



EQUIPMENT TRAILER OWNER'S GUIDE

Model

- DO10K DO14K CB14K
- LP10K LP14K CR07K
- GN16K

Brakes

- Electric Brakes
- Hydraulic Brakes
- Disc Brakes

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LP10K & LP14K

Deck Width: 82in (86-1/4 in. including pockets and rub rail)
GVW: 10,000 lbs & 14,000 lbs



DO10K & DO14K

Deck Width: 97-3/4 in. (102 in. including pockets and rub rail)
GVW: 10,000 lbs & 14,000 lbs



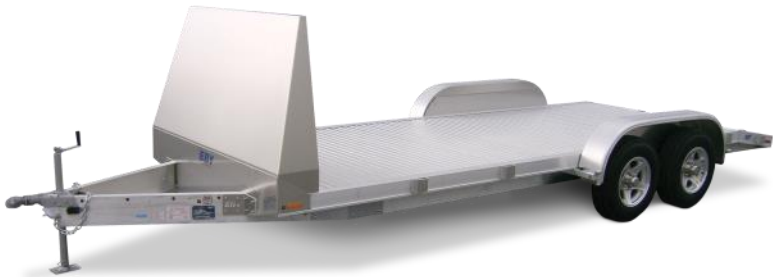
CB14K

Deck width: 82 in. inside width
GVW: 14,000 lbs & 16,000 lbs



CR07K

Deck width: 82 in. between fenders
GVW: 7,000 lbs



GN16K

Deck width: 97-3/4 in (102 in including pockets and rub rail)
GVW: 15,900 lbs





All EBY trailers have passed the National Association of Trailer Manufacturers' (NATM) compliance consultation, part of NATM's compliance program. NATM's compliance program, including its consultation, is based on the *NATM Guidelines for Recommended Minimum Manufacturing Practices for Light- and Medium- Duty Trailers*. The *guidelines* is a compilation of federal safety standards and regulations, and industry best practices that govern trailer construction.

The National Association of Trailer Manufacturers is the industry trade association for manufacturers for light- medium- duty trailers. The mission of NATM is to unify the light- medium- duty trailer manufacturing industry by improving trailer safety and performance; proactively addressing regulatory issues; enhancing the image of the industry; providing educational tools and events; and offering membership benefits and services

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 M.H. EBY, Inc.

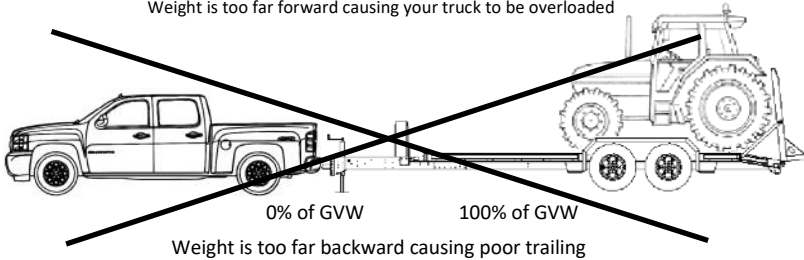
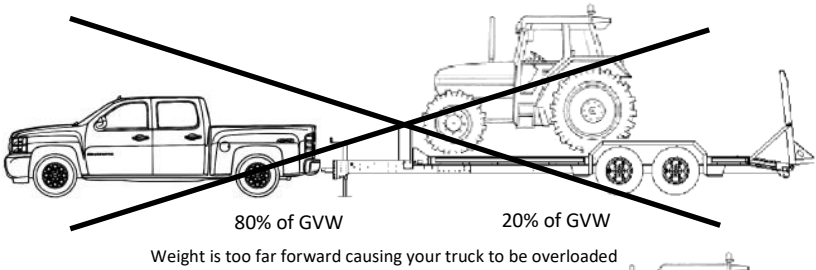
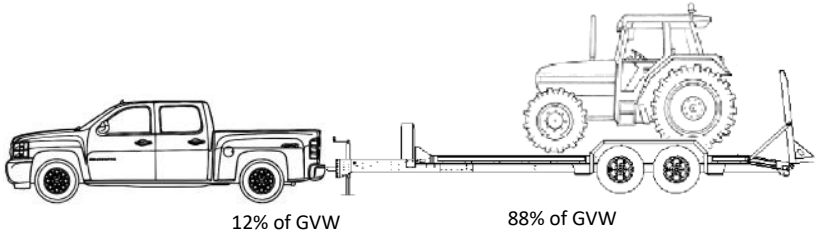
If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or M. H. EBY, Inc.

To contact NHTSA, you may either call the Auto Safety hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <http://www.safercar.gov>; or write to: NHTSA, U.S. Department of Transportation, 12000 New Jersey Avenue S.E., Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

Weight Distribution

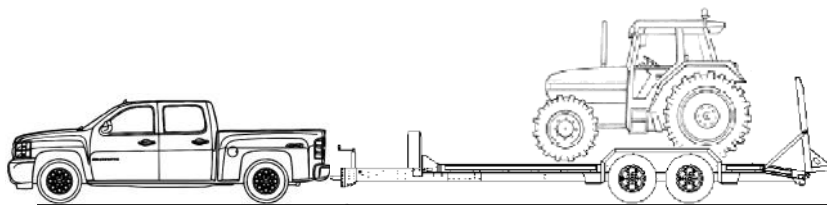
Proper weight distribution is important.

Diagrams below show different ways that cargo could be loaded and the weight distribution on the hitch and axles of the trailers.

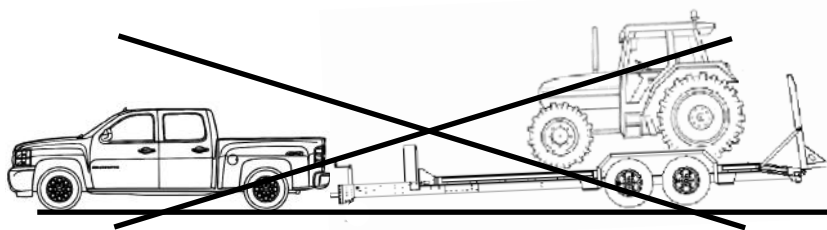


Hitch Height

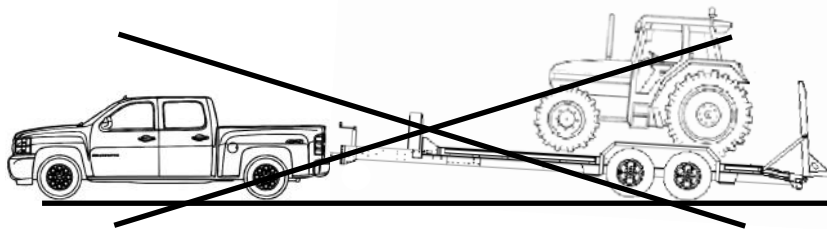
Making sure that the rake of your trailer is correct is extremely important. This will affect the way your trailer tows, how your tires wear and, of extreme importance, how your brakes perform.



Should be level or up to 3" higher in front than back



Raked Backwards - Trailer is Lower in front than back



Too Much Rake - Trailer is higher in front than back

Proper hitch height on bumper hitch trailers is critical and can be adjusted by using the correct hitch receiver assembly. Please follow these guidelines to determine the correct hookup.

How much can I load on my trailer?

Payload=GVWR-Empty Trailer Weight

Empty Weight Chart*					
	Low Pro		Deck Over		Car Hauler
GVWR Length	LP10K	LP14K	DO10K	DO14K	CR07K
18'	1,890 lb	2,217 lb	2,050 lb	2,427 lb	1,720 lb
20'	2,070 lb	2,311 lb	2,270 lb	2,541 lb	1,760 lb
24'6"	—	2,511 lb	—	2,771 lb	
	Dump Trailer (CB14K)		Gooseneck (GN16K)		
GVWR Length	14,000 lb	16,000 lb	16,000 lb		
14'	3,095 lb	3,095 lb	—		
16'	3,260 lb	3,260 lb	—		
24'6"	—	—	3,360 lb		

*These are estimates without options. For accurate payload, obtain the empty weight of your trailer

Tiedown

The goal is to secure your cargo so that nothing shifts during driving. If your cargo is not secured during transport, it could be damaged or damage your trailer. It can also affect handling and ride quality.

The Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) general requirements for securing your cargo:

1. Minimum breaking strength of tie down assembly must withstand 0.8g in forward direction and 0.5g in lateral and rearward directions.

Example: 1,000 lb cargo x 0.8 = 800 lb minimum break strength in forward direction. 1,000 lb cargo x 0.5 = 500 lb minimum break strength in other directions

2. Attachment points, winches and fastening devices strength equal to or greater than tie down assembly

3. Minimum number of tie downs depends on weight and length.

Length	Weight	Number of tie downs
0-5ft	<1100lb	1
0-5ft	>1100lb	2
5-10ft		2
>10ft		Length (ft)/10 + 2 round up

Additionally, if there is more than one article of cargo, the articles of cargo should be in direct contact or prevented from shifting towards each other

These are the minimum requirements for securing your cargo. You can visit FMCSA’s website or check local DOT enforcement specifications before hauling

Typical Tiedown Working Load Limits (WLL)

Chain					
Size	Grade 30 proof coil	Grade 43 High test	Grade 70 Transport	Grade 80 Alloy	Grade 100 Alloy
1/4 in	1,300 lb	2,600 lb	3,150 lb	3,500 lb	4,300 lb
5/16 in	1,900 lb	3,900 lb	4,700 lb	4,500 lb	5,700 lb
3/8 in	2,650 lb	5,400 lb	6,600 lb	7,100 lb	8,600 lb
1/2 in	4,500 lb	9,200 lb	11,300 lb	12,000 lb	15,000 lb
5/8 in	6,900 lb	13,000 lb	15,800 lb	18,100 lb	22,600 lb

Synthetic (Nylon) webbing	
Width	WLL
1-3/4 in	1,750 lb
2 in	2,000 lb
3 in	3,000 lb
4 in	4,000 lb

Tiedown-Vehicles

There are two options for securing vehicles

1. Tiedowns affixed to structure of vehicle must use mounting points specifically designed for that purpose.
2. Tiedowns are designed to fit over or around wheels of vehicle that restrain in all directions.
3. Chain tiedowns must be attached to removable D-Rings and should never be attached to aluminum stake pockets and rub rails.

Vehicles under 10,000 lb must be restrained at both the front and rear to prevent movement in any direction with a minimum of two tie downs. Additional tiedowns may be required to meet the general requirements.

Vehicles over 10,000 lb require minimum of 4 tiedowns secured both from the front and rear.

In addition parking brake must be on and all accessory equipment (hydraulic shovel, boom, etc.) must be secured .



Maintenance Schedule

Item Function Required Weekly 3 Months or 3,000 Miles 6 Months or 6,000 Miles 12 Months or 12,000 Miles

Item	Function Required	Weekly	3 Months or 3,000 Miles	6 Months or 6,000 Miles	12 Months or 12,000 Miles
Brakes	Test that they are operational.	At Every Use			
Brake Adjustment	Adjust to proper operating clearance (not required with Nev-R-Adjust brakes).		●		
Brake Magnets	Inspect for wear and current draw.			●	
Brake Linings	Inspect for wear or contamination.				●
Brake Controller	Check for correct amperage and modulation.			●	
Brake Cylinders	Check for leaks, sticking.				●
Brake Lines	Inspect for cracks, leaks, kinks.				●
Trailer Brake Wiring	Inspect wiring for bare spots, fray, etc				●
Breakaway System	Check battery charge and switch operation.	At Every Use			
Hub/Drum	Inspect for abnormal wear or scoring				●
Wheel Bearings and Cups	Inspect for corrosion or wear. Clean and repack.				●
Seals	Inspect for leakage. Replace if removed.				●
Springs	Inspect for wear, loss of arch.				●
Suspension Parts	Inspect for bending, loose fasteners and wear.			●	
Suspension Wet Bolts & Equalizers	Grease.		●		
Extreme Duty Bushings	Grease.		●		
Hangers	Inspect welds.				●
Wheel Nuts and Bolts	Tighten to specified torque values.		●		
Wheels	Inspect for cracks, dents, or distortion.			●	
Tire Inflation Pressure	Inflate tires to mfg's specifications.	●			
Tire Condition	Inspect for cuts, wear, bulging, etc.		●		

For Dexter Axle Maintenance Procedures visit: <https://www.dexteraxle.com/resources/manuals>

Keep It Clean

To maintain the exterior appearance of your aluminum trailer, keep it clean. Of extreme importance during winter months, make sure road salt and deicers are removed.

How to Clean

Washing your trailer with soap and water will work. When an aluminum brightener is required, take it to a commercial wash facility.

If you are going to do it yourself, check with a maintenance supply distributor for cleaners and procedures to follow.



Hitch Maintenance

It is good practice to check your hitch receiver and ball mount regularly to check for rust or cracks. If there is rust then make sure to remove the rust and repaint. This not only prevents more rusting but also makes it easier to spot cracks. Apply grease to the hitch ball regularly to minimize wear.



Demco EZ Latch Coupler

All Demco EZ Latch couplers exceed all required SAE J684 safety standards **without the use of a safety pin**. The EZ Latch system is a maintenance free system. No grease or adjustments needed. For more info visit: <https://www.demco-products.com/trailer-components/couplers>

Keep Lug Nuts Torqued

Lug nuts are prone to loosen after first being assembled. Check wheel nuts every 50 miles for the first 200 miles to make sure they aren't loosening. Wheel nut torque varies based on wheel type and size. Please refer to the chart below for proper wheel torque. Failure to check and set wheel torque may result in equipment damage or personal injury to others.



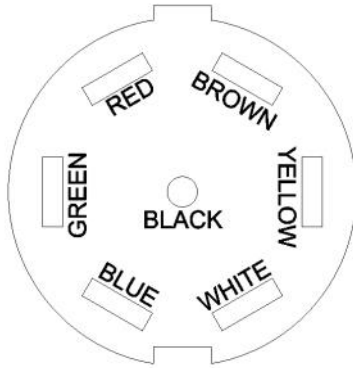
Lug Nut Torque Chart

15" 6-Hole Steel Wheel	Cone Nut 90-120 ft lbs
15" 6-Hole Aluminum Wheel	Cone Nut 110-120 ft lbs
16" 6-Hole Steel Wheel	Cone Nut 90-120 ft lbs
16" 6-Hole Aluminum Wheel	Cone Nut 110-120 ft lbs
16" 8-Hole Steel Wheel	Cone Nut 90-120 ft lbs
16" 8-Hole Aluminum Wheel	Cone Nut 125-130 ft lbs
17.5" 8-Hole Steel Wheel	Flange Nut 275-325 ft lbs
17.5" 8-Hole Aluminum Wheel	Flange Nut (Rotating Flange) 275-325 ft lbs

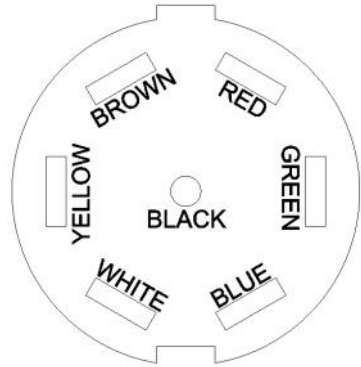
Tire Pressure

Tire pressure ratings vary by size and ply ratings and need to be set per manufacturer's sidewall pressure ratings.

The diagrams below show the standard 7-prong RV type plug used on EBY trailers. All Eby trailers meet the requirements of federal motor vehicle standard 108.



View From Trailer End



View From Car End

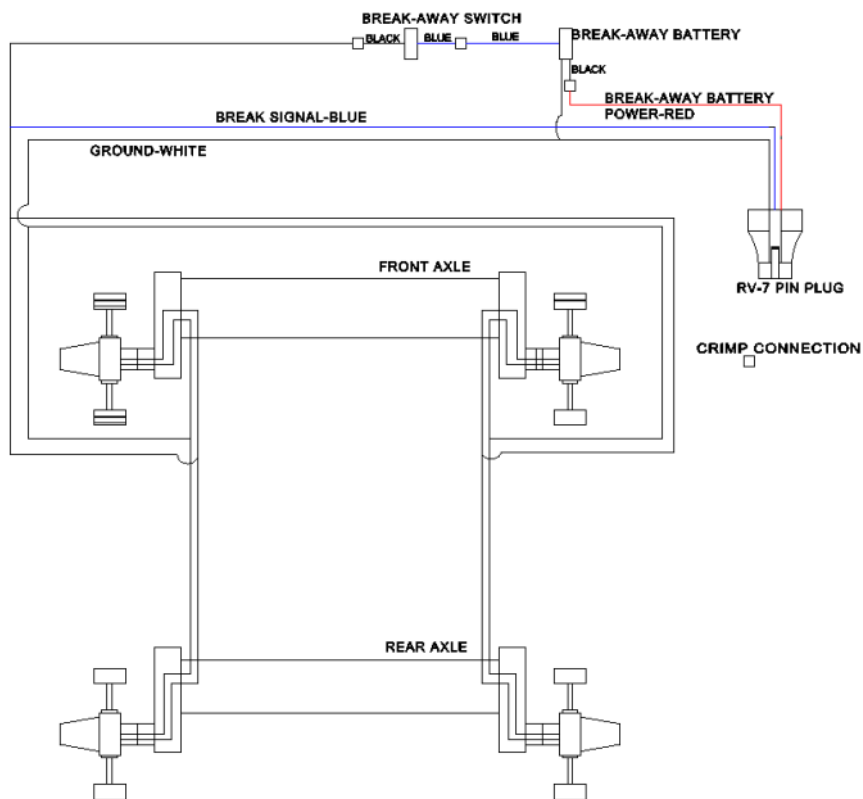
Colors are from trailer harness

Color	Meaning
Black	Backup/Auxiliary
Green	Right
Red	Hot (12V)
White	Ground
Blue	Electric brakes
Brown	Clearance
Yellow	Left

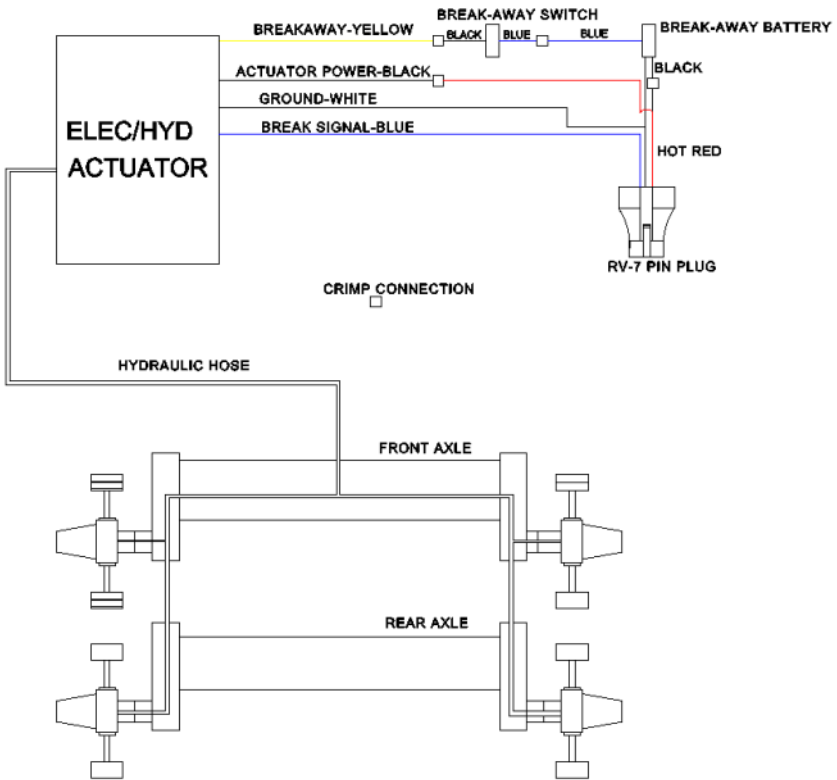
Pre-Trip Checklist

COMPONENT	FUNCTION TO CHECK	OK?
TOW VEHICLE	Adequate size	Y / N
HITCH & BALL	Exceeds Trailer GVWR	Y / N
COUPLER	Correct size for ball, in good shape & secure on ball	Y / N
SAFETY CHAINS	Check links, adjust to properly fit - DON'T TWIST	Y / N
JACK STAND	Functioning properly	Y / N
BREAKAWAY BATTERY	Battery properly charged	Y / N
AXLE/SUSPENSION	Bolts tight	Y / N
BRAKES	Operational	Y / N
WHEELS	Good condition/Not bent	Y / N
WHEEL BEARING	Firm/Not loose	Y / N
LUG NUTS	Torqued	Y / N
DUST CAP	In place	Y / N
TIRES	Good tread and condition	Y / N
TIRE PRESSURE	Per tire requirement	Y / N
TAIL LIGHTS	Functioning	Y / N
BRAKE LIGHTS	Functioning	Y / N
TURN SIGNALS	Functioning	Y / N
SIDE MARKERS	Functioning	Y / N
RAMPS	Functioning & Safely stored for transport	Y / N
BODY & FENDERS	Good condition	Y / N
TIE DOWNS	Right size & good condition	Y / N

Electric Brake Diagram



Hydraulic Brake Diagram



Troubleshooting - Electric Brakes

Symptom	Causes	Remedies
No Brakes	Open Circuits	Find & Correct
	Severe Underadjustment	Adjust Brakes
	Faulty Controller	Test & Correct
	Short Circuit	Find & Correct
Weak Brakes	Grease or Oil on Magnets or Lining	Clean or Replace
	Corroded Connections	Clean & Correct cause of Corrosion
	Worn Linings or Magnets	Replace
	Scored or Grooved Brake Drums	Machine or Replace
	Improper Synchronization	Correct
	Corroded Connections	Clean & Correct cause of Corrosion
	Underadjustment	Adjust Brakes
	Glazed Lining	Reburnish or Replace
	Overloaded Trailer	Correct
	Locking Brakes	Underadjustment
Improper Synchronization		Correct
Faulty Controller		Test & Correct
Loose, Bent or Broken Brake Components		Adjust Brakes
Out-of-Round Brake Drums		Machine or Replace
Insufficient Wheel Load		Adjust System Resistor and Synchronize
Intermittent Brakes		Faulty Controller
	Broken	Repair or Replace
	Loose Connections	Find & Repair
	Faulty	Find & Repair

Troubleshooting - Electric Brakes

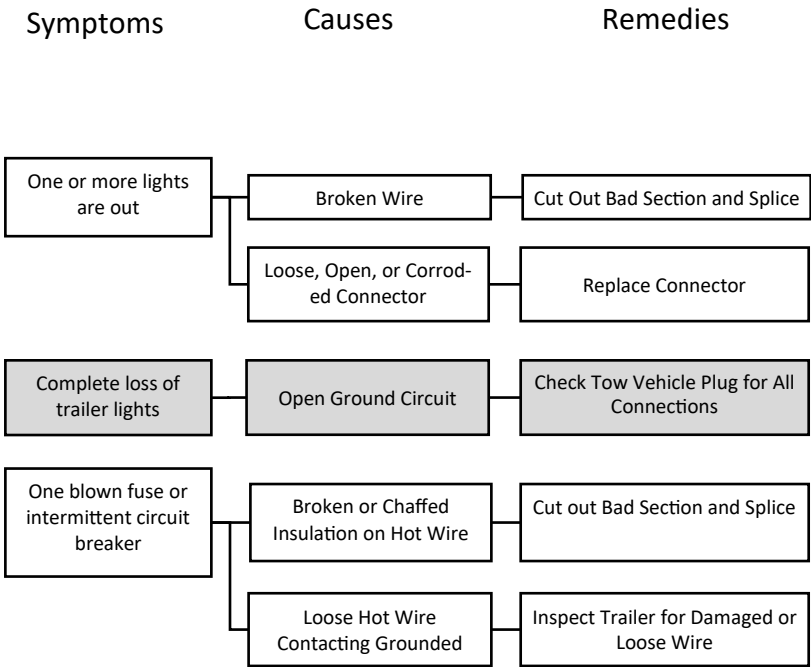
Symptom	Causes	Remedies
Locking Brakes	Wrong Magnet Lead Wire Color	Correct
	Incorrect Adjustment	Adjust
	Grease or Oil on Lining or Magnet	Clean or Replace
	Broken Wires	Find & Repair
	Bad Connections	Find & Repair
Harsh Brakes	Underadjustment	Adjust
	Improper Synchronization	Correct
	Improper Controller	Change
	Faulty Controller	Test & Correct
Noisy Brakes	Underadjustment	Adjust
	Lack of Lubrication	Lubricate
	Broken Brake Components	Replace Component
	Incorrect Brake Components	Correct
Surging Brakes	Grease or Oil on Lining or Magnet	Clean or Replace
	Out-of-Round or Cracked Brake Drums	Machine or Replace
	Faulty Controller	Test & Correct
Locking Brakes	Overadjustment	Readjust
	Out-of-Round Brake Drums	Machine or Replace
	Incorrect Brake Components	Replace
	Loose, Bent or Broken Brake components	Find & Repair
	Loose Wheel Bearing Adjustment	Adjust
	Bent Spindle	Replace Axle

Troubleshooting - Hydraulic Brakes

Symptom	Causes	Remedies
Noisy Brakes	Underadjustment	Adjust
	Lack of Lubrication	Lubricate
	Broken Brake Components	Replace Component
	Incorrect Brake Components	Correct
Locking Brakes	Loose, Bent or Broken Brake Components	Replace Components
	Underadjustment	Adjust
	Out-of-Round Drum	Machine or Replace
Pulls to One Side	Incorrect Tire Pressure	Inflate Evenly on Both Sides to Required Pressures
	Unmatched Tires on Same Axle	Match Tires on Axle
	Restricted brake Lines or Hoses	Repair or Replace
	Malfunctioning Cylinder Assembly	Check for Stuck or Sluggish Pistons
	Defective or Damaged Shoe and Lining	Install New Shoe and lining- Complete Axle
	One Side Out-of-adjustment	Adjust
Dragging	Improper Fluid	Replace Rubber Parts Fill with DOT4 Fluids
	Blocked Master Cylinder	Open with Compressed Air or Replace Cylinder
	Broken Brake Components	Replace Component
	Incorrect Brake Components	Correct

Troubleshooting - Hydraulic Brakes

Symptom	Causes	Remedies
No Brakes	Broken or Kinked Brake Line	Repair or Replace
	Severe Underadjustment	Adjust Brakes
	Malfunctioning Actuation System	Troubleshoot System
Weak Brakes	Brake Adjustment Not Correct	Make Several Reverse Stops
	Excessively Worn Brake Lining	Replace Shoe and Lining
	Incorrect Lining	Replace Shoe and Lining
	Grease or Fluid Soaked Lining	Repair Grease Seal or Wheel Cylinder. Install New Shoe and Lining.
	Frozen Master Cylinder or Wheel Cylinder Pistons	Recondition or Replace All Cylinders, Brake Fluid
	Glazed Lining	Reburnish or Replace
	Excessive Drum Wear	Replace
	Trapped Air in Lines	Bleed System
	Overloaded Trailer	Correct
	Malfunctioning Actuating System	Troubleshoot System
Harsh Brakes	Brake Adjustment Not Correct	Make Several Reverse Stops
	Grease or Fluid on Lining	Replace Shoes and Linings
Surging Brakes	Out of Round Drums or Cracked Drums	Machine or Replace
	Grease or Fluid on Lining	Replace Shoes and Linings



PARTS & RESOURCES

All EBY retail facilities include a Parts Department. We inventory many parts to get you what you need fast. EBY parts are also available at many of our dealers, strategically located throughout North America. A complete equipment trailer parts list can be found on our website: www.mheby.com/resources or scan the QR code below:

EBY Resources Page:



EBY Equipment Trailer Parts Catalog:



Dexter Axle Resources:

For a comprehensive listing of Dexter Axle service manuals, instructions, and videos visit: www.dexteraxle.com/resources or scan the QR code for resources related to light duty torsion axles.



<https://www.dexteraxle.com/Products/Torsion-Axles>

CB14K Lodar Pro Model 11RX04 Series Receiver:



<https://lodar.com/product/4-function-mini-receiver-3-amp/>

CB14K Bucher Hydraulics Pump Model M-3319 :



<https://www.bucherhydraulics.com/47821/Products/Mobile-and-Industrial-Hydraulics/Products/Power-Units/Hydraulic-Power-Packs,-M-Series/Series-DC/index.aspx>

Manufacturer's Warranty

Under conditions of normal usage, M. H. EBY, INC. guarantees our bodies and trailers for a period of two years after delivery to the original retail purchaser. Parts subject to routine wear and tear are not covered by this warranty; including door springs, tires, bearings, brakes linings, magnets, hydraulic brake parts, wheel alignment, and any painted finishes. Our responsibility covers replacement or reconditioning of defective parts only---not of consequential damage, nor does this warranty cover damage by abuse or misuse. All warranty work must be approved by the M. H. EBY, INC. Warranty Department prior to any work being performed.

Contact: M. H. EBY, INC. Warranty Department (717) 354-1458
Email: warranty@mheby.com



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