check the turn signal lights. See Trailer Wiring Diagram section in this manual.

Standard mirrors usually do not provide adequate visibility for viewing traffic to the sides and rear of a towed trailer. You must provide mirrors that allow you to safely observe approaching traffic.

WARNING

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and can lead to collision.

Before each tow, check that the tail lights, brake lights and turn signals work.

TRAILER TOWING TIPS

Driving a vehicle with a trailer in tow is vastly different from driving the same vehicle without a trailer in tow. Acceleration, maneuverability and braking are all diminished with a trailer in tow.

It takes longer to get up to speed, you need more room to turn and pass, and more distance to stop when towing a trailer. You will need to spend time adjusting to the different feel and maneuverability of the tow vehicle with a loaded trailer.

Because of the significant differences in all aspects of maneuverability when towing a trailer, the hazards and risks of injury are also much greater than when driving without a trailer. You are responsible for keeping your vehicle and trailer in control, and for all the damage that is caused if you lose control of your vehicle and trailer.

As you did when learning to drive an automobile, find an open area with little or no traffic for your first practice trailering. Of course, before you start towing the trailer, you must follow all of the instructions for inspection, testing, loading and coupling. Also, before you start towing, adjust the mirrors so you can see the trailer as well as the area to the rear of it.

Drive slowly at first, 5 mph or so, and turn the wheel to get the feel of how the tow vehicle and trailer combination responds. Next, make some right and left hand turns. Watch in your side mirrors to see how the trailer follows the tow vehicle. Turning with a trailer attached requires more room.

It will take practice to learn how to back up a tow vehicle with a trailer attached. Take it slow. Before backing up, get out of the tow vehicle and look behind the trailer to make sure that there are no obstacles.

Some drivers place their hands at the bottom of the steering wheel, and while the tow vehicle is in reverse, “think” of the hands as being on the top of the wheel. When the hands move to the right (counterclockwise, as you would do to turn the tow vehicle to the left when moving forward), the rear of the trailer moves to the right. Conversely, rotating the steering wheel clockwise with your hands at the bottom of the wheel will move the rear of the trailer to the left while backing up.

If you are towing a bumper hitch rig, be careful not to allow the trailer to turn too much because it will hit the rear of the tow vehicle. To straighten the rig, either pull forward or turn the steering wheel in the opposite direction.

TRAILER VIN TAG

Figure A below is a sample of the Vehicle Identification Number (VIN) Tag which is typically located on the left front of the trailer. See Figure A for location.

UFACTURED BY / FABRIQUE PAR:		DATE
R / PNRV	KG (LB)	
R (EACH AXLE) / PNRB (CHAQUE ESSIEU)	KG (LB)	TIRES / PNEU
/ JANTR		
I INFL. PRESS. / PRESS. DE BONFL. A FROID	KPA (PSI / LPC <input type="checkbox"/> SINGLE <input type="checkbox"/> DUAL
VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE - CE VEHICULE EST D'UNE A TOUTES LES NORMES QUI LIJ SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA SECURITE DES VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION.		
. / N.I.N.: TYPE / TYPE: TRAILER TRA / REM		FD-306 REV A

Figure A. Vehicle VIN Tag

SAFETY GUIDELINES — TRAILERS

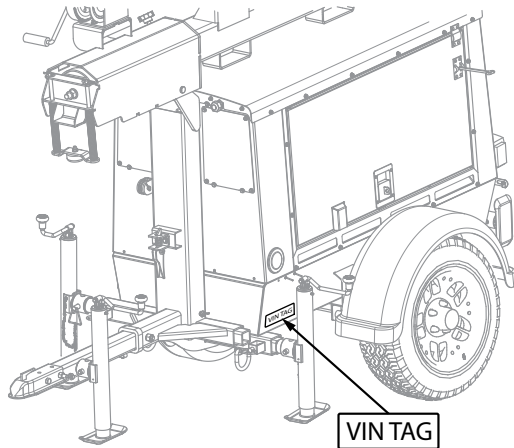


Figure B. VIN Tag Location

The trailer VIN Tag (Figure B) contains the following critical safety information for the use of your trailer.

GAWR: The maximum gross weight that an axle can support.

GVWR: The maximum allowable gross weight of the trailer and its contents. The gross weight of the trailer includes the weight of the trailer and all of the items within it. GVWR is sometimes referred to as GTWR (Gross Trailer Weight Rating), or MGTW (Maximum Gross Trailer Weight). GVWR, GTWR and MGTW are all the same rating.

The sum total of the GAWR for all trailer axles may be less than the GVWR for the trailer, because some of the trailer load is to be carried by the tow vehicle, rather than by the trailer axle(s). The total weight of the cargo and trailer must not exceed the GVWR, and the load on an axle must not exceed its GAWR.

PSIC: The tire pressure (psi) measured when cold.

VIN: The Vehicle Identification Number.

EMPTY WEIGHT: Some information that comes with the trailer (such as the Manufacturer's Statement of Origin) is not a reliable source for "empty" or "net" weight. The shipping documents list average or standard weights and your trailer may be equipped with options.

To determine the "empty" or "net" weight of your trailer, weigh it on an axle scale. To find the weight of the trailer using an axle scale, you must know the axle weights of

your tow vehicle without the trailer coupled. Some of the trailer weight will be transferred from the trailer to the tow vehicle axles, and an axle scale weighs all axles, including the tow vehicle axles.

TOW VEHICLE

The towing hitch attached to your tow vehicle must have a capacity equal to or greater than the load rating of the trailer you intend to tow. The hitch capacity must also be matched to the tow vehicle capacity. Your vehicle dealer can provide and install the proper hitch on your tow vehicle.

SUSPENSION SYSTEM

Sway bars, shock absorbers, heavy duty springs, heavy duty tires and other suspension components may be required to sufficiently tow the trailer.

SIDE VIEW MIRRORS

The size of the trailer that is being towed and your state law regulations determine the size of the mirrors. However, some states prohibit extended mirrors on a tow vehicle, except while a trailer is actually being towed. In this situation, detachable extended mirrors are necessary. Check with your dealer or the appropriate state agency for mirror requirements.

HEAVY DUTY FLASHER

A Heavy Duty Flasher is an electrical component that may be required when your trailer turn signal lights are attached to the tow vehicle flasher circuit.

ELECTRICAL CONNECTOR

An Electrical Connector connects the lights on the trailer to the lights on the towing vehicle.

EMERGENCY FLARES AND TRIANGLE REFLECTORS

It is wise to carry these warning devices even if you are not towing a trailer. It is particularly important to have these when towing a trailer because the hazard flashers of your towing vehicle will not operate for as long a period of time when the battery is running both the trailer lights and tow vehicle lights.

SAFETY GUIDELINES — TRAILERS

ELECTRICAL CONNECTOR

Light Tower to Tow Vehicle Electrical Wiring Connection

This light tower is provided with an electrical FLAT 4-Pin molded connector (Figure C) that when connected to the towing vehicle connects the various safety lighting signals.

Other “Pin-type” connectors can be utilized with your light tower as shown in Figure C.

⚠ WARNING

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and can lead to collision.

Before each tow, check that the tail lights, brake lights and turn signals work.

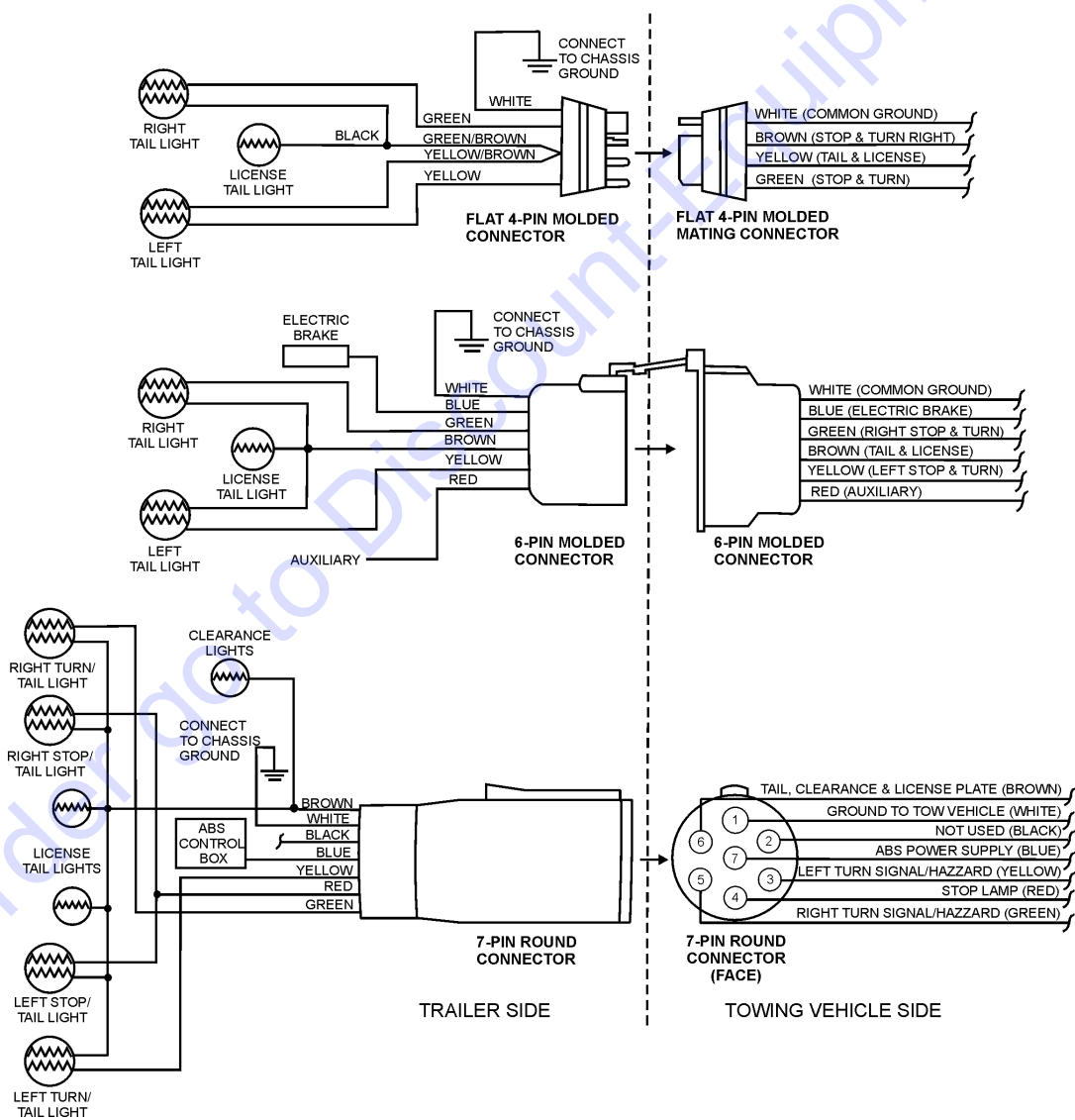


Figure C. Tow Vehicle Electrical Wiring

SAFETY GUIDELINES — TRAILERS

SAFETY CHAINS

If the coupler connection comes loose, the safety chains can keep the trailer attached to the tow vehicle. With properly rigged safety chains, it is possible to keep the tongue of the trailer from digging into the road pavement, even if the coupler-to-hitch connection comes apart.

JACKSTAND

A device on the trailer that is used to raise and lower the coupler. The jack is sometimes called the “landing gear” or the “tongue jack”.

COUPLER TYPES

The LT6K comes standard with a fixed 2" ball coupler. Optional couplers are available:

- Adjustable 2-5/16" Ball Coupler
- Adjustable 2" Ball Coupler
- Adjustable Pintle Eye-Ring Coupler
- Fixed Pintle Eye-Ring Coupler

BALL COUPLER

A standard 2" ball coupler (Figure D) connects to a 2" ball hitch normally located on the bumper of the tow vehicle. All ball couplers come with a locking latch atop the coupler that must be engaged to ensure that the hitch ball is securely locked to the trailer coupler.

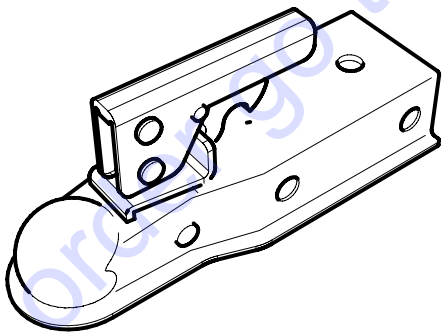


Figure D. Ball Coupler

Before each tow, coat the ball with a thin layer of automotive bearing grease to reduce wear and ensure proper operation. Check the locking device that secures the coupler to the ball for proper operation.

If you see or feel evidence of wear, such as flat spots, deformations, pitting or corrosion, on the ball or coupler, immediately have your dealer inspect them to determine the proper action to prevent possible failure of the ball and coupler system. All bent or broken coupler parts must be replaced before towing the trailer.

The coupler handle lever must be able to rotate freely and automatically snap into the latched position. Oil the pivot points, sliding surfaces, and spring ends with SAE 30W motor oil. Keep the ball socket and latch mechanism clean. Dirt or contamination can prevent proper operation of the latching mechanism.

The load rating of the coupler and the necessary ball size are listed on the trailer tongue. You must provide a hitch and ball for your tow vehicle where the load rating of the hitch and ball is equal to or greater than that of your trailer.

Also, the ball size must be the same as the coupler size. If the hitch ball is too small, too large, is underrated, is loose or is worn, the trailer can come loose from the tow vehicle and may cause death or serious injury.

THE TOW VEHICLE, HITCH AND BALL MUST HAVE A RATED TOWING CAPACITY EQUAL TO OR GREATER THAN THE TRAILER **Gross Vehicle Weight Rating (GVWR)**. IT IS ESSENTIAL THAT THE HITCH BALL BE OF THE SAME SIZE AS THE COUPLER.

The ball size and load rating (capacity) are marked on the ball. Hitch capacity is marked on the hitch.

WARNING

Coupler-to-hitch mismatch can result in uncoupling, leading to death or serious injury.

Be sure the **LOAD RATING** of the hitch ball is equal or greater than the load rating of the coupler.

Be sure the **SIZE** of the hitch ball matches the size of the ball coupler.

SAFETY GUIDELINES — TRAILERS

⚠ WARNING

A worn, cracked or corroded hitch ball can fail while towing and may result in death or serious injury.

Before coupling trailer, inspect the hitch ball for wear, corrosion and cracks.

Replace worn or damaged hitch ball.

⚠ WARNING

A loose hitchball nut can result in uncoupling, leading to death or serious injury.

Be sure the hitch ball is tight to the hitch before coupling the trailer.

- Rock the ball to make sure it is tightened to the hitch, and visually check that the hitch ball nut is solid against the lock washer and hitch frame.
- Wipe the inside and outside of the coupler. Clean and visually inspect it for cracks and deformations. Feel the inside of the coupler for worn spots and pits.
- Be sure the coupler is secured tightly to the tongue of the trailer. All coupler fasteners must be visibly solid against the trailer frame.
- The bottom surface of the coupler must be above the top of the hitch ball. Use the tongue jackstand to support the trailer tongue. Wood or concrete blocks may also be used.

Coupling the Trailer to the Tow Vehicle (Ball Hitch)

- Lubricate the hitch ball and the inside of the coupler with a thin layer of automotive bearing grease.
- Slowly back up the tow vehicle so that the hitch ball is near or aligned under the coupler.
- Using the jackstand at the front of trailer (tongue), turn the jackstand crank handle to raise the trailer. If the ball coupler does not line up with the hitch ball, adjust the position of the tow vehicle.
- Open the coupler locking mechanism. Ball couplers have a locking mechanism with an internal moving piece and an outside handle. In the open position, the coupler is able to drop fully onto the hitch ball.

- Lower the trailer (Figure E) until the coupler fully engages the hitch ball.

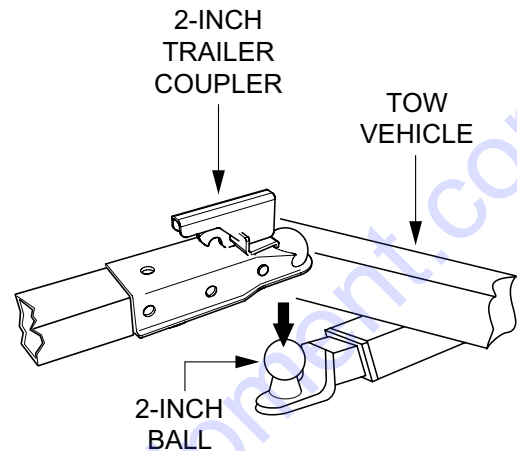


Figure E. Ball Hitch Coupling Mechanism

- Engage the coupler locking mechanism. In the engaged position, the locking mechanism securely holds the coupler to the hitch ball.
- Insert a pin or lock through the hole in the locking mechanism.
- Be sure the coupler is all the way on the hitch ball and the locking mechanism is engaged. A properly engaged locking mechanism will allow the coupler to raise the rear of the tow vehicle. Using the trailer jackstand, verify that you can raise the rear of the tow vehicle by 1 inch after the coupler is locked to the hitch.
- Lower the trailer so that its entire tongue weight is held by the hitch.
- Raise the jackstand to a height where it will not interfere with the road.

NOTICE

Overloading can damage the tongue jack. **DO NOT** use the tongue jack to raise the tow vehicle more than one inch.

If the coupler cannot be secured to the hitch ball, do not tow the trailer. Call your dealer for assistance. Lower the trailer so that its entire tongue weight is held by the hitch and continue retracting the jack to its fully retracted position.

SAFETY GUIDELINES — TRAILERS

Attaching Safety Chain

Visually inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.

Attach the safety chains so that they:

- Cross underneath the coupler. See Figure F.

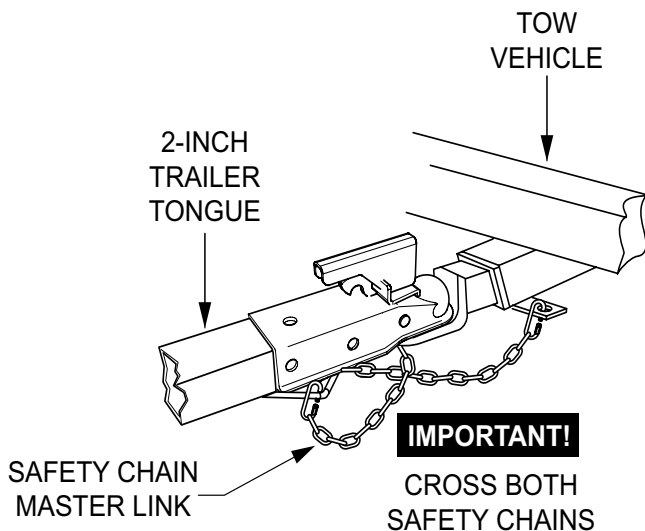


Figure F. Attaching Safety Chain (Ball Hitch)

- Loop around a frame member of the tow vehicle or holes provided in the hitch system (**DO NOT** attach them to an interchangeable part of the hitch assembly).
- Have enough slack to permit tight turns, but not be close to the road surface, so if the trailer uncouples, the safety chains can hold the tongue up above the road

WARNING

Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle, leading to death or serious injury, if the trailer uncouples from the tow vehicle.

- Fasten chains to frame of tow vehicle. **DO NOT** fasten chains to any part of the hitch unless the hitch has holes or loops specifically for that purpose.
- Cross chains underneath hitch and coupler with enough slack to permit turning and to hold tongue up, if the trailer comes loose.

Connecting Trailer Lights

Connect the trailer lights to the tow vehicle's electrical system using the electric connectors at the front of the trailer (tongue). Refer to the wiring diagram shown in the trailer wiring diagram section of this manual. Before towing the trailer check for the following:

- Running lights (turn on tow vehicle headlights).
- Brake Lights (step on tow vehicle brake pedal).
- Turn Signals (activate tow vehicle directional signal lever).

WARNING

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and electric brakes, and can lead to collision.

Before each tow:

- Check that the taillights, brake lights and turn signals work.
- Check that the electric brakes work by operating the brake controller inside the tow vehicle.

Uncoupling the Ball Hitch

Follow these steps to uncouple ball hitch from tow vehicle:

- Block trailer tires to prevent the trailer from rolling, before jacking the trailer up.
- Disconnect the electrical connector.
- Before extending jackstand, make certain the ground surface below the jackstand foot will support the tongue load.
- Rotate the jackstand handle (or crank) clockwise. This will slowly extend the jack and transfer the weight of the trailer tongue to the jack.

SAFETY GUIDELINES — TRAILERS

PINTLE COUPLER

A pintle eye coupler (Figure G) connects to a pintle-hook hitch that is located on or under the rear bumper of the tow vehicle. This system of coupling a trailer to a tow vehicle is sometimes referred to as a “lunette eye, tow ring or G.I. hitch.”

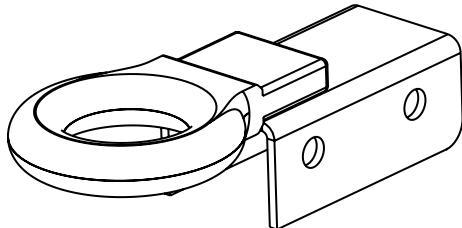


Figure G. Pintle Eye-Ring Coupler

A pintle coupler trailer may be fitted with a tongue jackstand that can raise and lower the coupler. The tongue jack is mounted to the A-frame (front or tongue) part of the trailer. By rotating the jack handle clockwise, the jack will extend and raise the tongue of the trailer.

The load rating of the coupler and the necessary pintle hitch size are listed on the trailer tongue. You must provide a pintle hitch and pintle coupler for your tow vehicle, where the load rating of the pintle hitch and pintle coupler is equal to or greater than that of your trailer.

Also, the pintle hitch size must be the same as the pintle coupler size. If the hitch is too small, too large, underrated, loose or worn, the trailer can come loose from the tow vehicle, and may cause death or serious injury.

Pintle Coupler and Pintle Hook

Before each tow, check the locking device that secures the coupler to the pintle hook assembly.

The pintle hook lever must be able to operate freely and automatically snap into place into the latched position. Lightly oil the pivot points and sliding surfaces with SAE30W motor oil to prevent rust and help ensure proper operation of the latching mechanism.

If you see or feel evidence of wear, such as flat spots, deformations, pitting or corrosion, on the pintle hook or coupler, immediately have your dealer inspect them to determine the proper action to prevent possible failure of the ball and coupler system. All bent or broken coupler parts must be replaced before towing the trailer.

THE TOW VEHICLE, PINTLE HITCH AND PINTLE COUPLER MUST HAVE A RATED TOWING CAPACITY EQUAL TO OR GREATER THAN THE TRAILER **Gross Vehicle Weight Rating (GVWR)**.

IT IS ESSENTIAL THAT THE PINTLE HITCH BE OF THE SAME SIZE AS THE PINTLE COUPLER.

The coupler size and load rating (capacity) are marked on the coupler. Hitch capacity is marked on the hitch.

WARNING

Coupler-to-hitch mismatch can result in uncoupling, leading to death or serious injury.

Be sure the **LOAD RATING** of the pintle hitch hook is equal or greater than the load rating of the pintle eye coupler.

Be sure the **SIZE** of the pintle hitch hook matches the size of the pintle eye coupler.

WARNING

A worn, cracked or corroded pintle hitch hook can fail while towing, and may result in death or serious injury.

Before coupling trailer, inspect the pintle hitch hook for wear, corrosion and cracks.

Replace worn or damaged pintle hitch hook.

- Rock the pintle eye coupler to make sure it is secured tightly to the hitch.
- Wipe the inside and outside of the pintle coupler. Clean and inspect it visually for cracks and deformations. Feel the inside of the coupler for worn spots and pits.
- Be sure the coupler is secured tightly to the tongue of the trailer. All coupler fasteners must be visibly solid against the trailer frame.

SAFETY GUIDELINES — TRAILERS

- Raise the bottom surface of the coupler to be above the top of the pintle hitch hook. Use the tongue jackstand to support the trailer tongue. Wood or concrete blocks may also be used.

WARNING

A defective pintle hitch not properly fastened can result in uncoupling, leading to death or serious injury.

Be sure the pintle hook is securely tightened to the tow vehicle before coupling the trailer.

Coupling Trailer to Tow Vehicle (Pintle Coupler)

- Slowly back up the tow vehicle so that the pintle hitch hook is near or aligned under the pintle eye ring coupler.
- Using the jackstand at the front of trailer (tongue), turn the jackstand crank handle to raise the trailer. If the pintle eye coupler does not line up with the pintle hitch hook, adjust the position of the tow vehicle.
- **OPEN** the pintle hook locking mechanism (Figure H). Place the hook inside the eye coupler. **CLOSE** the pintle hook mechanism.

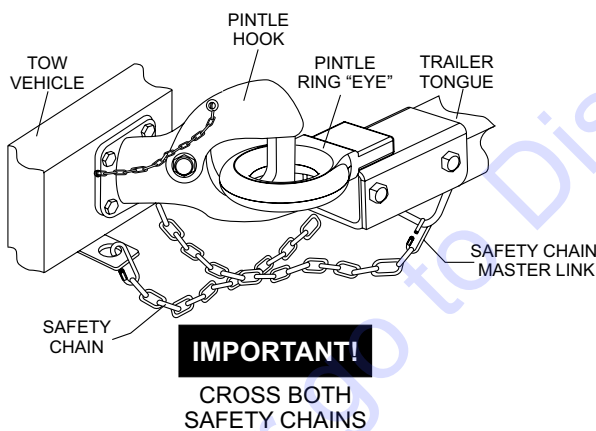


Figure H. Attaching Safety Chain (Pintle Coupler)

- Insert a pin or lock through the hole in the locking mechanism.
- Be sure the pintle hook is inserted completely through the eye ring and the locking mechanism is engaged. A properly engaged locking mechanism will allow the coupler to raise the rear of the tow vehicle. Using the trailer jack, test to see that you can raise the rear of the tow vehicle by 1-inch after the coupler is locked to the hitch.

- Lower the trailer so that its entire tongue weight is held by the hitch.
- Raise the jackstand to a height where it will not interfere with the road.

TIRE SAFETY

Unsafe Tires, Lug Nuts or Wheels

Trailer tires and wheels are more likely to fail than car tires and wheels because they carry a heavier load. Therefore, it is essential to inspect the trailer tires before each tow.

If a tire has a bald spot, bulge, cuts, is showing any cords, or is cracked, replace the tire before towing. If a tire has uneven tread wear, take the trailer to a dealer service center for diagnosis.

Uneven tread wear can be caused by tire imbalance, axle misalignment or incorrect inflation.

Tires with too little tread will not provide adequate tracking on wet roadways and can result in loss of control, leading to death or serious injury.

Improper tire pressure causes an unstable trailer and can result in a tire blowout and loss of control. Therefore, before each tow you must also check the tire pressure. Tire pressure must be checked when tires are cold.

Allow 3 hours cool-down after driving as much as 1 mile at 40 mph before checking tire pressure. Trailer tires will be inflated to higher pressures than passenger vehicle tires.

Since trailer wheels and lug nuts (or bolts) are subjected to greater side loads than automobile wheels, they are more prone to loosen. Before each tow, check to make sure they are tight.

The proper tightness (torque) for lug nuts is listed in the lug nut tightening section of this manual. Use a torque wrench to tighten the lug nuts. If you do not have a torque wrench, use a lug wrench (from your tow vehicle) and tighten the nuts as much as you can. Then have a service garage or trailer dealer tighten the lug nuts to the proper torque.

SAFETY GUIDELINES — TRAILERS

WARNING

Metal creep between the wheel rim and lug nuts will cause rim to loosen and could result in a wheel coming off, leading to death or serious injury.

Tighten lug nuts before each tow.

Lug nuts are also prone to loosen after first being assembled. When driving a new trailer (or after wheels have been remounted), check to make sure they are tight after the first 10, 25 and 50 miles of driving and before each tow thereafter.

Failure to perform this check can result in a wheel parting from the trailer and a crash, leading to death or serious injury.

WARNING

Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury.

Check lug nuts for tightness on a new trailer or when wheel(s) have been remounted after the first 10, 25 and 50 miles of driving.

WARNING

Improper lug nut torque can cause a wheel parting from the trailer, leading to death or serious injury.

Be sure lug nuts are tight before each tow.

WARNING

Improper tire pressure can result in a blowout and loss of control, which can lead to death or serious injury.

Be sure tires are inflated to pressure indicated on side wall before towing trailer.

Determining Load Limit of Trailer

Determining the load limits of a trailer includes more than understanding the load limits of the tires alone. On all trailers there is a Federal certification/VIN label that is located on the forward half of the left (road) side of the unit. This certification/VIN label will indicate the trailer's Gross Vehicle Weight Rating (GVWR). This is the most weight the fully loaded trailer can weigh. It will also provide the

Gross Axle Weight Rating (GAWR). This is the most a the axle can weigh.

There is a vehicle placard (Figure I) located in the same location as the certification label described above. This placard provides tire and loading information. In addition, this placard will show a statement regarding maximum cargo capacity.

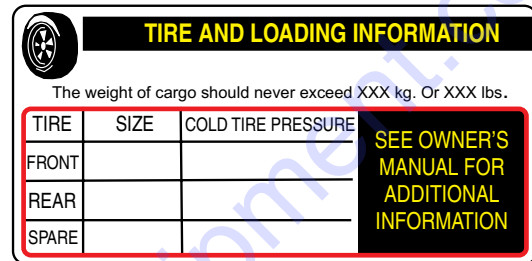


Figure I. Trailer Tire Placard

If additional work items (hoses, tools, clamps etc.) are going to be added to the trailer, be sure they are distributed evenly to prevent overloading front to back and side to side. Heavy items should be placed low and as close to the axle positions as reasonable. Too many items on one side may overload a tire.

Excessive loads and/or underinflation cause tire overloading and, as a result, abnormal tire flexing occurs. This situation can generate an excessive amount of heat within the tire. Excessive heat may lead to tire failure. It is the air pressure that enables a tire to support the load, so proper inflation is critical. The proper air pressure may be found on the certification/VIN label and/or on the Tire and Loading Information placard. This value should never exceed the maximum cold inflation pressure stamped on the tire.

Perform the following steps to determine the load limit of your trailer.

Step 1.

Locate the statement, "The weight of cargo should never exceed XXX kg or XXX lbs.," on your vehicle's Tire and Loading Information placard (Figure I). This value equals the available amount of equipment load capacity.

SAFETY GUIDELINES — TRAILERS

Step 2.

Determine the weight of the equipment being loaded on the tow vehicle. That weight may not safely exceed the available equipment load capacity. The trailer's Tire Information Placard is attached adjacent to or near the trailer's VIN (Certification) label at the left front of the trailer (See Figure I).

Determining Load Limit of Tow Vehicle

Step 1.

Locate the statement, "The combined weight of occupants and cargo should never exceed XXX lbs.," on your vehicle's placard.

Step 2.

Determine the combined weight of the driver and passengers who will be riding in your vehicle.

Step 3.

Subtract the combined weight of the driver and passengers from XXX kilograms or XXX pounds.

Step 4.

The resulting figure equals the available amount of cargo and luggage 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 capacity is 650 lbs. ($1400 - 750 (5 \times 150) = 650$ lbs.).

Step 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 capacity calculated in Step 4.

If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult the tow vehicle's manual to determine how this weight transfer reduces the available cargo and luggage capacity of your vehicle.

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 tire life.

Use the information contained in this section 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.

TIRE FUNDAMENTALS

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires (Figure J). 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.

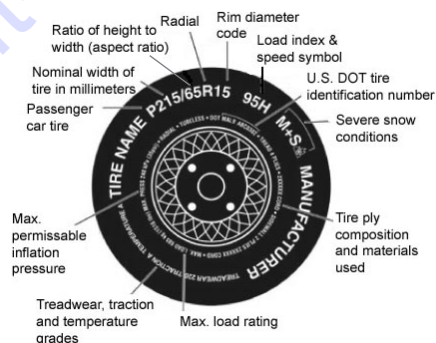


Figure J. Standard Tire Sidewall Information

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.

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

SAFETY GUIDELINES — TRAILERS

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 in Table A. *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

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.

Uniform Tire Quality Grading Standards (UTQGS)

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".

Refer to Figure K for additional tire information for light trucks.

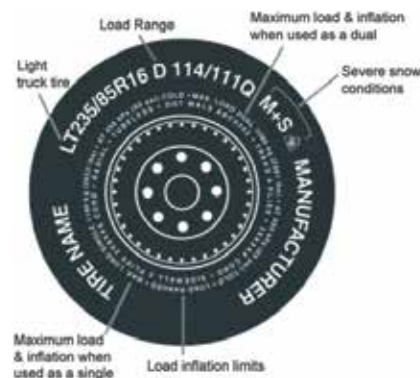


Figure K. UTQGS Tire Information

SAFETY GUIDELINES — TRAILERS

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 or trailers.

ST: An “ST” is an indication 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 Safety Tips

- Slow down if you have to go over a pothole or other object in the road.
- **DO NOT** run over curbs or other foreign objects in the roadway, and try not to strike the curb when parking.
- Check tire inflation pressure weekly during use to insure the maximum tire life and tread wear.
- **DO NOT** bleed air from tires when they are hot.
- Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.
- Remove bits of glass and foreign objects wedged in the tread.
- Make sure your tire valves have valve caps.
- **ALWAYS** check tire pressure on tow vehicle and trailer before towing. Check tire pressure at least once a month.
- **DO NOT** overload tow vehicle. Check the tire information and loading placard for safe allowable tire loading conditions.







Tire Repair

The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

Replacing Worn or Damaged Tires

Replace the tire before towing the trailer if the tire treads have less than 1/16 inch depth or the telltale bands are visible. Check inflation pressure weekly during use to insure the maximum tire life and tread wear. A bubble, cut or bulge in a side wall can result in a tire blowout. Inspect both side walls of each tire for any bubble, cut or bulge; and replace a damaged tire before towing the trailer.

Table B below will help pinpoint the causes and solutions of tire wear problems.

Table B. Tire Wear Troubleshooting			
Wear Pattern		Cause	Solution
	Center Wear	Over inflation.	Adjust pressure to particular load per tire manufacturer.
	Edge Wear	Under inflation.	Adjust pressure to particular load per tire manufacturer.
	Side Wear	Loss of camber or overloading.	Make sure load does not exceed axle rating. Align wheels.
	Toe Wear	Incorrect toe-in.	Align wheels.
	Cupping	Out-of-balance.	Check bearing adjustment and balance tires.
	Flat Spots	Wheel lockup and tire skidding.	Avoid sudden stops when possible and adjust brakes.

WARNING



ALWAYS wear safety glasses when removing or installing force fitted parts. **DO NOT** attempt to repair or modify a wheel. **DO NOT** install an inner-tube to correct a leak through through the rim. If the rim is cracked, the air pressure in the inner tube may cause pieces of the rim to explode (break off) with great force and cause serious eye or bodily injury.

SAFETY GUIDELINES — TRAILERS

Wheel Rims

If the trailer has been struck, or impacted, on or near the wheels, or if the trailer has struck a curb, inspect the rims for damage (i.e. being out of round); and replace any damaged wheel. Inspect the wheels for damage every year, even if no obvious impact has occurred.

Wheels, Bearings and Lug Nuts

A loose, worn or damaged wheel bearing is the most common cause of brakes that grab.

To check wheel bearings, jack trailer and check wheels for side-to-side looseness. If the wheels are loose, or spin with a wobble, the bearings must be serviced or replaced. Check inflation pressure weekly during use to insure the maximum tire life and tread wear. Most trailer axles are built with sealed bearings that are not serviceable. Sealed bearings must be replaced as complete units.

WARNING

Lug nuts are prone to loosen after initial installation, which can lead to death or serious injury. Check all wheel lug nuts periodically.

Lug Nut Torque Requirements

It is extremely important to apply and maintain proper wheel mounting torque on the trailer. Be sure to use only the fasteners matched to the cone angle of the wheel. Proper procedure for attachment of the wheels is as follows:

1. Start all wheel lug nuts by hand.
2. Torque all lug nuts in sequence. See Figure L. **DO NOT** torque the wheel lug nuts all the way down. Tighten each lug nut in 3 separate passes as defined by Table C.

NOTICE

NEVER use an pneumatic air gun to tighten wheel lug nuts.

Over-tightening lug nuts will result in breaking the studs or permanently deforming the mounting stud holes in the wheels.

3. Check to see if the lug nuts are tight after the first 10, 25 and 50 miles of driving and before each tow thereafter

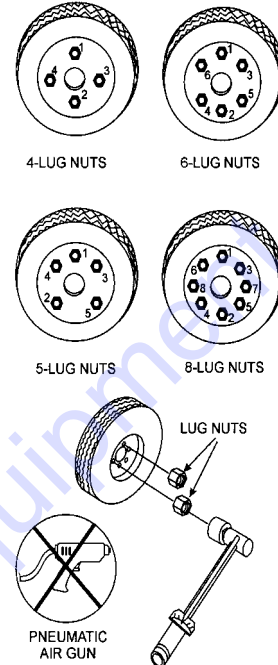


Figure L. Wheel Lug Nuts Tightening Sequence

Wheel Size	First Pass FT-LBS	Second Pass FT-LBS	Third Pass FT-LBS
12"	20-25	35-40	50-65
13"	20-25	35-40	50-65
14"	20-25	50-60	90-120
15"	20-25	50-60	90-120
16"	20-25	50-60	90-120

Lights and Signals

Before each tow, check the trailer taillights, stoplights, turn signals and any clearance lights for proper operation.

Replace any broken or burned-out lamps as necessary. Check the wire harness for cuts, fraying or other damage. If it needs replacing, contact Discount-equipment.

WARNING

Improper operating taillights, stoplights and turn signals can cause collisions.

Check all lights before each tow.

TROUBLESHOOTING (GENERATOR)

Practically all breakdowns can be prevented by proper handling and maintenance inspections, but in the event of a breakdown, please take remedial action following the diagnosis based on the troubleshooting tables. If the problem cannot be remedied, please leave the unit as is and consult Discount-equipment.

Table 9. Generator Troubleshooting

Symptom	-	Solution
No Voltage Output	Is wiring connection loose?	Check wiring and repair.
	Defective Rectifier?	Check and replace.
	Defective excitation capacitor?	Check excitation capacitor. Replace if defective.
Low Voltage Output	Is engine speed correct?	Turn engine throttle lever to "High".
	Is wiring connection loose?	Check wiring and repair.
High Voltage Output	Are wiring connections loose?	Check wiring and repair.
Circuit Breaker Tripped	Short Circuit in load?	Check load and repair.
	Over current?	Confirm load requirements and reduce.
	Defective circuit breaker?	Check and replace.

TROUBLESHOOTING (ENGINE)

Table 10. Engine Troubleshooting

Symptom	Possible Cause	Solution
Engine does not start.	No fuel?	Replenish fuel.
	Air in the fuel system?	Bleed system.
	Water in the fuel system?	Remove water from fuel tank.
	Fuel pipe clogged?	Clean fuel pipe.
	Fuel filter clogged?	Clean or change fuel filter.
	Excessively high viscosity of fuel or engine oil at low temperature?	Use the specified fuel or engine oil.
	Fuel with low cetane number?	Use the specified fuel.
	Fuel leak due to loose injection pipe retaining nut?	Tighten nut.
	Incorrect injection timing?	Adjust.
	Fuel cam shaft worn?	Replace.
	Injection nozzle clogged?	Clean injection nozzle.
	Injection pump malfunctioning?	Repair or replace.
	Seizure of crankshaft, camshaft, piston, cylinder liner or bearing?	Repair or replace.
	Compression leak from cylinder?	Replace head gasket, tighten cylinder head bolt, glow plug and nozzle holder.
	Improper valve timing?	Correct or replace timing gear.
	Piston ring and liner worn?	Replace.
Excessive valve clearance?	Adjust.	
Starter does not run.	Battery discharged?	Charge battery.
	Starter malfunctioning?	Repair or replace.
	Key switch malfunctioning?	Repair or replace.
Engine fails to start and starter does not engage	Dead battery?	Replace battery.
	Defective ignition switch?	Replace ignition switch.
	Defective starter?	Replace starter
	Burned fuse?	Replace fuse.
Engine fails to start and starter engages	Broken preheat circuit?	Check preheat circuit.
	No fuel?	Add diesel fuel.
	Defective wiring?	Check wiring.

TROUBLESHOOTING (ENGINE)

Table 11. Engine Troubleshooting (continued)

Symptom	Possible Cause	Solution
Engine revolution is not smooth.	Fuel filter clogged or dirty?	Clean or change.
	Air cleaner clogged?	Clean or change.
	Fuel leak due to loose injection pipe retaining nut?	Tighten nut.
	Injection pump malfunctioning?	Repair or replace.
	Incorrect nozzle opening pressure?	Adjust.
	Injection nozzle stuck or clogged?	Repair or replace.
	Fuel over flow pipe clogged?	Clean.
	Governor malfunctioning?	Repair.
Either white or blue exhaust gas is observed.	Excessive engine oil?	Reduce to the specified level.
	Piston ring and liner worn or stuck?	Repair or replace.
	Incorrect injection timing?	Adjust.
	Deficient compression?	Adjust top clearance.
Either black or dark gray exhaust gas is observed.	Overload?	Lessen the load.
	Low grade fuel used?	Use the specified fuel.
	Fuel filter clogged?	Clean or change.
	Air cleaner clogged?	Clean or change.
	Deficient nozzle injection?	Repair or replace the nozzle.
Deficient output.	Incorrect injection timing?	Adjust.
	Engine's moving parts seem to be seizing?	Repair or replace.
	Uneven fuel injection?	Repair or replace the injection pump.
	Deficient nozzle injection?	Repair or replace the nozzle.
	Compression leak?	Replace head gasket, tighten cylinder head bolt, glow plug and nozzle holder.

TROUBLESHOOTING (LAMPS)

Table 12. Lamp Troubleshooting

Symptom	Possible Cause	Solution
Lamp will not start.	Lamp Burned Out?	Test the lamp in a fixture which is operating properly. Replace if necessary.
	Lamp Loose in Socket?	Inspect lamp base to see if there is arcing at center contact button. Tighten lamp snugly. Check socket for damage. Replace if defective.
	Lamp Plugs Not Tight?	Check plug and receptacle. Tighten if loose.
	Defective Ballast?	Interchange ballast plugs in generator enclosure. If lamp starts, replace ballast. Check ballast wiring against diagram. Check for swollen capacitor, charred wiring, core and coil or other signs of excessive heat.
	Low Voltage?	Check line voltage at ballast input. Voltage should be within 10% of nameplate rating when operating at normal load. Increase supply voltage or remove external load.
	Improper Ballast?	Proper HID lights will perform erratically or fail to start on an improper ballast. The ballast nameplate data must agree with the line voltage and lamp used. Improper ballast causes lamp failure. Note: Mercury lights of the same wattage will operate properly on Metal Halide ballasts.
	Improper Lamp Operating Position (Metal Halide only)?	Operating position should agree with the lamp tech. A BU-HOR lamp can be operated base up vertical to and including the horizontal and a BD can be operated base down vertical to, approaching, but not including the horizontal. A lamp operated beyond the specified position may not start.
Lamp flickers and goes out intermittent or cycling.	Lamp has been Operating: Cool Down Time Insufficient?	HID lights(High Pressure Sodium, Metal Halide, Mercury Vapor) require from 4 to 8 minutes cool-down time before restarting. Switch off breaker and allow lamp to cool.
	Improper Ballast?	Improper ballasting can cause flickering or erratic operation. In the start-up period the lamp may ignite, start to warm up and then extinguish (cycle).
	New Lamp?	Under certain conditions new lights may "cycle". Usually after 3 tries to start at 30 to 60 second intervals, lights will stabilize and operate satisfactorily.
	Defective Lamp?	Replace lamp.

TROUBLESHOOTING (LAMPS)

Table 13. Lamp Troubleshooting (continued)

Symptom	Possible Cause	Solution
Lamp starts slowly (ARC does not strike when switch is first turned on)	Defective Lamp?	Lamp may glow for extended period of time. Replace after checking voltage and ballast.
Circuit breaker trips on lamp start-up	Short Circuit or Ground?	Check wiring against diagram. Check for shorts or ground.
Lamp light output low	Normal Lamp Depreciation?	Replace Lamp.
	Dirty Lamp or Fixture?	Clean lamp and fixture.
	Defective Ballast?	Interchange ballast plugs in generator enclosure. If lamp returns to normal light output, replace ballast. Check for swollen capacitor, charred wiring, core and coil, or other signs of excessive heat.
	Wrong Voltage?	Check voltage at ballast input. Voltage should be within 10% of nameplate rating. Check wiring connections for voltage loss. Check socket contact point.
	Improper Ballast?	Check ballast nameplate against lamp data.
Lamp colors different.	Normal Lamp Depreciation?	Lamp output and brightness decreases and color changes slightly as lights age. Spot replacement with new lights may cause noticeable differences in lamp colors. Group replacement minimizes color differences.
	Dirty Fixture?	Dirty fixtures will cause lights to appear different in color. Clean fixture.
	Wrong Lamp?	Check data on lights which appear different in color. Replace with correct color lamp.
ARC tube discolored or swollen.	Over Voltage from Power Supply?	Check voltage at ballast. Check for current or voltage surges. Check for shorted capacitors and replace if defective.
	Improper Ballast?	Lamp operated on ballast designed for higher wattage lamp. Check ballast nameplate against lamp data.
Short lamp life.	Lamp Damaged?	Check for outer bulb cracks. If air enters outer bulb, arc tube may continue to burn for 100 hours before failure. Check for bulb cracks where glass meets the base due to tightening. Lamp too firmly in socket or scoring of glass where socket inadvertently touches the lamp bulb. Look for broken arc tube or loose metal parts. Replace lamp. (Bulb leads will cause oxidation of metal parts.)
	Improper Ballast?	Ballast nameplate data should agree with lamp line voltage and lamp use. If improper ballast is used, the lamp life will be shortened. A mismatch may also cause the ballast to fail.

TROUBLESHOOTING (LAMPS)

LAMP TROUBLESHOOTING GUIDE

Use the following procedure and wiring diagrams on the next pages to determine which of the four lights is not functioning:

Connections

1. Make sure that lamp #1 power cable is plugged into the J1 connector on the T-Bar assembly.
2. Make sure that lamp #2 power cable is plugged into the J2 connector on the T-Bar assembly.
3. Make sure that lamp #3 power cable is plugged into the J3 connector on the T-Bar assembly.
4. Make sure that lamp #4 power cable is plugged into the J4 connector on the T-Bar assembly.

Starting

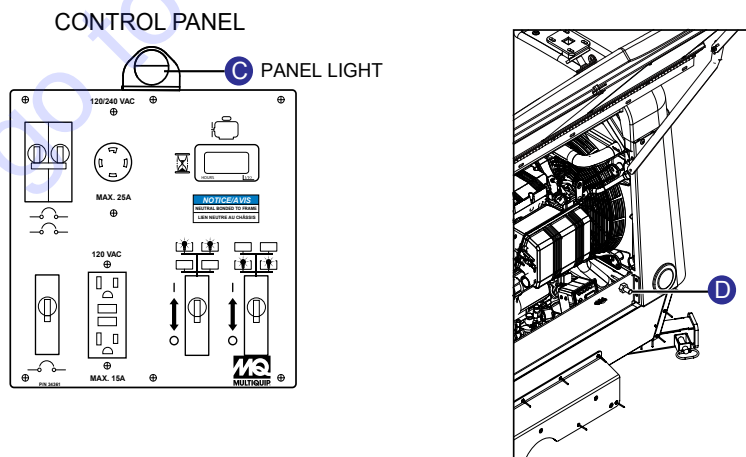
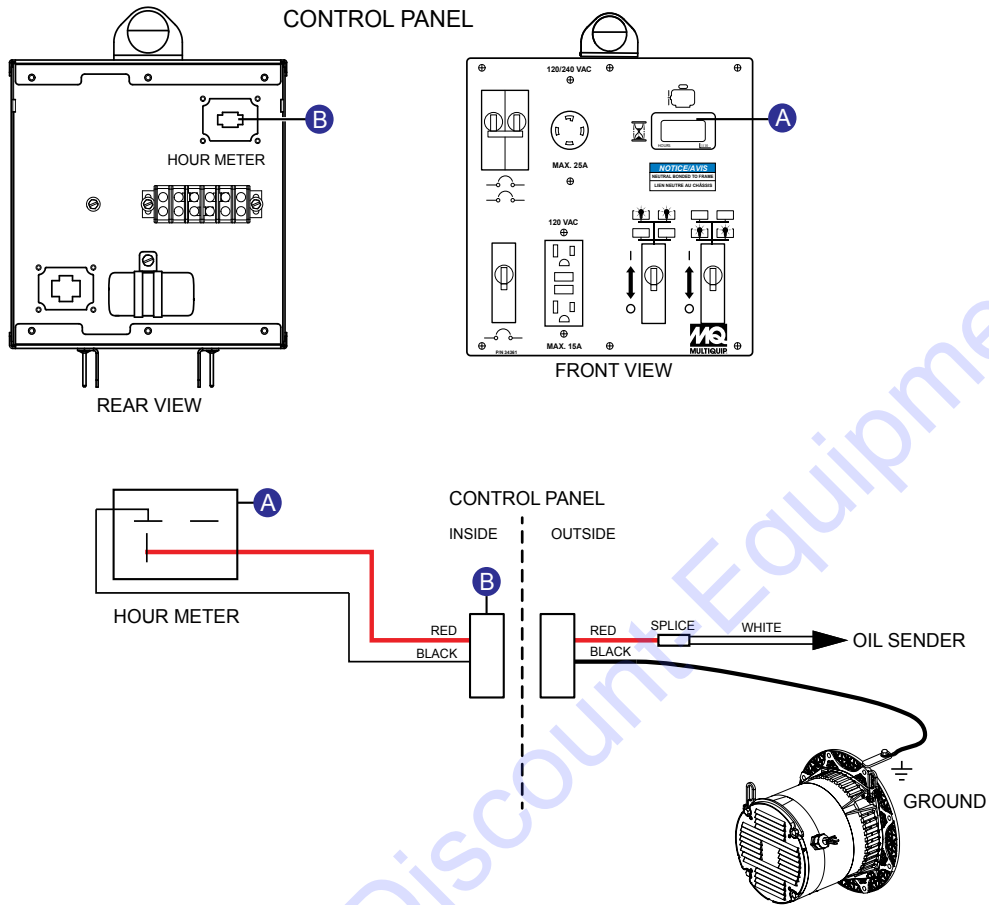
1. Start the generator and verify that there are no abnormal sounds.
2. Turn lamp circuit breakers (CB2 and CB3) to the **ON** position.
3. Wait a few minutes and determine which lamp is not igniting.
4. If one of the lights is **OFF**, disconnect its power cable and plug it into a receptacle that is known to be working. **DO NOT** unplug a power cable from the T-Bar while power is being supplied by the generator. Always turn the circuit breaker **OFF** before unplugging a power cable.

5. If the lamp still does not ignite after plugging it into a working receptacle (460 VAC present), then the lamp is defective and has to be replaced.
6. If the lamp ignites after plugging it into a working receptacle, continue with step 7.
7. With the voltmeter set to the AC position, connect the negative lead of the AC voltmeter to any (neutral) white wire on the junction terminal block. This block connects all the neutral wires (white) in the system.
8. Connect the positive lead of the voltmeter to the output side of the circuit breaker where the lamp was originally **OFF** and observe that 460 VAC is present. Make sure circuit breaker is **ON**.
9. If no output voltage is present, the circuit breaker is defective and needs to be replaced.
10. If the correct output voltage is present then it can be assumed that the generator is working correctly and the correct voltage (460 VAC) is being supplied to the ballast. Then it can be assumed that the ballast for that lamp is defective. Replace ballast.

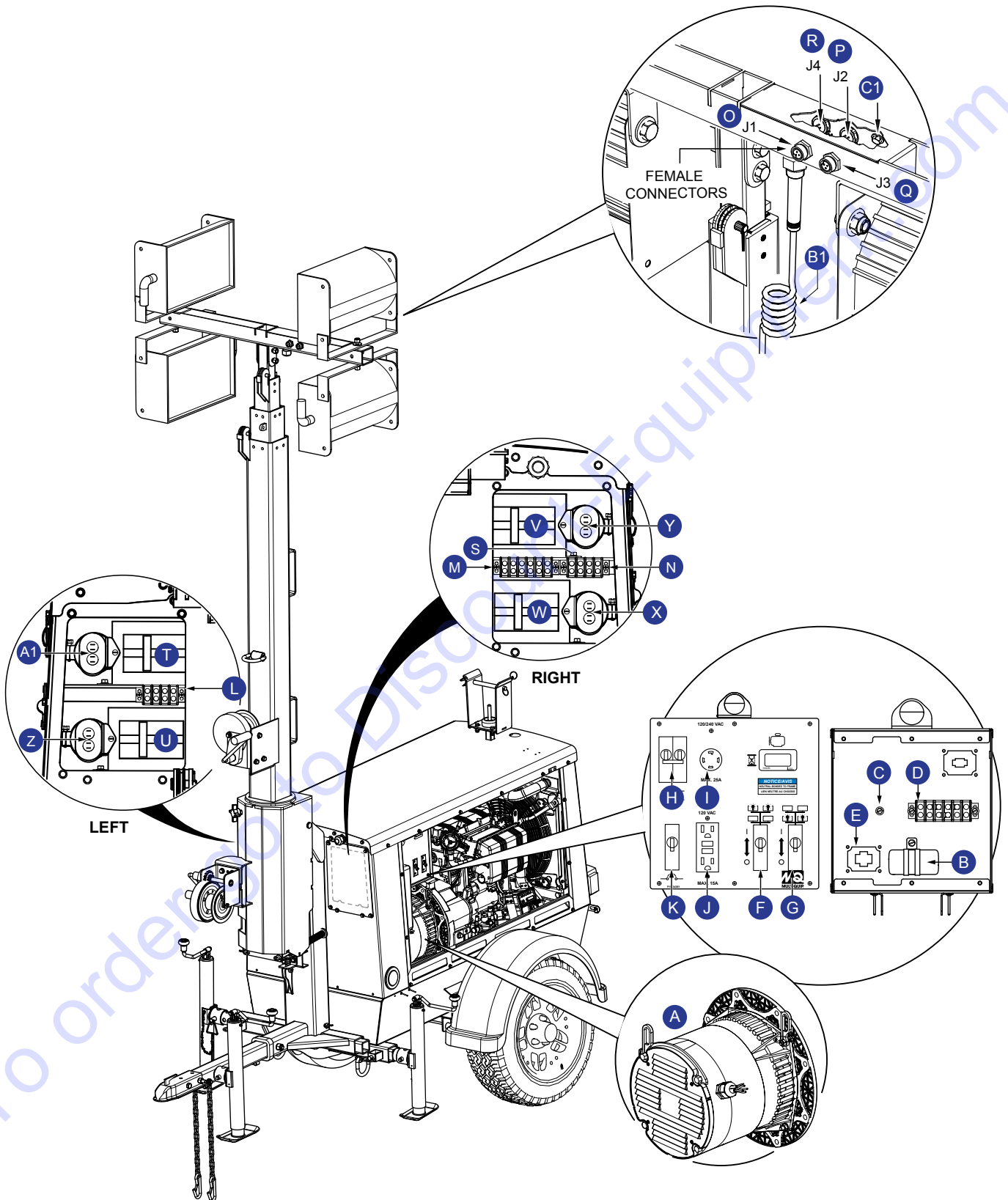
Ballast Removal

1. Place the main (CB1) and lamp circuit breakers (CB2 and CB3) in the **OFF** position. Make sure that no voltage is being supplied to the ballast compartment.
2. Remove the panel from the generator frame that encloses the ballasts. There are two such panels located at the front of the generator just to the left and right of the mast.
3. Make sure to discharge the ballast capacitor.
4. Remove the defective ballast, taking care to guard against electrical shock when coming in contact with the ballast and capacitor. The capacitor is known to store an electrical charge, that when discharged could result in a harmful shock. Make sure to discharge capacitor.

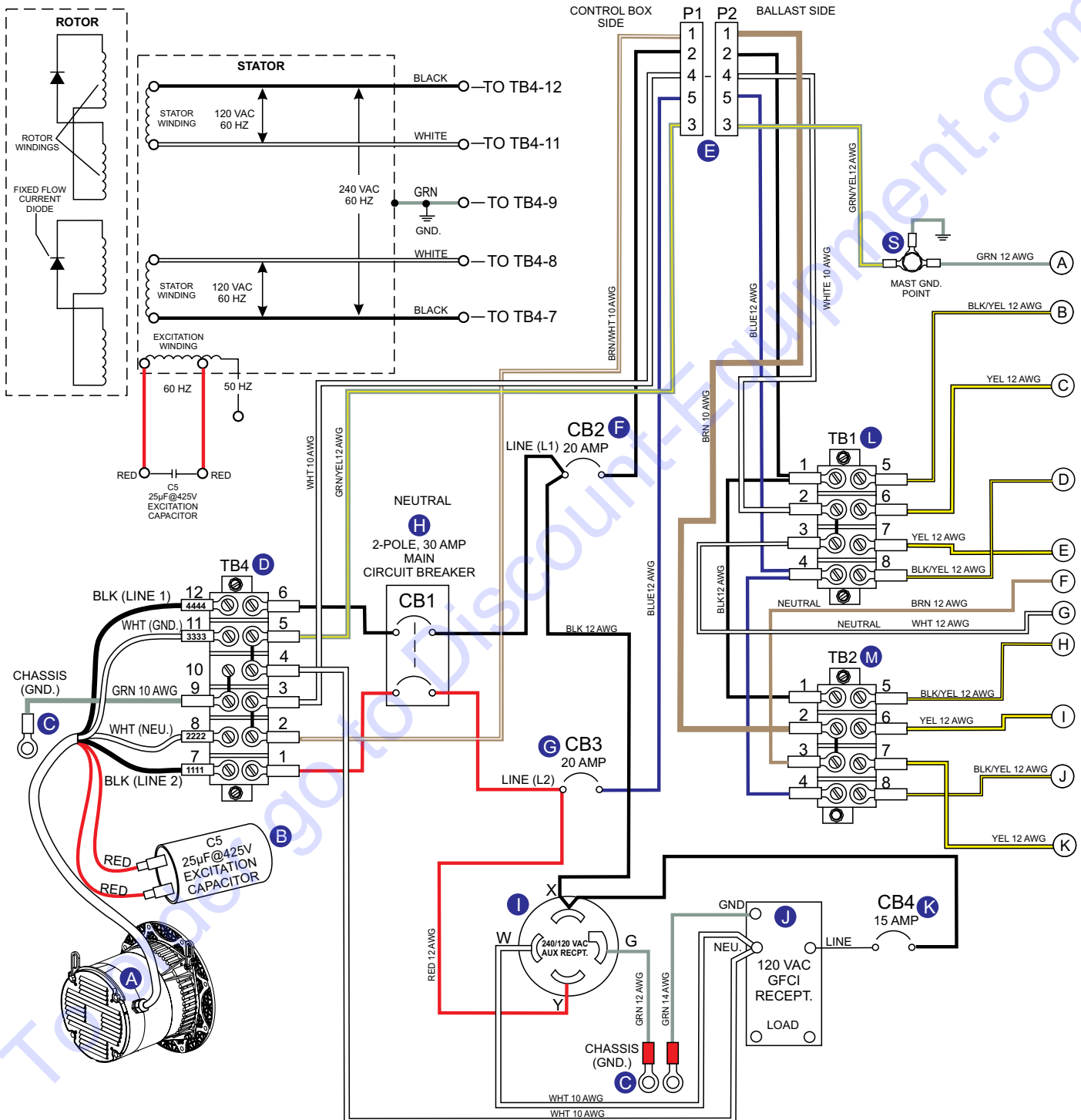
PANEL LIGHT/HOUR METER WIRING DIAGRAM



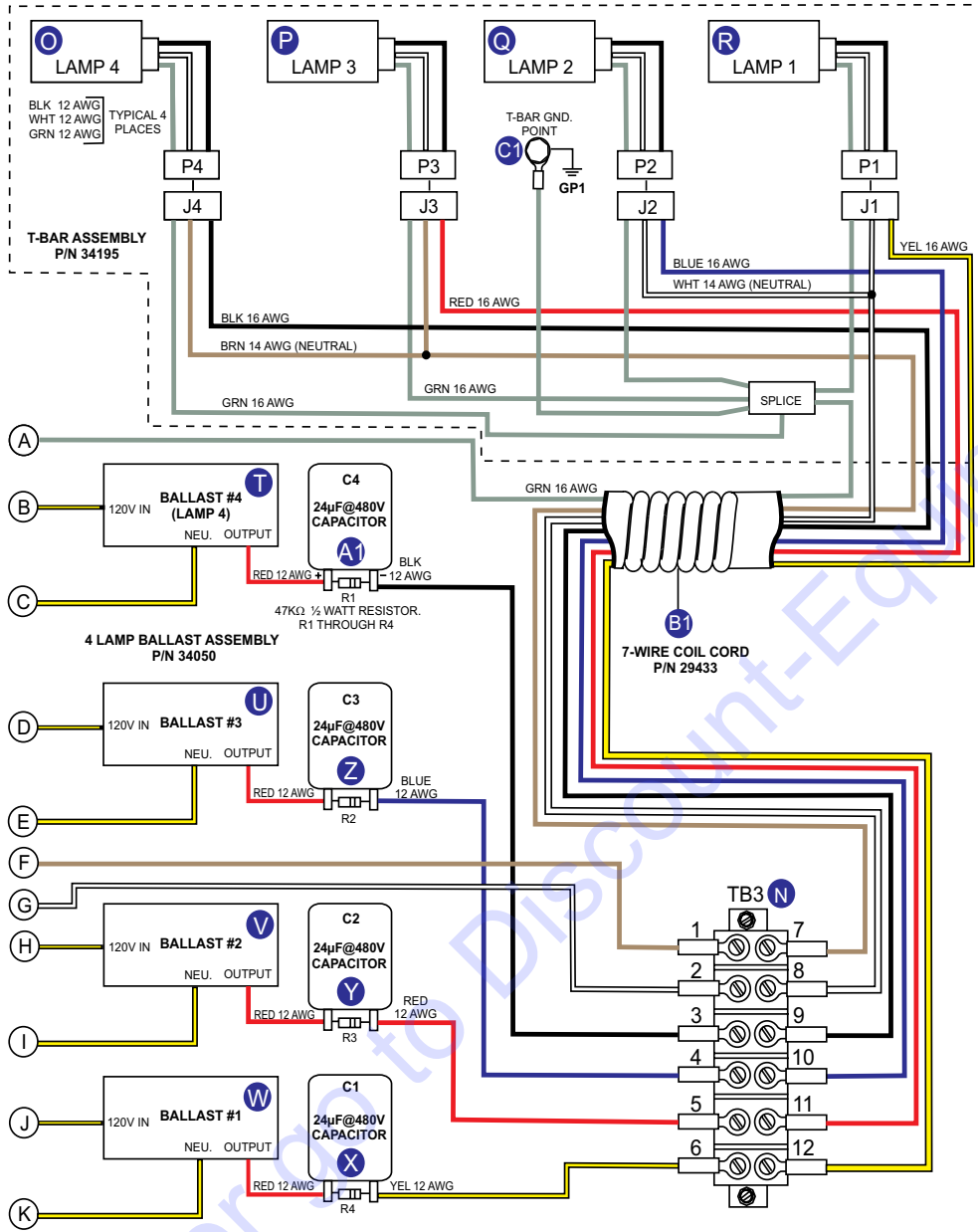
ELECTRONIC COMPONENTS LOCATOR



WIRING DIAGRAM (GENERATOR/LIGHTS)

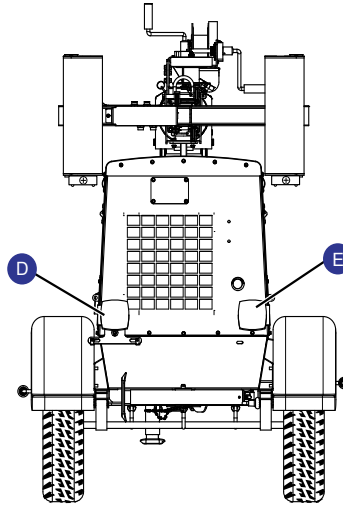


WIRING DIAGRAM (GENERATOR/LIGHTS)

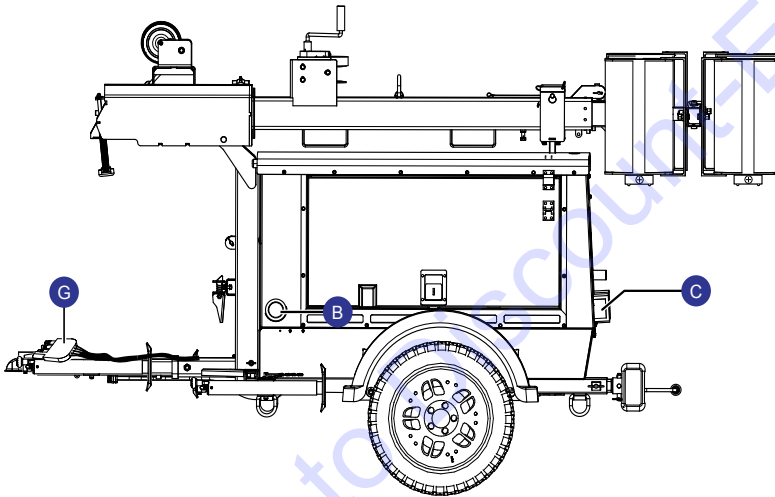


LIGHTS LOCATOR DIAGRAM

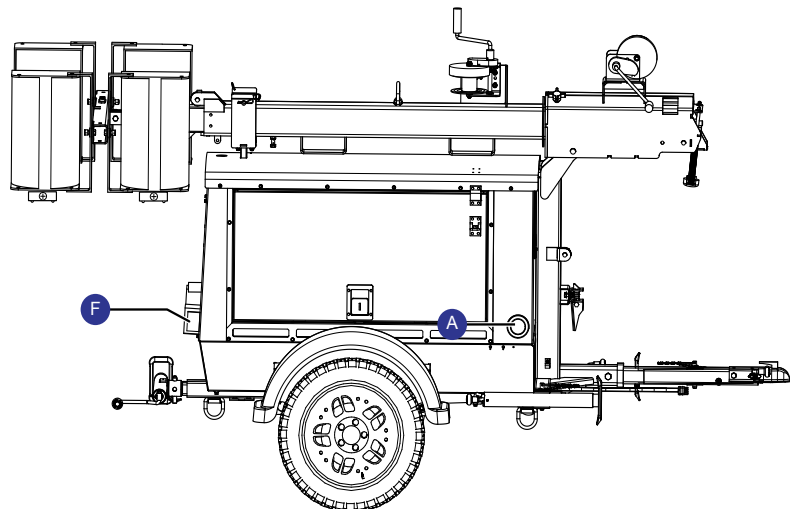
REAR VIEW



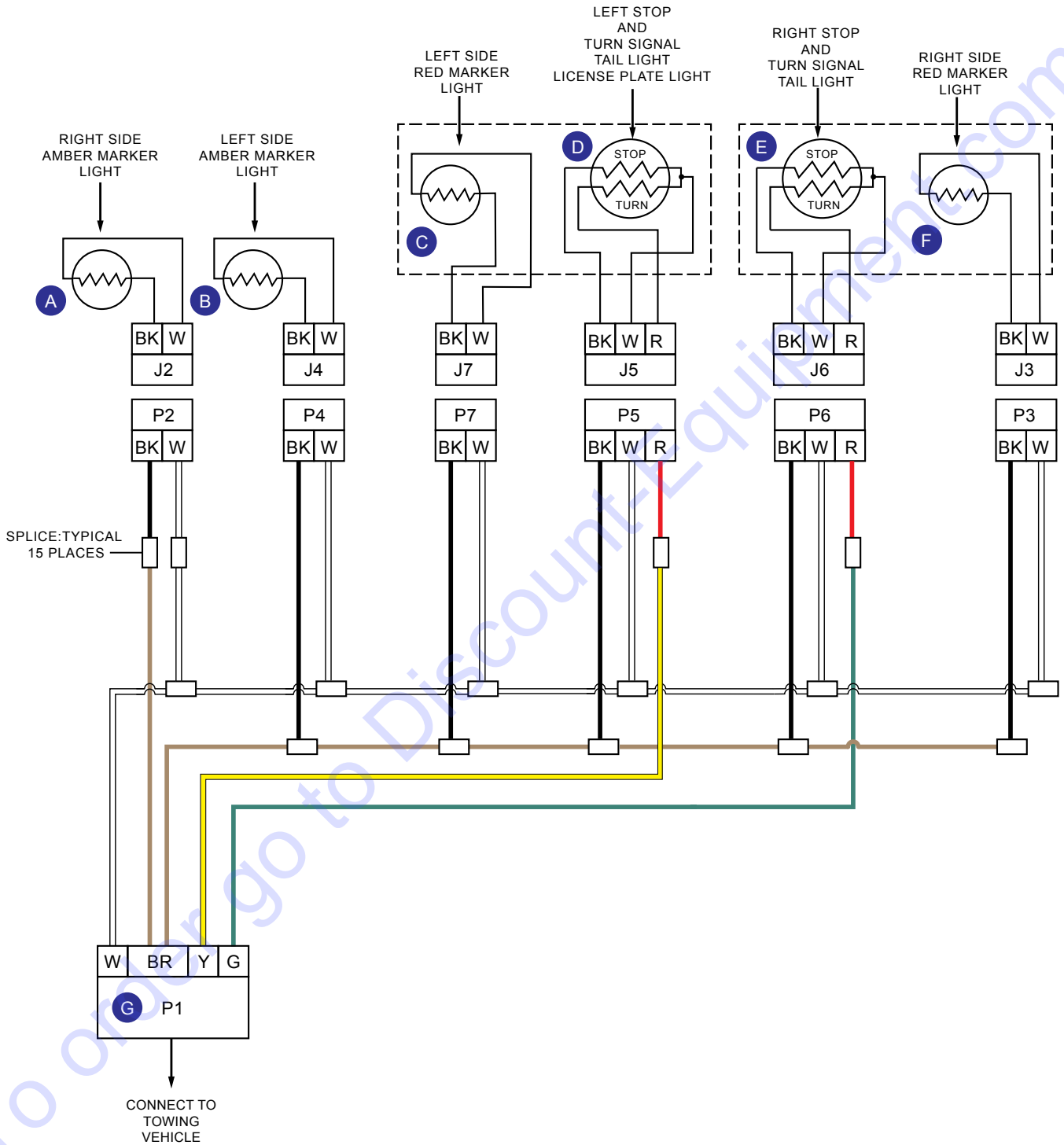
LEFT SIDE VIEW



RIGHT SIDE VIEW



LIGHTS WIRING DIAGRAM



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