

OPERATOR'S MANUAL



NOBODY KNOWS
COLD
LIKE 



TRAILERS

INTRODUCTION

When it comes to purchasing insulated bodies and trailers, we know that you have many choices.

Thank you for choosing Kidron.

We have provided this operator's manual so that you may operate your new Kidron trailer safely and efficiently. With proper inspection, care and maintenance this Kidron trailer will reward you by providing consistent, reliable and dependable service year after year.

The United States Department of Transportation requires every owner/operator to maintain a maintenance journal for each commercial use vehicle.

In order to meet that requirement, Kidron recommends establishing and performing a total Trailer Preventative Maintenance (TPM) program. Not only will a TPM extend the life of your new Kidron product, but will satisfy USDOT's requirement for recording and reporting regular maintenance efforts.

Failure to provide routine maintenance may result in unsafe trailer operating conditions, and may also limit or void the product warranty.

NOTE: AT THE TIME OF MANUFACTURE, this vehicle was certified to have met all applicable Federal Motor Vehicle Safety Standards (FMVSS). Upon delivery and during operation, continued compliance with these standards becomes the responsibility of the owner/operator.

It is important that all local, state, and federal standards, rules and statutes including those governing maintenance inspections, safety equipment and accessories be carefully and regularly monitored in order to guarantee compliance.

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COUPLING AND UNCOUPLING

Knowing how to properly couple and uncouple your Kidron product is essential for the safe operation of your vehicle. The equipment owner/operator is responsible for recognizing and understanding the unique qualities of this equipment, and all other manufacturer's coupling systems.

INSPECT FIFTH WHEEL:

- Check for damaged/missing parts. (See fifth wheel manufacturers maintenance & inspection practices)
- Make sure the fifth wheel mount to tractor is secure and free of cracks.
- Make sure fifth wheel and couplers are greased. Kingpin and locking jaws must also be lubricated or premature jaw and pin wear will occur. Failure to lubricate will cause friction between the tractor and trailer and possible steering problems.
- Check to see if fifth wheel is in position for coupling:
 - Wheel tilted toward rear of tractor
 - Jaws open
 - Set safety lock handle in the automatic lock position
- If applicable, make sure sliding fifth wheel is locked.
- Check trailer kingpin and plate for damage and cracks.

INSPECT AREA:

- Make sure area around vehicle is clear.
- Apply trailer brake.
- Secure cargo against movement while coupling to trailer.

POSITION TRACTOR:

- Make sure no one is in the trailer or between the truck and trailer while coupling.
- Back tractor directly in front of the trailer. NEVER back under trailer at an angle, because the trailer could shift sideways and damage support legs.
- Check positioning, using outside mirrors, look down both sides of the trailer.
- Back slowly until fifth wheel just touches the trailer. Do not hit trailer.

SECURE TRACTOR:

- Apply park brake.
- Put transmission in neutral.

CHECK TRAILER COUPLER HEIGHT:

- The trailer should be low enough that it is raised slightly when the tractor is backed under the trailer. Raise and lower trailer as needed. (If trailer is too low, tractor may strike and damage trailer. If trailer is too high, it may not couple properly.)
- Check kingpin and fifth wheel for alignment.

CONNECT AIR LINES TO TRAILER:

- Check coupler seals and connect tractor emergency supply air line to trailer emergency supply coupler.
- Check coupler seals and connect tractor service supply air line to trailer service supply coupler.
- Make sure air lines are properly supported to avoid getting crushed or caught when backing under the trailer.

SUPPLY AIR TO TRAILER:

- From cab, push in “Air Supply” knob or move tractor protection valve from the “Emergency” to the “normal” position to supply air to the trailer brake system.
- Check trailer brake system for crossed air lines.

- Shut off engine to listen for leaks in the brake system.
- Apply and release trailer brakes. Listen for sound of trailer brakes being applied and released.
- Check air brake system for signs of major air loss.
- If trailer brakes are working, start engine.
- Make sure air pressure is up to normal. (See Care & Adjustment of Brakes page 14)

LOCK TRAILER BRAKES:

- Pull out the “Air Supply” knob, or move the tractor protection control valve from “Normal” to “Emergency”.

BACK UNDER TRAILER:

- Use lowest reverse gear.
- Avoid hitting kingpin too hard.
- Stop when kingpin is locked into fifth wheel.

CHECK CONNECTION FOR SECURITY:

- Raise trailer support legs slightly off the ground.
- With trailer brake applied, gently pull tractor forward.

SECURE TRACTOR-TRAILER:

- Put transmission in neutral.
- Put parking brakes on.
- When inspecting the trailer, shut off engine and remove ignition key.

INSPECT COUPLING:

- Use a flashlight if necessary.
- Inspect the back of the fifth wheel. Make sure the fifth wheel jaws have closed around the shank of the kingpin.
- Make sure the locking lever is in the “lock” position.
- Be sure safety catch is in position over locking lever. (Some fifth wheels have a manual catch)
- If the coupling is not secure, **DO NOT DRIVE COUPLED UNIT**; repair it.

CONNECT THE ELECTRICAL CORD AND CHECK AIR LINES:

- Plug the electrical cord into trailer and fasten the safety catch.
- Check air and electrical line for signs of damage.

Repair or replace if necessary.

- Make sure air and electrical lines will not hit any moving parts of vehicle.

RAISE TRAILER SUPPORT LEGS (LANDING GEAR):

- Use low-gear range (if equipped) to begin raising support gear.
- Always operate equipment with support legs fully retracted to prevent catching on railroad tracks, etc.
- After raising, properly secure the crank handle.
- With trailer supported by tractor,
 - Check for clearance between rear of tractor frame and support legs. (When tractor turns sharply it must not hit the support legs or bracing.)
 - Check for clearance between the top of tractor tires and the underside of the trailer.

UNCOUPLING TRACTOR-SEMITRAILER:

The following instructions will help you to uncouple safely.

POSITION RIG:

- Position trailer on level surface and make sure parking area surface can support the weight of the trailer.
- Align tractor with trailer. (Pulling out at an angle can damage the support legs and upper coupler.)

EASING PRESSURE ON LOCKING JAWS:

- Shut off trailer air supply to lock trailer brakes.
- Ease pressure on fifth wheel locking jaws by backing up gently. (This will help you release the fifth wheel locking lever.)
- Apply parking brakes while tractor is pushing against the kingpin.

LOWER THE SUPPORT LEGS:

- Lower the support legs until they make firm contact with the ground. Turn crank in low gear a few extra turns. This will lift some weight off the tractor and will make it easier to unlatch fifth wheel. (Do not lift trailer

off the fifth wheel.)

- If equipped with air ride suspension, the procedure may be different. (See air ride manufacturer recommendation)

DISCONNECT AIR LINES AND ELECTRICAL CABLE:

- Disconnect air lines from trailer. Connect air lines to couplers at back of cab.
- Hang electrical cable with plug down to prevent moisture from entering it.
- Make sure lines are supported so they will not be damaged while driving the tractor.

UNLOCK FIFTH WHEEL:

- Raise release handle lock.
- Pull the release handle to “open” position.
- Keep legs and feet clear of the rear tractor wheels to avoid serious injury in case the vehicle moves.

PULL TRACTOR PARTIALLY CLEAR OF TRAILER:

- Pull tractor forward until fifth wheel comes out from under the trailer.

- Stop with tractor frame under trailer (prevents trailer from falling to ground if support legs should collapse or sink).

SECURE TRACTOR:

- Apply parking brake.
- Place transmission in neutral.

INSPECT TRAILER SUPPORT:

- Make sure trailer is on solid surface.
- Make sure support legs are not damaged.

PULL TRACTOR CLEAR OF TRAILER:

- Release parking brakes.
- Check and drive tractor clear.

PRE-TRIP INSPECTION

CAB INTERIOR:

INSPECTION PROCEDURE:

The checks and adjustments are usually the responsibility of the shop or mechanical department, but operators should always make his/her own checks. It is a Federal Motor Carrier Safety requirement to make thorough pre-trip inspections, over-the-road observations, and regular written reports on the equipment.

VISUAL INSPECTION:

Look for oil, water, fuel and other fluid leaks.



1. Apply park brake, start engine.



2. Check gauges. Deplete pressure until warning buzzer sounds.



3. Check horn, test steering wheel for excess free play.



4. Inspect windshield and test wipers



5. Check mirrors for visibility and alignment.



6. Check fan blower equipment.



7. Check for charged fire extinguisher and that emergency equipment is properly secured.

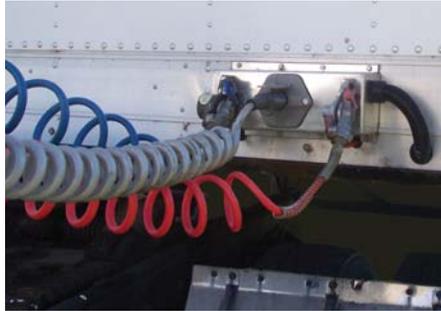


8. Check all lights.

CAB EXTERIOR (ENGINE ON - FRONT TO BACK):



1. Check fuel cap. If equipped, check diesel emission fluid cap.



2. Inspect air hoses and electrical wires for leaks, chafing, seating, and proper support.



3. Check tractor wheels, wheel nuts and tires for proper inflation and excessive wear.



4. Check fifth wheel lock.

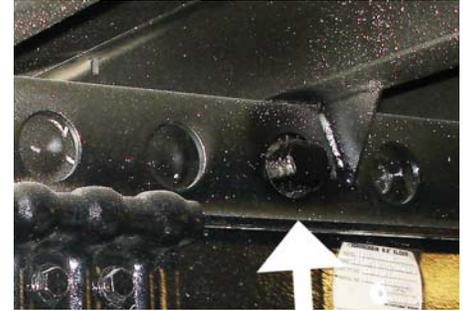
ROADSIDE OF TRAILER:



1. Check landing gear and make sure crank handle is secure in holder.



2. Check and clean side marker lights and reflectors.



3. Check sliding tandem lock pin. (If applicable)



4. Inspect trailer wheel nuts and tires for proper inflation and excessive wear.



5. Listen for air system leaks.



6. Inspect and clean conspicuity tape.

REAR OF TRAILER:



1. Check and clean all lights.



2. Make sure all doors are secure.



3. Make sure lift gate is secure if applicable.



4. Inspect and clean conspicuity tape.

FRONT OF CAB:



1. Check front tires, wheels, and wheel nuts.



2. Check all cab lights.

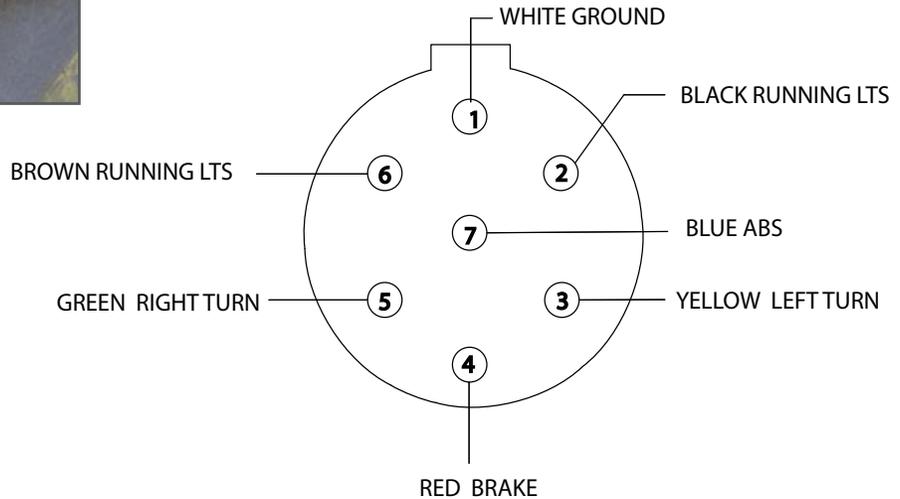
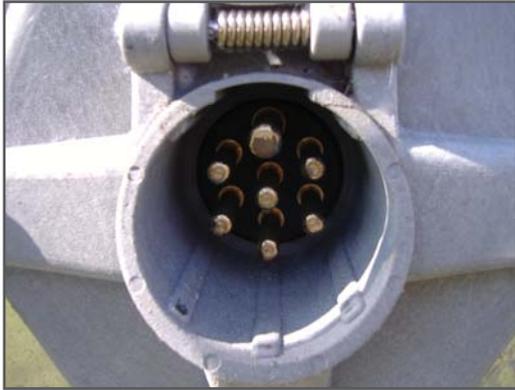
CURBSIDE OF TRAILER:

1. Inspection is the same as roadside.

RETURN TO CAB INTERIOR:

1. Check dimmer switch. (high/low beam)
2. Check tractor-trailer coupling.
3. Check air loss—apply foot to break hold one minute, loss should not exceed 4 psi/min.

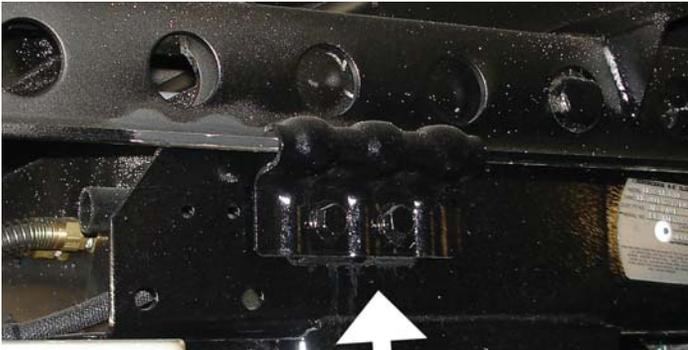
7-PIN CONNECTOR - FRONT VIEW



SUSPENSION SLIDER

CHANGING THE SLIDER SUSPENSION LOCATION:

- Set the tractor and trailer brakes.
- Remove the manual stop bar (if option available) from behind the slider system and locate it to the desired position (NOTE: When moving the slider system forward, locate the stop bar ahead of the intended position.
- Raise the operating handle and lock in place. Gently rock the trailer to fully retract the pins.
- Carefully slide the slider system into position by releasing the tractor brakes and driving forward or rearward until the stop bar stops the slider box.
- Lower the operating handle to lock in place. Visually check each of the pins to assure the chamfered part of the pin is all the way through the body rail.
- Lock the manual stop bar in both body rails directly behind the slider system.
- Check the slider system locking pins by applying the trailer brakes and gently rocking the trailer forward and rearward.
- Check the hold-down assemblies to ensure location and proper position to prevent separation of the lower slide unit. (typical 4 hold-down assembly, left photo)



CARE AND ADJUSTMENT OF BRAKES

Proper maintenance on the trailer brake system is essential for the safety and life of your brakes. Trailer brakes should be inspected and adjusted frequently as part of a Trailer Preventive Maintenance program. Brakes that are out-of-adjustment pose safety hazards; increased stopping distance, shorter brake component life, and greater tendency for the trailer to jackknife.

AIR SYSTEM AND BRAKE OPERATION

Inspect the couplers for seal damage and cracked housing. Inspect the air hoses for cracking and fraying. Proper operation of the brake systems requires a leak free connection between the air brake couplers. Replace or repair damaged components.

Keep the air system clean. Air tanks should be drained daily to remove moisture and other contaminants, especially during cold weather operations. Use of additives such as antifreeze in the air brake system is not recommended. Which could potentially result in deterioration of valve seals and brake system performance.

Keep the air system leak free. The air system cannot be charged properly if there are leaks in reservoirs, lines, hoses, or valves. Always check the tractor pressure gauge

for unusual drops or extended buildup times.

If Teflon tape or other thread sealers are used to seal threaded connections in your air lines, be careful not to allow pieces of the sealer to enter the air system which can clog valve passages.

Run the tractor engine until the air brake system pressure gauge shows at least 105 psi. Turn engine off, apply the brakes for two minutes. The gauge reading drop should not exceed four psi in one minute. With engine still off, slowly open drain cocks in the trailers air tanks and allow the pressure to drop gradually. If the parking brake is working properly it will apply.

Remember, a serious air loss is extremely hazardous and is likely to cause an accident or breakdown.

TIRES AND WHEELS

INSPECTION:

Check all metal surfaces on both sides and between dual tires. Look for excessive corrosion build-up, cracks in metal, bent or broken flanges, loose, missing or damaged nuts, bent or stripped studs.

Replace any damaged parts. Remember, corroded or cracked rims are dangerous, especially during the removal of the tires. Deflate tire (if dual tires, deflate both) before removing the wheel. Insert a wire through valve to ensure that debris has not stopped deflation.

Look for rust streaks that may indicate loose or improper nut fit. Remove any visible rust then tighten and / or replace nuts.

Replace all studs adjacent to the damaged/missing stud

Identify the cause of problem before replacing the wheel.

Inflate tires to recommended air pressure. Do not exceed maximum inflation ratings.

Inspect tires for belt separation, cracks and excessive wear.

TIRE LOADS

As required by National Highway Safety Administration, Kidron has assigned a Gross Axle Weight Rating (GAWR) for each axle. Avoid overloading axles.

The GAWR and tire information is shown on the vehicle certification plate which is applied at the time of manufacture. If any alterations to the tires, rims, or axles occur, then the GAWR may no longer be valid.



RIMS AND WHEELS

RIM & WHEEL INSPECTION

1. Check all metal surfaces thoroughly, including area between dual tires and on inboard side of wheel.
Watch for:
 - a. Excessive rust or corrosion buildup
 - b. Cracks in metal
 - c. Bent flanges, resulting from road obstructions
 - d. Deep rim tool marks on rings or in gutter areas
 - e. Loose, missing or damaged nuts
 - f. Bent or stripped studs
 - g. Mismatched rim parts
2. Pull damaged rims or wheels
3. Mark damaged or hazardous areas to be removed from service
4. Replace damaged parts. Ensure that replacements are made with the proper sizes and types of rims.
5. Inflate tires only to recommended air pressures.

RIM & WHEEL MAINTENANCE DURING TIRE CHANGES

Check all metal surfaces as in No. 1 above. A more thorough check may be made after the tire has been dismantled. Watch for damages such as cracks in wheel disc, between stud holes or hand holes. These are caused by loose wheel nuts, improper installation procedures, and use of incorrect sizes or types of attaching parts.

Inspect all wheels for cracks at the base and flange areas. These are caused by deep rim marks, over loading and over inflating tires, and using a larger than recommended tire size.

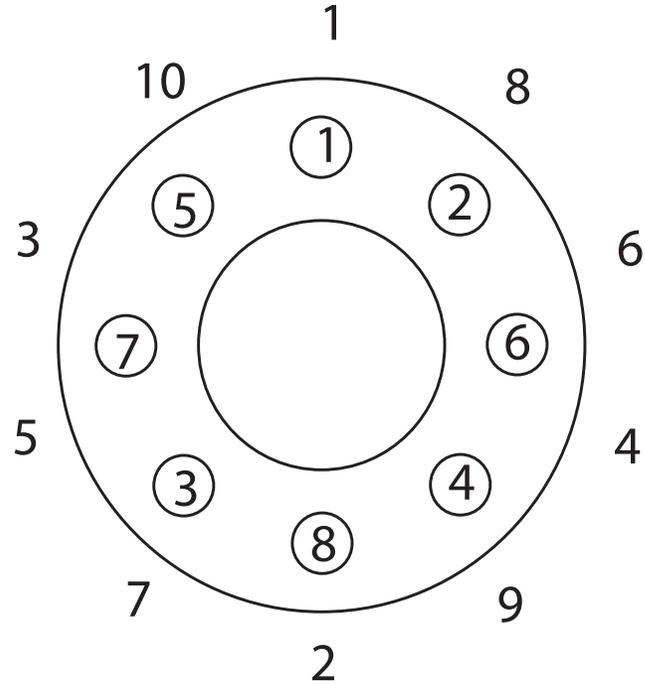
NUT TIGHTENING PROCEDURE

(For Hub-Piloted mounted disc wheels) 8 - 10 stud hubs. Applies to M22 x 1.5 studs / two piece flange nut.

1. Tighten flange nuts to 50 ft / lb using sequence shown
2. Check disc-wheels for proper positioning on pads and proper seating against flange.
3. Tighten flange nuts to recommended torque using sequence shown.

* All threads are right hand metric

* RECOMMENDED TORQUE: 450 - 500 FT / LBS



HUBS

INSPECTION:

- Visually check for signs of lubricant leakage, such as seal, hubcap gasket, and/or brake linings
- Check for broken, damaged, or abnormal components
- Oil lubricated systems – check through sight window to verify proper oil fill level. Do not over or under fill.
- Lubricated wheel-ends should be inspected for any significant variation in hub temperatures upon in-service inspection. Seasonal influences should be taken into account.



⚠ WARNING

1. Read and understand this warning and the Installation, Service and Safety Instruction Manual to understand all safety precautions, proper operation, and maintenance of your Disc-Hub. Failure to do so could result in death or serious injury and could result in a compromise of your vehicle's safety operation. Flange nuts or failure of a wheel or the suspension system. **Caution:** All the Installation, Service and Safety Instructions should be read before you begin work. See the Wheel Products, Inc. web page.

2. Always use a properly calibrated torque wrench to assure proper torque. Under torque and over torque can cause thread and/or nut damage and could result in the loss of a wheel. Failure to assure proper torque could result in death or serious injury and could affect the expected life of this product.

3. Retorque torque after the first 50 to 100 miles of service. Parts may seat naturally, causing the torque to drop. If this or torque coast result in the loss of a wheel. Proper torque is essential to avoid damage or compromise of your vehicle's safety. Failure to assure proper torque could result in death or serious injury.

**HUBS
(FOR PILOT MOUNTED DISC WHEELS)**
8 - 15 STUD HUBS
APPLIES TO M22 X 1.5 STUDS / TWO PIECE FLANGE NUT.

All threads are right hand metric.
Tighten Flange Nuts to 50 ft. lb. using sequence shown.

Check Disc-Wheels for proper positioning on pads and proper seating against flange.
Tighten Flange Nuts to recommended torque using sequence shown.

RECOMMENDED TORQUE: 450 - 500 FT. LBS.



Webb Wheel Products

2718 INDUSTRIAL DRIVE, S.W.
CULLMAN, ALABAMA 35055
205-778-4666 WWW.WEBBWHEEL.COM



EXHAUST (DUMP) VALVE OPERATION

In many cases trailers are equipped with air suspensions that incorporate valves that allow the suspension's air pressure to be manually exhausted (dumped) for loading, unloading, or when parked for a prolonged period of time. The following steps describe a typical sequence of operations for both pneumatically and electrically controlled exhaust (dump) valves.

TO EXHAUST:

1. Position trailer slightly forward of the loading dock.
2. Activate the exhaust valve using either the pneumatic or electric switch provided by the installer.
3. Back the trailer to the dock area, allowing the suspension to exhaust as you move rearward.
4. Apply the trailer's parking brakes after the air pressure has completely exhausted, chock the trailer wheels and load/unload as normal.

NOTE: Lower the trailer support legs (landing gear) after applying the parking brakes if the tractor is to be uncoupled.

TO INFLATE:

1. Couple tractor and trailer.
2. Raise the support legs prior to inflating the suspension's air springs.
3. Unchock the wheels, release the parking brakes and pull away from the dock.
4. Activate the exhaust (dump) valve using the pneumatic or electric switch.

NOTE: Following these steps will prevent the trailer from "walking away" from the dock while loading/unloading. To avoid damage to trailer and suspension components, the following conditions must be met:

- The suspension's air pressure must be exhausted BEFORE the brakes are applied.
- ALL of the trailer air suspension must be exhausted.
- The suspension must be properly inflated BEFORE the trailer is driven away.

Following these steps will satisfy these conditions and ensure the safe operation of the trailer air suspension.

SUPPORTS (LANDING GEAR)

1. Always raise support legs completely before moving the trailer.
2. Always engage the support operating handle. Do not depend on the retaining bolt to transfer the rotation from the crank handle to gear shaft.
3. Always use chock blocks and lock trailer brakes when coupling or uncoupling.
4. Always place support feet on a hard, level surface that can support the trailer weight.
5. Always lower supports to the ground before disconnecting the tractor from the trailer.
6. Always store the crank in the crank holder.



NEVER force landing gear supports beyond their normal raised or lowered positions.

PARKING BRAKES

All axles are equipped with air/spring actuators. Each actuator is composed of two units. The base unit applies the service brakes. The top unit contains a coil spring that must be compressed by air within the chamber to release the parking brakes. Loss of air pressure in the supply line will automatically apply parking and/or emergency brake.

TO MANUALLY RELEASE PARKING BRAKE ACTUATORS:

1. Always position wheel chocks at both front and rear of tires before manually releasing parking brakes.
2. A parking brake release tool is stored in a pocket on the side of the brake chamber.
3. Insert the detachable release bolt through the hole in the head. Turn the release bolt clockwise until it stops and locks, pulling the release out as far as possible; running the nut down holding the bolt in place. (See photo)
4. Using a wrench, turn the release bolt nut clockwise until the bolt extends about three inches. Make sure the release bolt is locked properly in the piston.
5. The parking brake coil spring is now caged.



TRAILER DOORS & VENTS

ALWAYS check all vents and doors to secure them as required open or closed. **NEVER** leave side or rear doors unlocked or open when the trailer is moving.

ROLL-UP DOORS:

The following precautions and maintenance instructions must be observed to assure safe and continuous use of roll-up doors.

1. Operate the door only when it is properly adjusted and free from obstruction.
2. Do not use any part of the door, such as the strap or lift handle, as an aid when entering or leaving the trailer.
3. Use caution when passing under a roll-up door with a lift truck.
4. If the door becomes difficult or impossible to operate, have it repaired or adjusted by a qualified door repair person.
5. The door spring is constantly under extreme tension. Repairs and adjustments, especially to the door counterbalance assembly, are potentially dangerous and must be performed by qualified service personnel only.
6. Clear any obstruction from the door tracks and the base of the mounting angle where the door meets the floor.
7. Perform regular inspection and maintenance on the items listed:
 - Be certain that all nuts and bolts are tight and secure.
 - Check cables at attachment points and replace all frayed or damaged cables.
 - Check cable drums for tightness against bearings.
 - Check all rollers for smoothness of operation, and replace all sliding or damaged rollers.
 - Replace frayed, damaged, or severely worn pull straps. Check the door lock to be sure that it works freely and fully operational.
 - Replace broken or damaged hinges.
 - Periodically use VT Hackney's Freeway lube (not grease) on rollers, counterbalance hinges, and lock, as necessary, to maintain a smooth door operation.
8. Check seals on swing and roll-up doors.

ANTILOCK BRAKE SYSTEM

NOTICE:

If the ABS indicator lamp comes on and stays on when you apply the brakes to a moving vehicle, the trailer ABS is not working properly. The ABS must be serviced as soon as possible upon completion of your trip to ensure full anti-lock braking capability.

STANDARD WARRANTY INFORMATION

A. Warranty. Seller warrants (the “warranty”)

- (I) That except as specifically provided below in clauses (ii) and (iii) all other products
Manufactured by seller will be free from defects in material and workmanship for one (1) year from
The date of shipment.
- (II) That except as provided below with respect to paint finishes and wiring installation of trailers
manufactured by it will
 - (A) Be free from defects in material and workmanship for two (2) years from the date of shipment and
 - (B) Be free from structural defects (other than defects resulting from defects in any design provided
to seller by buyer) for five (5) years from date of shipment.
- (III) That all paint finishes and wiring installation will be free from defects in workmanship and materials
for one (1) year from the date of shipment, and
- (IV) That repairs and replacements performed and provided by seller with respect to, but only with
respect to, goods manufactured by seller shall be free from, defects in materials and
workmanship for thirty (30) days from the date of invoice for such repairs and replacements.

Seller disclaims all warranties with respect to goods which are not defective, but which may wear out and require replacement during any applicable warranty period, including by way of example and not by way of limitation, light bulbs, light assemblies, decals, brake linings, tires and other accessories. If any warranted goods are found by seller to be defective, such goods will, at seller’s option, be replaced or repaired at seller’s cost. The parties hereto expressly agree that buyer’s sole and exclusive remedy against the seller shall be for the repair or replacement of defective goods as provided herein.

The sole purpose of the stipulated exclusive remedy shall be to provide the buyer with free repair and replacement of defective goods in the manner provided herein.

The exclusive remedy shall not be deemed to have failed of its essential purpose so long as the seller is willing and able to repair or replace defective goods in the prescribed manner.

The foregoing warranties are in lieu of all other warranties, express or implied including those of merchantability or fitness for any purpose not expressly set forth herein. No affirmation of seller by words or action, other than as set forth in this section shall constitute a warranty. Goods, including without limitation, rail lifts, lift gates, roll-up doors, refrigeration systems, walk ramps, bulkheads, axles, landing gears, suspensions, brakes, wheels and rims and all other components and accessories, which may be sold by seller but which are not manufactured by seller are not warranted by seller, but are sold only with the warranties, if any, of the manufacturer thereof.

Seller's warranty does not cover labor or other costs or expenses to remove or install any defective, repaired or replaced good. Seller's warranty does not apply to any goods which have been subjected to misuse, mishandling, misapplication, neglect (including but not limited to improper maintenance), accident improper installation, modification (including but not limited to use of unauthorized parts or attachments), or adjustments or repair performed by anyone other than seller or one of seller's authorized agents, without limiting the generality of the foregoing, seller's warranty does not apply to any goods which have not been used in "normal service".

"Normal service" is defined as usage in the manner and for the purposes for which such goods are generally purchased and utilized. This means the loading, unloading and carriage of uniformly distributed legal loads of non-corrosive cargo properly secured in a manner which does not subject vehicle, trailer or related equipment to strains or impacts greater than normally imposed by lawful use on well-maintained public roads with gross vehicle weight which does not exceed the gross vehicle weight rating established by the chassis manufacturer or specified on the vehicle identification plate affixed to the vehicle by seller prior to delivery.

ANY CLAIM BY BUYER WITH REFERENCE TO THE GOODS SOLD HEREUNDER SHALL BE DEEMED WAIVED BY THE BUYER UNLESS SUBMITTED IN WRITING TO SELLER WITHIN THE EARLIER OF

- (i) Ninety (90) days following the date buyer discovered or by reasonable inspection should have discovered, any claimed breach of the foregoing warranty or**
- (ii) sixty (60) days following the end of any applicable warranty period.**

Any cause of action for breach of the foregoing warranty shall be brought within one (1) year from the date the alleged breach was discovered or should have been discovered, whichever occurs first.

B. Limitation of liability. Seller's liability (whether under the theories of breach of contract or warranty, negligence, or strict liability) for its goods will be limited to repairing or replacing parts found by seller to be defective, or at seller's option, to refunding the purchase price of such goods or parts thereof. At seller's request, buyer shall send, at buyer's sole expense, any allegedly defective parts to the plant of seller which manufactured them.

C. Disclaimer of consequential damages. In no event shall seller be liable for consequential damages arising out of or in connection with this agreement, including without limitation breach of any obligation imposed on seller hereunder or in connection herewith. Consequential damages for purposes hereof shall include, without limitation, loss of use, income or profit, or losses sustained as the result of injury (including death) to any person, or loss of or damage to property (including without limitation property handled or processed by the use of the goods). Buyer shall indemnify seller against all liability, cost or expense which may be sustained by seller on account of any such loss, damage or injury.

D. Identification. Buyer shall identify and hold seller harmless from any and all damages, claims, losses, causes of action, expenses (including attorney's fees) and any other cost occasioned by any defect in any design provided to seller by buyer for goods manufactured by seller in accordance with such design.

CERTIFICATION LABEL

MFD. BY:  **VT Hackney**
A company of VT Systems

MO AND YR MFD: **09/2010**

GVWR: 29484 KG (65000 LB)

GAWR ALL: 9100 KG (20000 LB) WITH

11R-24.5 F TIRES, 24.5 X 8.25 RIMS, AT 520 KPA (75 PSI) COLD DUAL

11R-22.5 G TIRES, 22.5 X 8.25 RIMS, AT 660 KPA (95 PSI) COLD DUAL

11R-24.5 G TIRES, 24.5 X 8.25 RIMS, AT 660 KPA (95 PSI) COLD DUAL

275/80R-22.5 G TIRES, 22.5 X 8.25 RIMS, AT 660 KPA (95 PSI) COLD DUAL

275/80R-24.5 G TIRES, 24.5 X 8.25 RIMS, AT 660 KPA (95 PSI) COLD DUAL

285/75R-24.5 G TIRES, 24.5 X 8.25 RIMS, AT 690 KPA (100 PSI) COLD DUAL

295/75R-22.5 G TIRES, 22.5 X 8.25 RIMS, AT 690 KPA (100 PSI) COLD DUAL

445/50R-22.5 L TIRES, 22.5 X 14.00 RIMS, AT 830 KPA (120 PSI) COLD SINGLE

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

VIN: 526XXXXXXXXXXXXXXX TYPE: TRAILER

SERIAL NO: 11P00XXX

WARRANTY CONTACT INFORMATION

We are pleased to welcome you as a new Kidron customer. While we strive to manufacture our Kidron trailers and refrigeration systems to the highest quality standards, we realize that from time to time you will need our assistance. The following contact information and warranty procedures are being provided to help resolve any issues as expediently as possible.

Warranty procedure:

Once an issue is identified and considered covered by the warranty, please contact our warranty department either via email or call the number listed. Please provide the trailer serial number, VIN number and unit type along with a good description of the issue.

Our warranty personnel will contact you and begin the process of locating a repair center or authorizing your shop to make the repairs. At that time a warranty tracking number will be assigned to the request. That number will alleviate any confusion when the repair invoice is submitted for payment.

We appreciate this opportunity to work with you.

Warranty Manager:

Phone: 252-975-8397
800-763-0700

Fax: 252-975-8386

Email: warranty@vthackney.com

Trailer Information:

Serial # _____

VIN # _____

Unit Type _____

Other Information:

AFTERMARKET PARTS INFORMATION

Thank you for choosing Kidron as your preferred trailer supplier. At Kidron, we go the extra mile to engineer and manufacture products that will provide excellent value for many years.

In order to keep this Kidron product in “factory condition”, we highly recommend using genuine Kidron aftermarket parts for all maintenance and repair requirements. Genuine Kidron aftermarket parts are manufactured to the same strict standards as those required to originally build this product, and will assure the best fit, finish, and long-term performance. Genuine Kidron aftermarket parts are available from factory-authorized dealers in most markets.

When ordering genuine Kidron parts, please be prepared to provide the trailer serial number or the last eight digits of the trailer’s VIN (vehicle identification) number. This information can be found on the trailer’s serial plate located on the front roadside of the trailer, just above the bottom rail. Also, please include a complete description of the part being ordered. By providing this information, we can provide faster and more accurate service.

Most stock parts will be shipped within 24 hours. Special order aftermarket parts, or items requiring assembly may

take longer. Be sure to ask your local representative for lead time information.

On behalf of VT Hackney’s family of transportation and aftermarket products, thank you again for selecting Kidron. Please visit our website at www.vthackney.com to see our entire showcase of the finest and most innovative products available.

Operators Manual Part Number:

Part No. 820032

Aftermarket Parts Department:

Phone: 877-238-7278

Email: kidronparts@vthackney.com

Trailer Information:

Serial # _____

VIN # _____

Unit Type _____

REPORTING SAFETY DEFECTS

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

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

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <http://www.safercar.gov> ; or write to: Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

To contact VT Hackney, Inc., you may call toll-free 1-800-763-0700; go to <http://www.vthackney.com>; or write to: VT Hackney, 911 West 5th Street, Washington, NC 27889.

911 West 5th Street
Washington, NC 27889
www.kidron.com
1-800-763-0700



VisionComms

