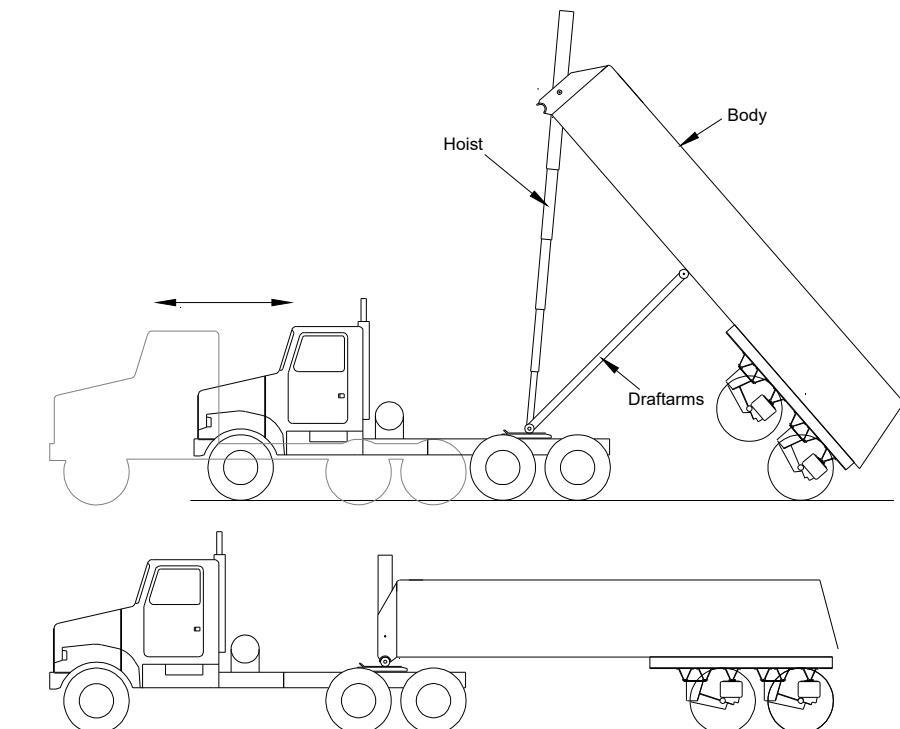


# HICKS T6 Owners Manual

## Basic Function

The T6 is a frameless aluminum end dump trailer. It is used mainly for hauling sand, gravel and dirt. The material is discharged by extending the hoist which raises the front of the body. Draftarms connect the lower end of the hoist to the middle section of the body. As the hoist extends, the tractor "drafts" closer to the trailer.



I have read the Hicks Owners Manual and understand the proper operation of the vehicle I am purchasing

Purchaser \_\_\_\_\_

Signature \_\_\_\_\_

VIN \_\_\_\_\_

Model \_\_\_\_\_ Date \_\_\_\_\_

# Operation

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***The Hicks T6 end dump must be operated ONLY by fully trained and qualified drivers. T6 owners and their drivers must read the section below, Tip Over Conditions, and be fully aware of all tip over conditions.***

All Hicks T6 trailers have Danger, Warning and Caution decals fixed on the outside of the body.



A **DANGER** indicates an instruction that must be followed exactly. Personal injury or death is likely to occur if the danger statements are not followed



A **WARNING** indicates an instruction that must be followed exactly. Personal injury or death may occur if the warning statements are not followed



A **CAUTION** indicates an instruction that must be followed exactly. Equipment damage may occur if the caution statements are not followed

## Pre-Trip Inspection

Driver pre-trip inspections must be made before the first trip of the day and each trip during the day. Each pre-trip inspection should include the following equipment checks:

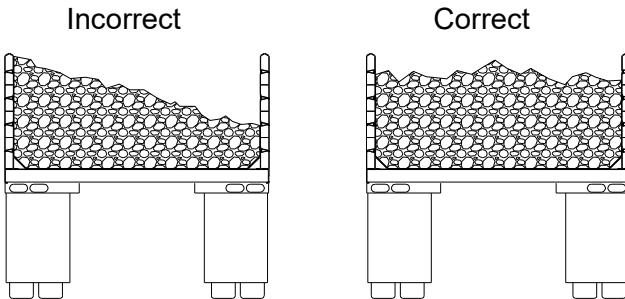
1. Make sure the tailgate latches open and close properly.
2. Make sure all lights work.
3. Make sure suspension air springs are inflated.
4. Check tire pressures. Tires should be inflated to manufacturer's specifications
5. Make sure all wheel lugs are tight.
6. Check oil in the wheel hubs. Add oil as needed.
7. Visually check brake pads for wear.
8. Set trailer parking brakes. Rock back & forth to test the brakes.
9. Make sure there is sufficient oil in the hydraulic tank.
10. Check for chafed hoses or cracked fittings.
11. Inspect for any apparent damage. Look for oil or water leaks, loose nuts, cracked metal

## Loading

### DANGER

The loader often cannot see the inside of the body and may load more of the material to one side or the other. Uneven loading can contribute to a roll-over on the highway or a tip over during dumping operations.

The operator should always check the load placement. If necessary, redistribute the load to obtain a reasonably level load from side to side.



### CAUTION

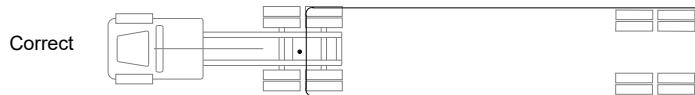
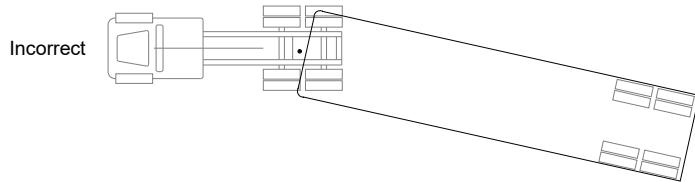
Never jerk the trailer by sudden braking to spread the load

# Unloading

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Before raising the body:

1. The tractor, steer wheels and trailer **MUST** be in a straight line.



2. Make sure the ground is firm and level.
3. Make sure there are no high or gusting winds.
4. Make sure there are no electrical wires in the immediate area.
5. Make sure tailgate locks are open.
6. Suspension air bags should be depleted.
7. All tires should be properly inflated.
8. Make sure there are no personnel nor equipment within 50 feet

While dumping:

1. Lock trailer brakes. **Never move the trailer in an elevated position.**
2. Allow the tractor to "draft" backwards toward the trailer.
3. Lower the body completely before moving the trailer.
4. Stay at controls. If the body leans or shifts, lower the body quickly.

Bodies longer than 28 feet will not completely dump because the stock pile dams the material. To complete the dump, the body should be fully lowered and the tractor moved forward. After the tractor is moved forward, the body can be raised again to complete the dump operation.

# Tip Over Conditions

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To avoid a tip over, the rear portion of the trailer must remain level from side to side. If the body leans to one side at the start of the lift, it will lean more as the body rises. The top of the load gets more off center causing the tipping force to increase as the body rises.

The hoist cylinder is not strong enough to resist a tip over. If the rising nose of the body starts to move sideways because the trailer is leaning, the hoist will not stop the sideways movement.

A number of factors can lead to a tip over, but the more common and serious situation is caused by two or more factors combined. In order to avoid a tip over, any condition that causes the rising body to lean or quickly shift position must be avoided. Some of these conditions are as follows:

1. Tire Problems. Be sure tires are inflated properly.
2. Overloading. Overloading can deform the axle beam. It creates a high center of gravity that can contribute to a tip over as well as a roll-over on the highway.
3. Jackknifing. This makes it harder to see if the body is leaning.
4. Unbalanced Loads. Material can sometimes stick to one side of the body causing the trailer to be off balance. Freezing conditions and sticky material worsen this possibility. In those conditions, an observer, in a safe location, should monitor the dump and warn the driver if material sticks.
5. Movement. NEVER move a trailer with the body raised. It MUST be completely down.
6. Slopes. Never raise the body with the trailer on uneven ground. Even a ground that looks flat can have enough slope to cause a raised body to lean.
7. Soft Ground. Watch out for fresh fill sites where ground can be spongy.
8. Wind Conditions. Dumping operations should be suspended during windy conditions.
9. Failure to Exhaust Suspension. The trailer must lower to the hard rubber stops inside the air springs, not be allowed to sway on inflated bags.

# Tailgate and Axle Lift Switches

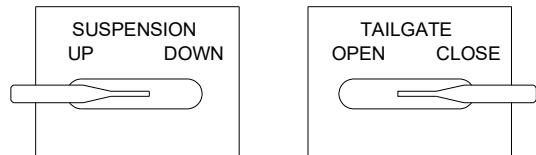
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Air switches are normally installed on the drivers side of the body. The **TAILGATE** switch opens the tailgate locks and exhausts the suspension air springs. The **SUSPENSION** switch lifts the front axle. Open and close these switches as follows:

## ***When trailer is empty-***

1. Shift the Tailgate switch to CLOSE. Visually inspect that the locks secure the gate and that the suspension air bags inflate. Do not travel with locks open or suspension bags deflated.
2. If desired, raise the front axle by shifting the Suspension switch to UP.

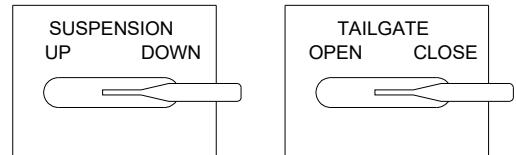
**CAUTION**



## ***Before loading the trailer-***

1. Visually inspect that tailgate locks have secured the gate and that the suspension air bags are inflated.
2. Make sure the Suspension switch is in the DOWN position and visually inspect that the front axle lowers to the ground. Never raise the axle with a loaded trailer.

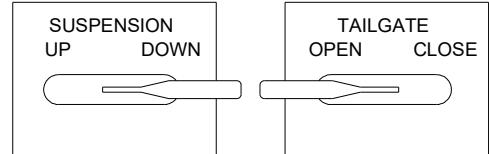
**CAUTION**



## ***Before dumping-***

1. Shift the Tailgate switch to OPEN- The tailgate locks should open and the suspension air bags should exhaust fully. Switches and valves can malfunction. You must visually inspect the locks and bags.

**WARNING**

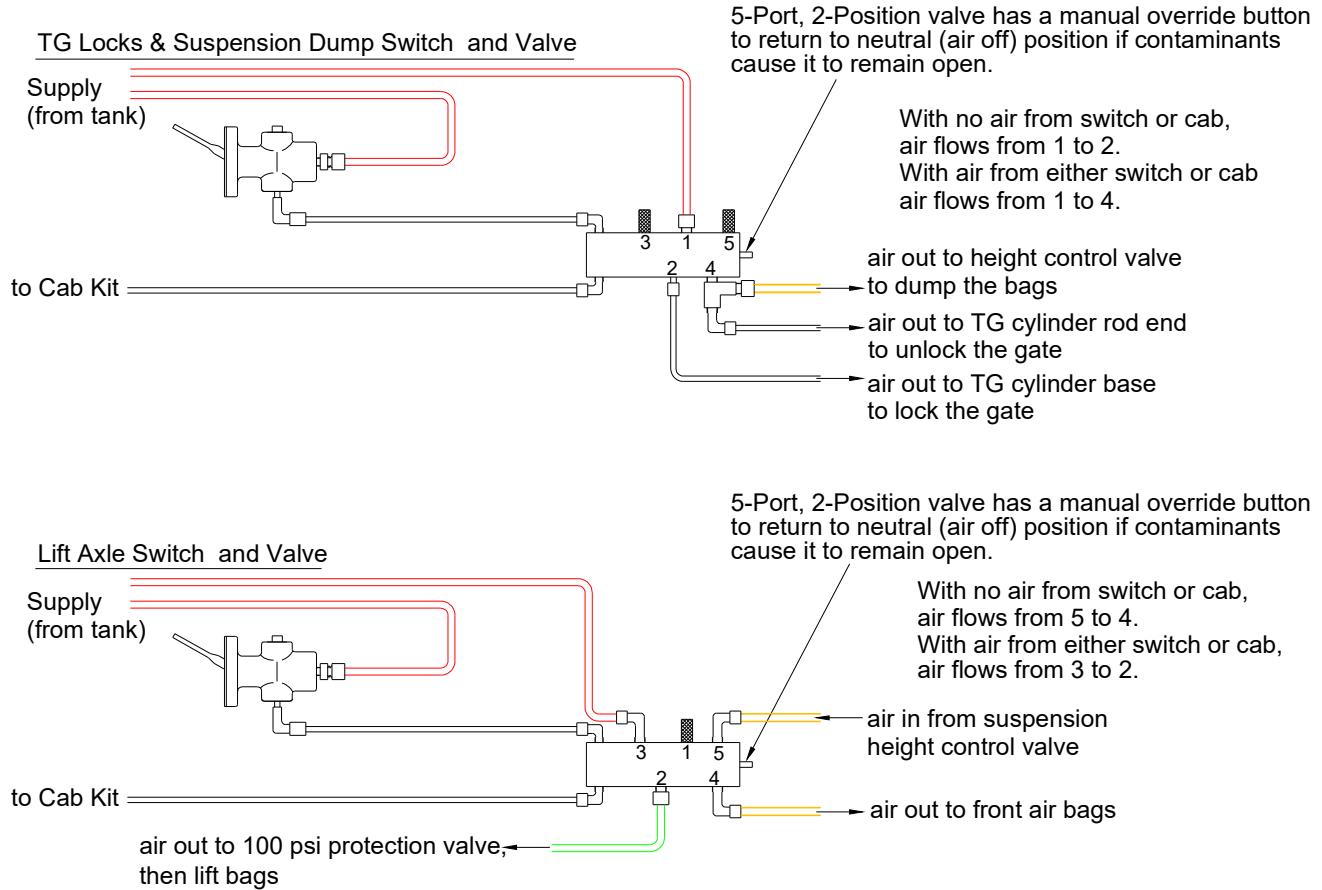


Air lines are often run to the front of the trailer to be controlled by user installed switches in the cab. In that case, an open switch on the trailer will disable the switch in the cab and vice versa. To operate from the tractor or trailer, be sure the opposite switches are in the closed (down) positions.

Also, with dual controls, occasionally air can be trapped in the air lines to the front and will disable the switches on the trailer. In that event, bleed the air from those lines.

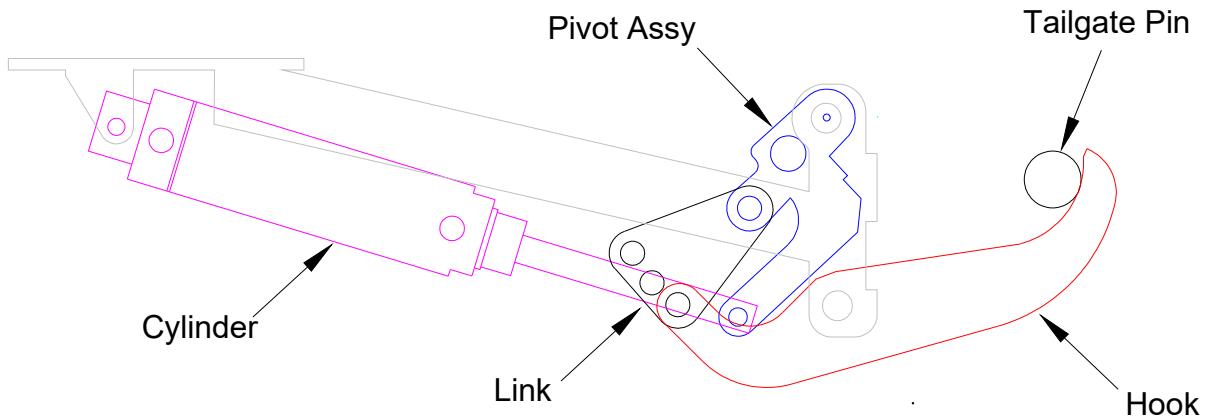
# Tailgate and Axle Lift Valves

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# Tailgate Locks

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The tailgate lock assembly has (4) four rotating components:

Cylinder  
Pivot Assy  
Hook  
Link

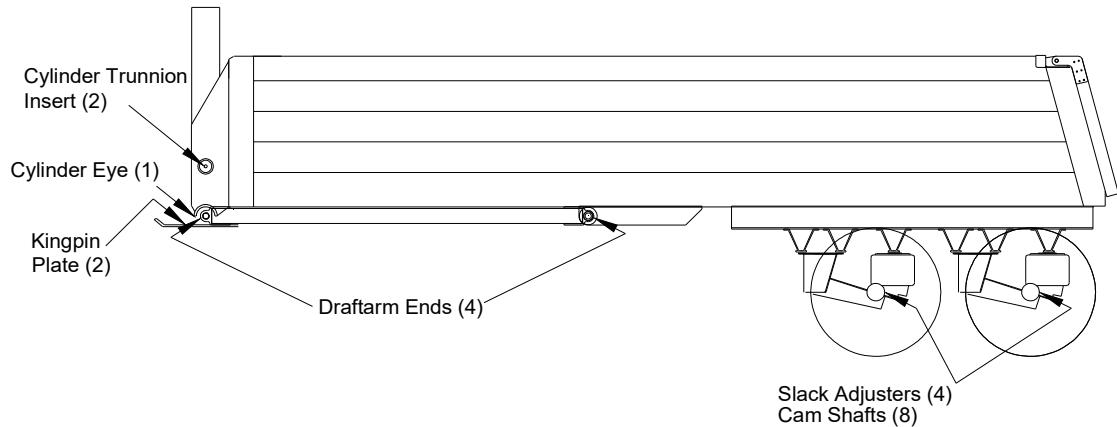
As components wear, the Hook may not hold tight against the Tailgate Pin. To adjust (tighten) the Hook, change the hole that connects the Hook to the Link. The Link has (3) three positions, each with different lengths from where it connects to the Pivot Assy. By choosing a longer length, the Hook will pivot tighter to the Pin.

# Lubrication

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## **Check Weekly-**

Grease alemites are located in the following areas:

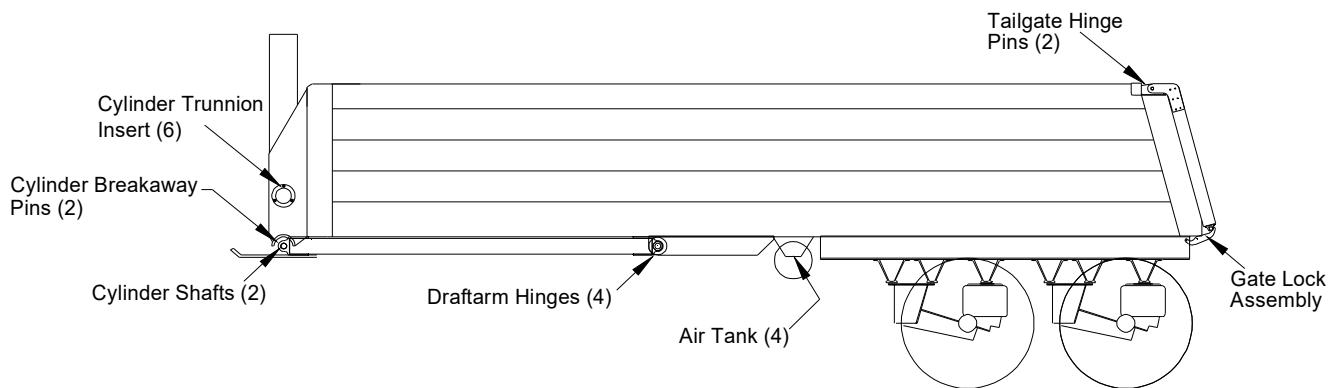


# Nuts & Bolts

## **WARNING**

### **Check Daily-**

Be sure all nuts and bolts are in place and tight



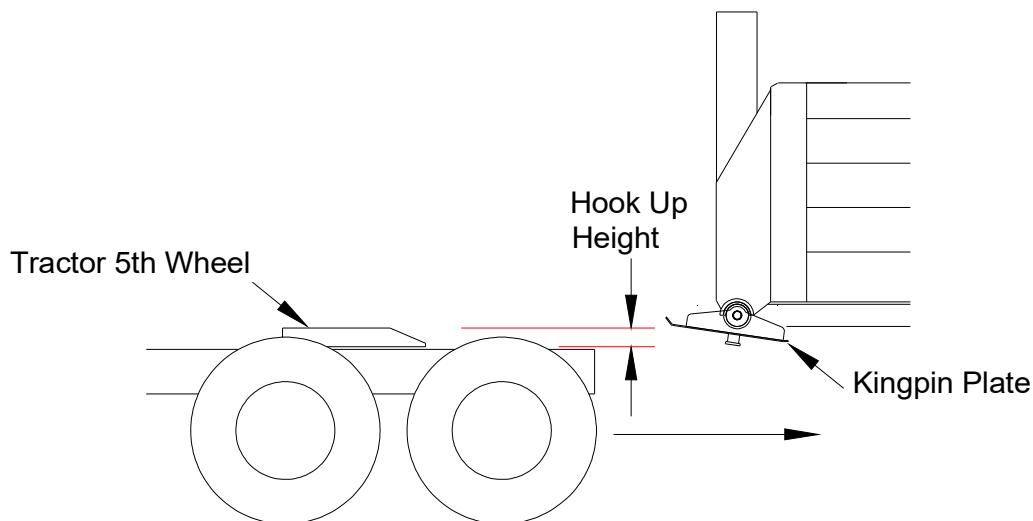
# Coupling

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## **CAUTION**

The T6 kingpin plate is an oscillating plate. Therefore, the tractor 5<sup>th</sup> wheel cannot be a rocking 5<sup>th</sup> wheel, or it must be pinned to keep it from rocking.

1. Chock the rear of the trailer tires to keep it from shifting backwards during coupling.
2. Make sure the centerlines of the tractor and trailer are aligned.
3. The height of the trailer must allow the kingpin to engage with the 5<sup>th</sup> wheel in the "Hook Up Height" range. If not, damage can occur to the tractor and/or trailer. Adjust the landing gear to achieve the correct height.
4. Back the tractor until the 5<sup>th</sup> wheel coupler jaws engage the kingpin. When the kingpin is engaged, pull the vehicle forward to check for positive hookup.
5. Attach air, electric and hydraulic lines.
6. Make sure the kingpin is locked in the 5<sup>th</sup> wheel jaws and that the 5<sup>th</sup> wheel release handle is not pulled.
7. Enter the cab and charge the trailer brakes with air. Power the tractor-trailer back and forth to ensure the trailer is coupled.
8. Raise the landing legs to their highest position.



## **Uncoupling**

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1. Set the trailer parking brakes and chock the front of the trailer tires.
2. Position the landing legs as close to the ground as possible.
- 3 Disconnect the air, electric and hydraulic lines.
4. Pull and lock the 5<sup>th</sup> wheel release handle.
5. Slowly move the tractor forward until it is clear of the trailer.

## Notes

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