



Operation/Maintenance Check List

To insure proper use, satisfaction, and longevity of your NO RAMP Trailer, follow these set up and maintenance procedures.

- ✓ Your NO RAMP Trailer is hitch height sensitive. To properly set adjustable coupler, disconnect from tow vehicle and lower trailer to “Down” position. Raise or lower jack stand until the tail of the trailer is on the ground, measure coupler height and set tow vehicle and trailer coupler/hitch height to match. Always set trailer as “Horizontally Level” as possible when in towing position.
- ✓ **Safety Lever:** Always tow with “Safety Lever” in the locked or forward position. The “Safety Lever” **must** be released to operate the lowering of the trailer.
- ✓ **Volt Meter:** Your NO RAMP Trailer has a Volt Meter/Battery Level indicator inside the systems box. Press the button to turn on for voltage reading, press button again to indicate battery charge level. Press button a third time to shut off.
- ✓ **Grease Zerks:** Like most trailers, your NO RAMP Trailer has **wheel bearing** zerks to be greased located on the outside of the wheel hub. Additionally, there are **deck side** zerks directly above the axle(s) for routine greasing. The **jack stand** and pivoting ends of the **hydraulic rams** also have zerks to be greased. **Fender hinges** also need to be greased. All to be done at 1st 500 miles, and routinely thereafter.
- ✓ **Electric Brakes:** Your NO RAMP Trailer comes stock with electric brakes. In and around 200 & 2000 miles take the wheels and hubs off and check for adjustments following the axle manufacturer’s recommendations located in your owner’s packet.
- ✓ **Lug Nuts:** Check lug nut tightness at first 50, 500, & 1000 miles and periodically thereafter. 110 lbs. torque. Especially check lug nuts frequently with **aluminum wheels**!
- ✓ **Coupler Bolts:** Check the adjustable coupler mounting nuts and bolts at first 50, 500, & 1000 miles and periodically thereafter.
- ✓ **Hydraulic Fluid;** Check hydraulic fluid level periodically, do not overfill, see full mark for proper level...about ½ tank when in towing position.
- ✓ Register your NO RAMP Trailer within 10 days of purchase using material provided inside of owners packet.

Thank you for your business.



Operation Trouble Shooting

Caution

- 1) Never attempt to lift loads greater than specified load capacity located on VIN tag.
- 2) Never loosen any hydraulic hose lines or fittings without first releasing pressure from the pump. Perform pressure relief procedure seen below.
- 3) Always protect pump and motor units from high pressure spray to avoid water contamination; change oil if water contamination is present.

Hydraulic Fluid

Use automatic transmission fluid (ATF) for best results, Dexron III/Mercon ATF.



Releasing Hydraulic Pressure

Before doing any type of hydraulic work on any NO RAMP trailer, the pressure needs to be released.

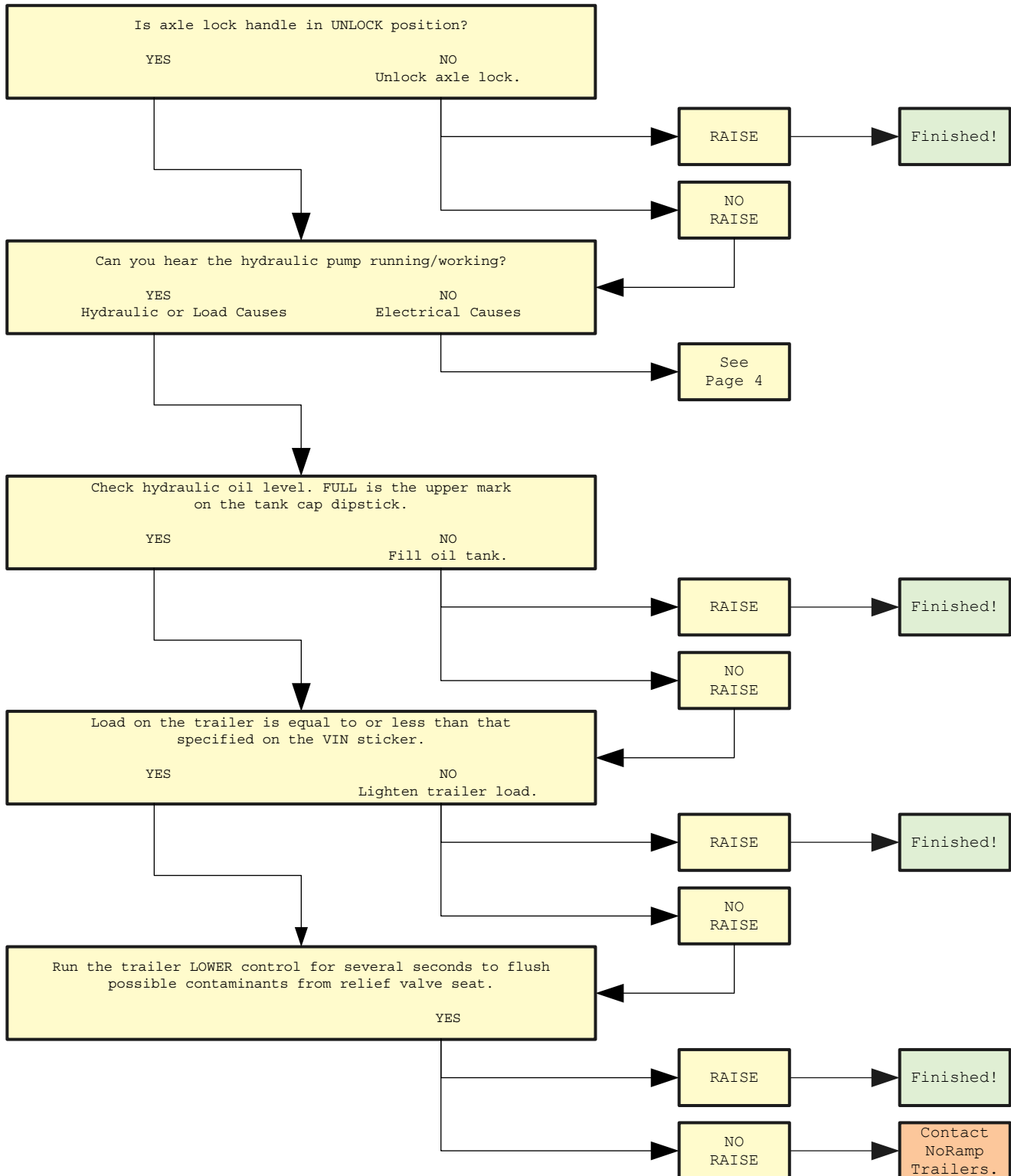
To do this, you need to lock the trailer in place to keep it from drifting to the ground. Do this with either the slide lock or block the back end of the trailer in the up position.

On the pump, there is a blue wire on the start solenoid. Remove the blue wire. Push the up/down button both ways. This releases the pressure from the cylinders and hoses. You can now remove any fittings or hoses.

Installation is in reverse order. Make sure all fittings are tight. Cycle axles up and down and deadhead the hydraulics. Make sure the reservoir is at least half full with Automatic Transmission Fluid.

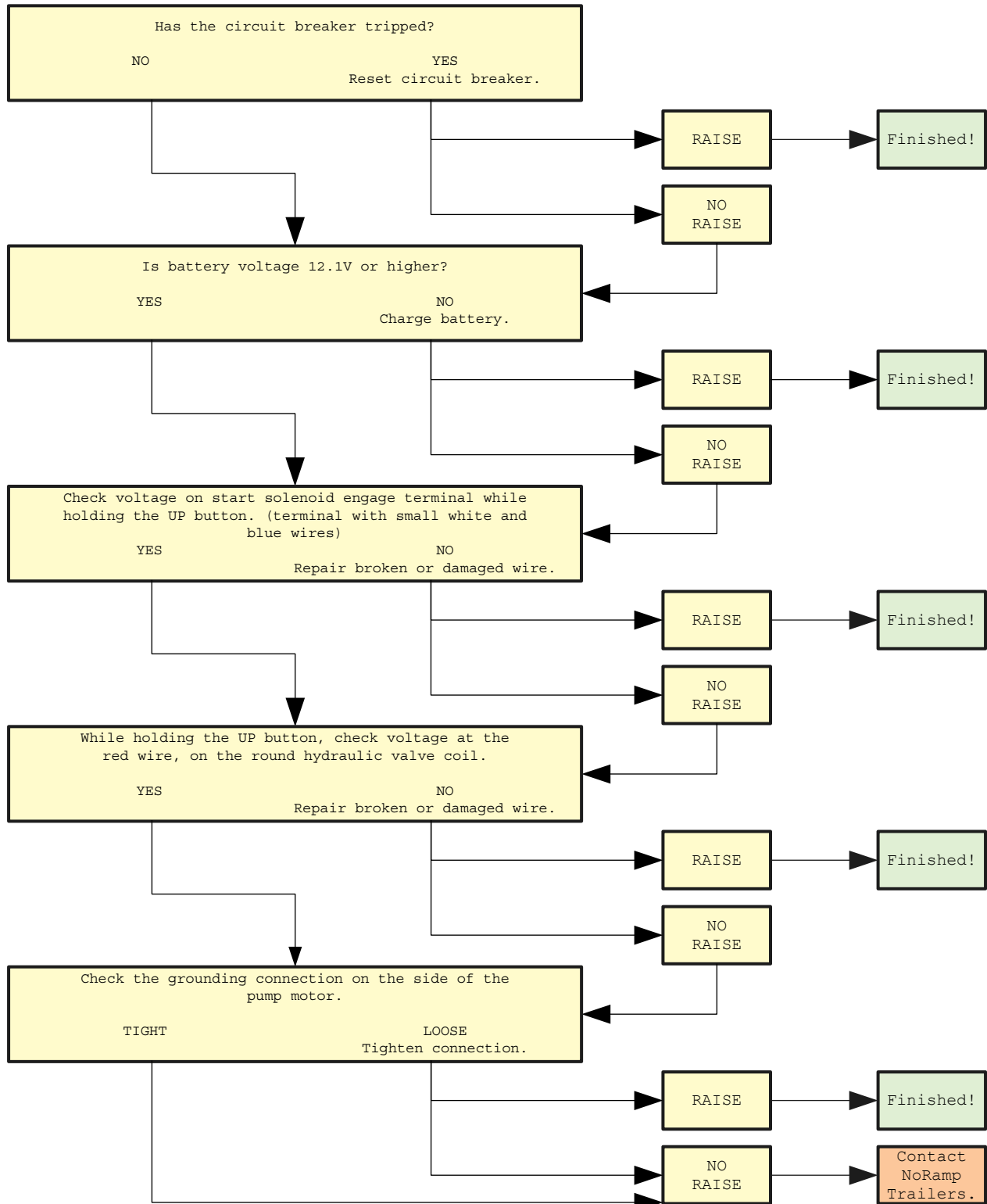
Trailer Raise Troubleshooting

7/2019



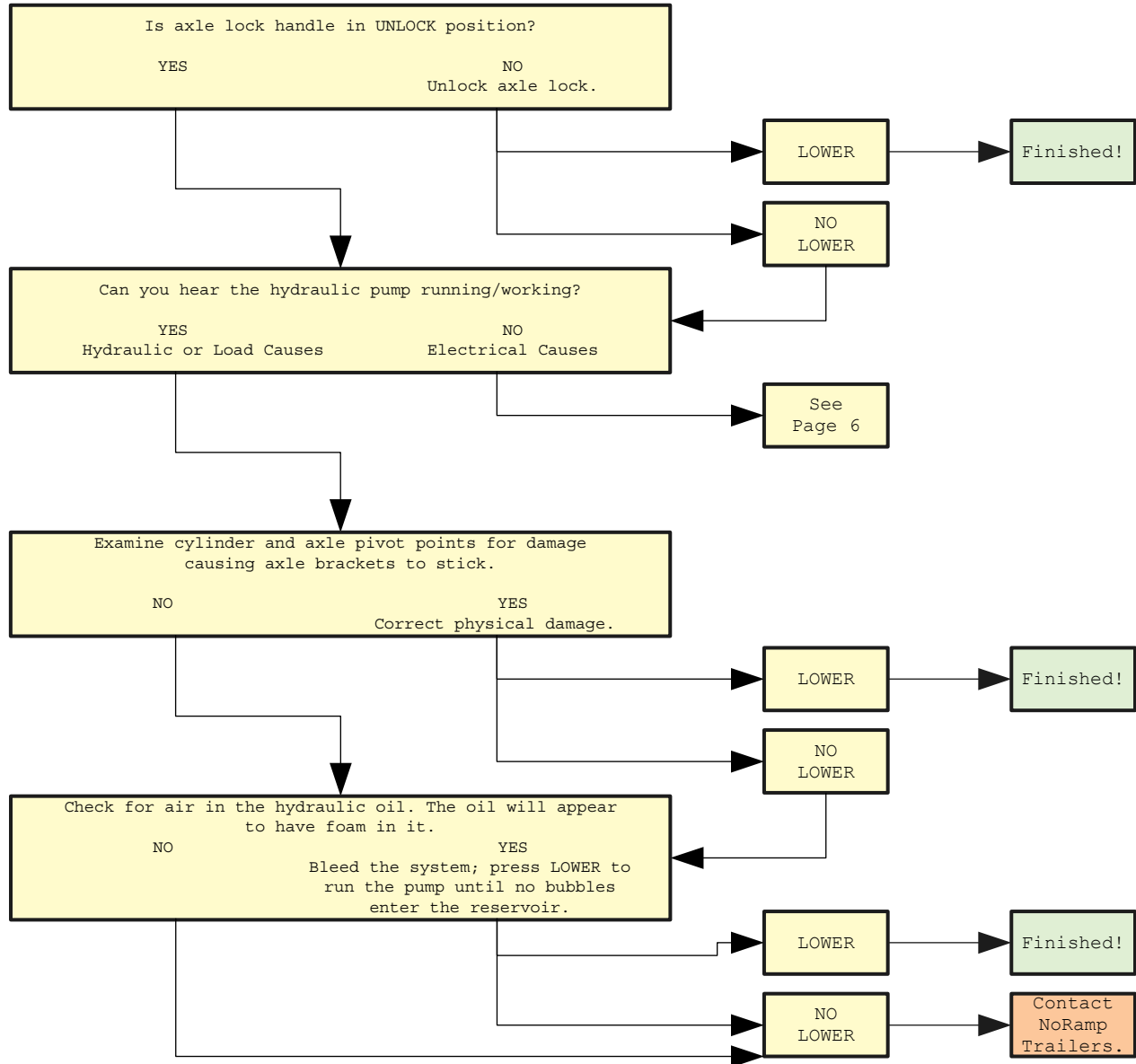
Trailer Raise Troubleshooting

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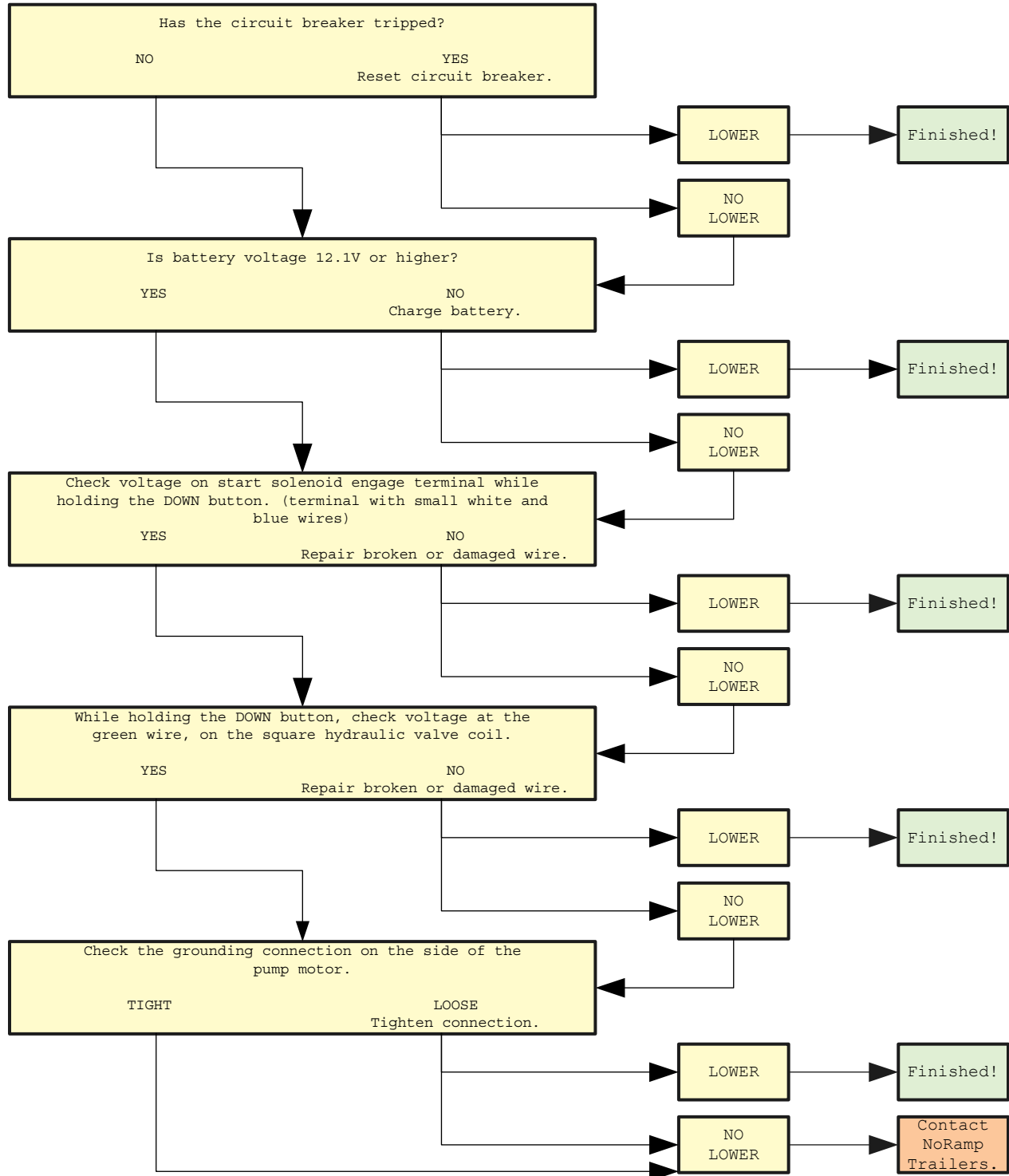
Trailer Lower Troubleshooting

7/2019



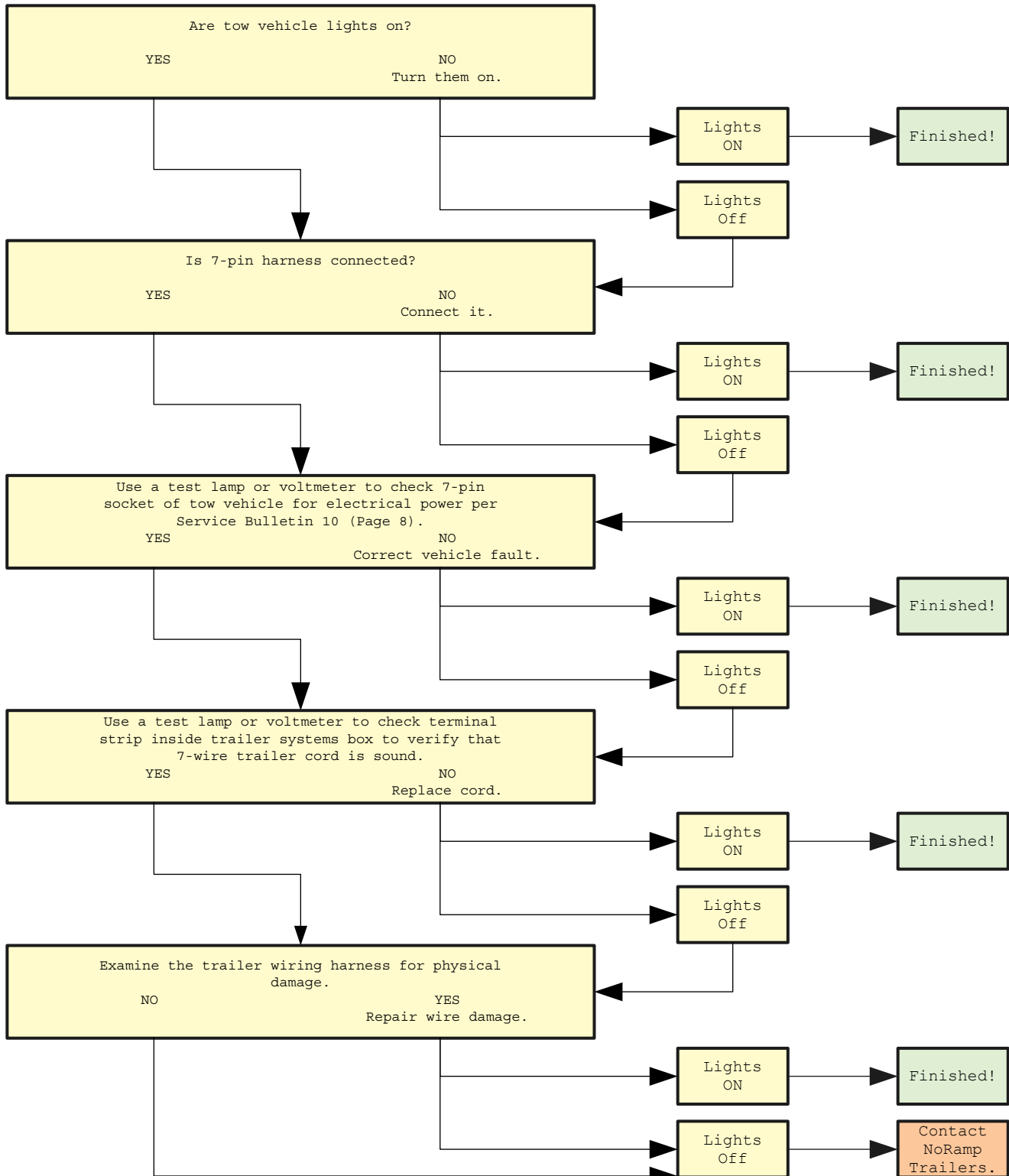
Trailer Lower Troubleshooting

7/2019



Trailer Light Troubleshooting

7/2019



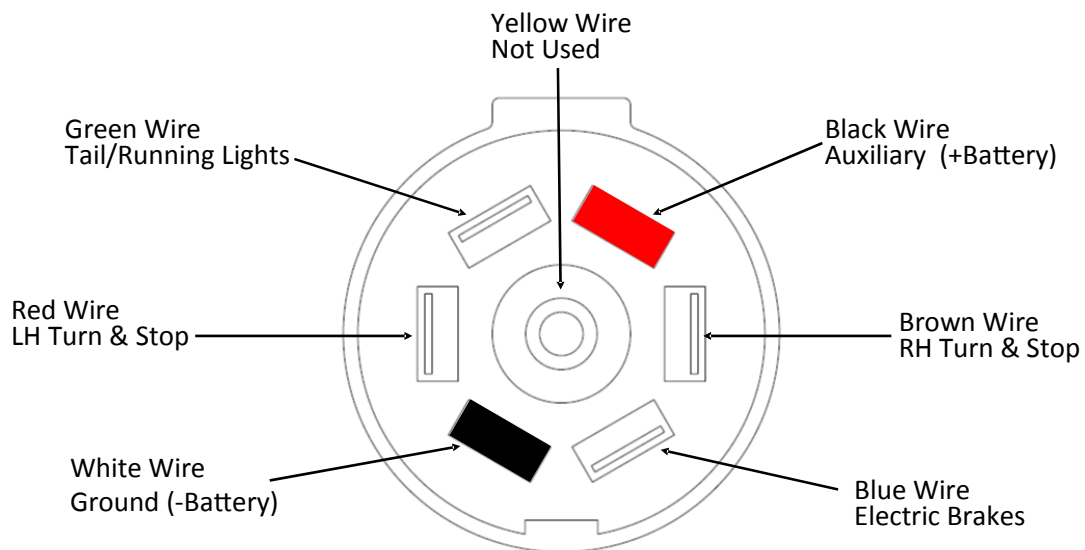


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Service Bulletin 10

Dec. 18 2017

Truck 7-Way Plug-In Diagram



Looking At Face of Truck Plug.

Test 1. Start truck then connect red test lead from electrical tester to the tab in the 10'clock position, next connect black test lead to the tab in the 7 o'clock position. We are looking for a 12-13 volt reading with the truck running. If there is no power the truck fuse needs to be checked or the truck needs wired/repared for it to properly charge the trailer.

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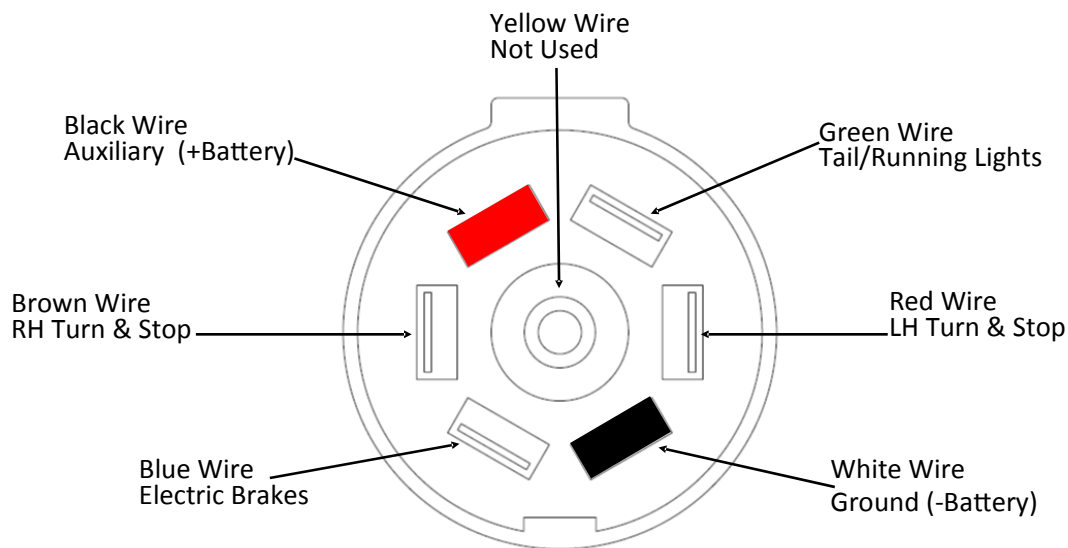


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Service Bulletin 14

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Trailer 7-Way Plug-In Diagram



Looking At Face of Trailer Plug.

To check the charging circuit on a NoRamp trailer, take a test light or electrical tester and check for power between the red & black tabs as indicated above. If power is detected then the trailer charging circuit is ok. If no power is detected then check for loose wires or a dead battery in the trailer.

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