
HYDRA BED

BY TRIPLE C, INC.



U.S. Patent No. 4564325

The Original Flatbed Bale Handler

TRIPLE C

INC

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Your **HYDRA BED®** represents an innovative solution to large round bale handling. The benefits of the patented flush-mount bale-handler as well as the utility of the flat bed are yours to use at any time.

As with any device designed to handle large round bales, some cautions are in order. Keep this manual with your **HYDRA BED®** at all times. Refer to it regularly.

NEVER exceed the manufacturer's gross vehicle weight or gross axle weight rating for your vehicle.

NEVER exceed the tire manufacturers gross weight rating.

NEVER allow yourself or anyone else to go near a bale or any other object that is suspended by any means, hydraulic, mechanical or other.

NEVER increase or decrease the factory relief valve setting. This action automatically voids all warranties and, under certain circumstances, could endanger the operator and/or bystanders.

NEVER operate the vehicle and **HYDRA BED®** on dangerous terrain.

NEVER operate the pump at engine speeds in excess of 3000 RPM or serious damage may result that will not be covered by warranty.

NEVER allow children or other unauthorized personnel access to the controls for your **HYDRA BED®**.

ALWAYS use sound judgement and common sense when operating your vehicle and **HYDRA BED®**.

ALWAYS attach trailers or equipment only to factory installed gooseneck hitch or rear drop hitch.

ALWAYS respect the weight of the load you are carrying and allow more stopping distance than normally required for empty truck.

ALWAYS make certain that there is no foreign material in the arm-receiving areas and/or the area where the arm-cross tube assembly comes to rest. Hydraulic pressure will be sufficient to cause damage if the arm assembly is placed in the stowed position over foreign material.

FILTER INTERCHANGE

FRAM.....P1653 WIX.....51551 LENZ.....CP-752-10
AC.....PF16 BALDWIN...BT 839-10 CASE.....S-62427

Hydraulic Fluid: Conoco Power Tran III or equivalent (10W hydraulic fluid)

Notes:

Feeding hay to hungry cattle without the proper equipment can be everything from frustrating to dangerous. So can life. You were looking for a better way to feed, when you found the **HYDRA BED®**. If you are looking for a better way to live your life, there is a solution to that problem also.

Like the **HYDRA BED®**, this solution can give you the power to do things you could never accomplish by your own strength. It's power comes from an unseen force, just as you can't actually see the hydraulic pressure powering your **HYDRA BED®**. The power, is made evident, though, when you tap it. It is always available and (unlike hydraulic pressure) has no limits.

Do you think maybe you don't fit the picture? Just as the **HYDRA BED®** fits various sizes of bales, this way fits any and every person who chooses it sincerely.

Now comes the contrast: We asked you to pay hard-earned money for your **HYDRA BED®**. In contrast, Jesus paid the full price for our eternal life when he willingly gave up his life on the cross for us.

That's right, He established a choice for us, either to live as part of this sinful world, or to freely accept His gift of life and then begin a new life in Him. I John chapter 5 verses 11 & 12 explain it clearly:

"This is the testimony, God has given us eternal life, and this life is in His son. He who has the Son, has life, he who does not have the Son of God does not have life."

Jesus understood livestock people like you and me. In fact he used a parable about sheep to explain the way to a good, full, happy life in John chapter 10. He knew how to relate to the herdsman and craftsmen of that time. The meaning of Isaiah chapter 53, verse 6 is as clear today as it was in Christ's time:

"We all like sheep have gone astray, each of us has turned to his own way, and the Lord has laid on Him the iniquity of us all."

Just like a ewe or a cow gone astray, we think only of our own way and desires. This is one way we all sin and are separated from God, just as straying separates an animal from its master. We must acknowledge to the Lord that we know we have sinned, and accept His saving grace for those sins. We must realize that He has borne our burden for us.

He promises to enter our hearts and be with us eternally. Revelation chapter 3 verse 20 says it very well:

"Here I am! I stand at the door and knock. If anyone hears my voice, and opens the door, I will come in and eat with him, and he with Me."

The decision is simple, the commitment is eternal, the blessings are incredible, and the choice is yours!

(Scripture references from New International Version)

HYDRA BED® OPERATING INSTRUCTIONS

TRIPLE C **HYDRA BED®** OPERATING INSTRUCTIONS for the loading and unloading of 1 or 2 large round bales weighing up to 2750 pounds each. (See cautions about exceeding gross vehicle weight, gross axle weight and /or gross tire weights on page #1 of this publication.)

- 1) Make certain that the upper surface of the unit is clear.
- 2) Engage pump control switch with engine idling. Indicator light will indicate pump activation.
- 3) Move "LOAD/UNLOAD" control forward. The complete arm assembly will raise out of the stowage areas and rotate rearward.
- 4) When the outer ends of the bale grabbing arms are at the center of the bale to be lifted, center "LOAD/UNLOAD" control. Arms will stop their motion.
- 5) To grab bale, pull "GRIP/RELEASE" control until arms have squeezed bale sufficiently. Center "GRIP/RELEASE" control.
- 6) To raise bale, pull "LOAD/UNLOAD" control until bale is resting solidly on the flat surface of the **HYDRA BED®**. Center "LOAD/UNLOAD" control.
- 7) If you desire to haul only 1 bale, turn off pump with the switch.
- 8) If you desire to haul a second bale, do not turn pump off, but push "LOAD/UNLOAD" control until the bale grabbing arms have released the bale. Center "LOAD/UNLOAD" control.
- 9) To load the second bale, repeat steps 3 through 5, then pull "LOAD/UNLOAD" control until bale #2 touches bale #1 and pushes it forward into firm contact with the headache rack. Center "LOAD/UNLOAD" control and shut off pump.
(FAILURE TO SHUT OFF PUMP WILL CAUSE IT TO BE DAMAGED AT HIGHWAY SPEEDS.)
- 10) To unload bales, turn on pump and reverse the previous steps 1 through 9.
- 11) To unroll bale, insert spinners in bushings near the outer end of the bale grabbing arms. Lock in place with lynch pins provided.
- 12) Grab bale in fashion previously described, making sure that the points of the spinners enter the bale at its exact center.
- 13) Load the bale as previously described.
- 14) Proceed to the unrolling site and unload the bale as previously described.
- 15) Raise bale 1 to 2 feet off of ground and remove twine or wrap.
- 16) Drive forward.
- 17) Lower bale until it begins to turn. If bale will not turn, push "GRIP/RELEASE" control slightly to allow bale to begin rotating.

- 18) Raise or lower bale as you drive to regulate the amount of hay unrolled. Speed of travel and gripping pressure contribute to unrolling performance.
- 19) **CAUTION:** BEFORE RETURNING ARMS TO THE STOWAGE POSITION, MAKE CERTAIN THAT THERE ARE NO BYSTANDERS NEAR THE **HYDRA BED®**, ESPECIALLY IN THE AREA WHERE THE ARMS AND REAR CROSS TUBES WILL COME TO REST. To return arms to their stowage areas, make certain that all hay and other foreign material is cleared from bed and cross tube stowage area. Move "GRIP/RELEASE" control until both arms are slightly open from 90 degrees to the cross tube. Move "LOAD/UNLOAD" control until spinners contact floor or arms are stowed. If spinners are not installed, squeeze arms against side of bed after they are in contact with their rests. Center all controls and shut off pump.

Notes:

SPECIAL OPERATION INSTRUCTIONS

The bale squeezing arms on your **HYDRA BED®** are activated by rephasing hydraulic cylinders. This feature insures that the arms will always move simultaneously and equally. If at any time, the arms get out of synchronization with each other, follow these steps to restore the correct spacing.

- 1) For a 100 Series **HYDRA BED®**, hydraulically move arms until they are vertical (straight up). For a 150 Series **HYDRA BED®**, hydraulically move arms to their rearward and down position.
- 2) Pull "GRIP/RELEASE" control to bring arms completely together.
- 3) Hold in gripping position for 20 to 30 seconds. This will rephase the cylinders and restore arms to correct relationship.
- 4) If at any time the arms do not rephase correctly after doing steps 1 through 3, check for foreign material in the arm base socket area. Rocks, dirt or hay may prevent the arm from full movement. Wash this area out thoroughly and repeat steps 1, 2, and 3 to restore correct synchronization.

After the first 50 hours or 1-month of operation and annually thereafter, the spin-on filter element should be replaced with a new element of same specifications; available from your dealer or Triple C, Inc.

Maintain hydraulic oil level to the check plug at the driver's side of reservoir. Do not overfill. Change hydraulic oil annually at filter change. To drain, remove filter element at the bottom of the reservoir. Replace and refill system with Conoco Power Tran III or equivalent (10W hydraulic fluid). Monthly, grease all grease fittings, and check belt tension. Replace the belt/belts annually.

EXTREME COLD WEATHER OPERATION: In temperatures below 10 degrees Fahrenheit, it may be necessary to allow the hydraulic oil to circulate through the system for several minutes with the pump ON to reach satisfactory operating temperatures. This should be done only with the vehicle engine running at a low idle. To increase the temperature more quickly, proceed with steps 1,2,3 of the section on rephasing above. If the system will be exposed to temperatures of -10 degrees or lower for extended periods of time, SAE 5 weight hydraulic oil should be installed. This lighter oil should be replaced with Conoco Power Tran III or it's equivalent (10W hydraulic fluid) as soon as temperatures rise out of this range.

Any unauthorized modification or change to your HYDRA BED® is done entirely at the owner's risk and will void the warranty on all components.

Your **HYDRA BED®** features a free-floating mechanism to facilitate unrolling frozen or lopsided bales. This same mechanism, by its design, does not allow the **HYDRA BED®** to exert downward pressure with its arms. Do not attempt to exert downward pressure with your **HYDRA BED®** bale engaging arms unless down pressure pin (3/8 x 2-1/2 grade 5 bolt) is in place. Do not attempt to move arms forward of perpendicular until this pin is removed.

Installation of *HYDRA BED*® to Truck Chassis

Tools Required:

15/16" wrench, 15/16" socket and ratchet or impact wrench, drill with 5/8" bit, welder and low-hydrogen rod or wire, combination square, hammer, pry bar, 7/16" socket and ratchet, wire pliers, Phillips screwdriver

Important Safety Notice:

Correct any leakage of liquid or vapors from any part of the fuel system before proceeding!

- A1) Completely remove all non-factory additions to frame of truck. (fifth-wheel or rear hitches, etc.)
- A2) Factory frame lengths on all 3/4-ton trucks are correct for installation of model HB-200 beds. If truck is not a 3/4-ton, measure from rear of cab to end of frame. If necessary, cut to the following dimension for the respective ***HYDRA BED*®** model:

*HB 100	80 inches from cab to end of truck frame
HB 2x0 Series	98 inches from cab to end of truck frame
*HB 3x0 Series	107 inches from cab to end of truck frame
*HB 550	131 inches from cab to end of truck frame

*No modification required for standard application

- A3) Using 5/8"x1-3/4" grade 5 bolts and lock nuts, mount front Level-Lok bed mounting brackets to truck frame approximately 3-1/2" from the rear of the cab. Install remaining Level-Loks at the center and rear of chassis. Refer to appropriate Level-Lok illustration. Where possible, install nuts to the inside of the frame. Tighten all bolts securely to 120 ft/lbs minimum. Square each Level-Lok bracket.
- A4) Lower ***HYDRA BED*®** into position between Level-Loks as far forward as possible without touching cab. The Level-Lok system will automatically level the ***HYDRA BED*®** front to rear and side to side.
- A5) Move ***HYDRA BED*®** back to a location 1-1/2" to 2-1/4" from cab. Verify that the ***HYDRA BED*®** frame is resting evenly on all 4 corners. Recheck squareness of each Level-Lok with truck and ***HYDRA BED*®** frames.
- A6) Ground welder to under side of ***HYDRA BED*®**, and weld Level-Loks to 6" channel main frame members of bed.
- A7) Connect ***HYDRA BED*®** wiring to truck chassis wiring using corrosion resistant connections.
- | <u>Tail Lights</u> | <u>Clearance Lights</u> |
|--------------------------------|-------------------------|
| Green Reverse light | Black Power |
| Yellow Turn signal, both sides | White Ground |
| White Independent Stop light | |
| Brown Tail light | |
- A8) Mount fuel fillers under edge of ***HYDRA BED*®**, keeping opening as high as possible to provide gravity flow of fuel to tank. Refer to drawing TC102.
- A9) Install rear mud flaps. Upper edge of flap is installed ahead of mud flap mounting bracket of ***HYDRA BED*®**. Trim all flaps to clear truck frame.
- A10) Manually lower ***HYDRA BED*®** arms to ground. Carefully release trapped air by manually moving control valve spool second from top.

LEVEL-LOK INSTALLATION

- B1) Normal position for front edge of front LEVEL-LOK, is 3-1/2" from back of cab. As some cabs are not mounted squarely on the chassis, it is advisable to measure back from the cab for the first location, and the second should be located from a reference point on the respective frame rail so that it will match the first.
- B2) Front and Rear LEVEL-LOKs shall set on truck frame. Center LEVEL-LOKs shall be positioned above truck frame to allow full contact with HYDRA BED® frame for welding.
- B3) Removal of the front box mounting tabs will be necessary with DLL-1 on chassis with prior factory box mounting.
- B4) Two wheel drive chassis may require more RISE to obtain adequate tire to bed clearance.
- B5) Some Chevy and GMC chassis with dual fuel tanks may require the front CLL-1's to be moved toward the rear of the chassis approximately 20".
- B6) A qualified welder using low-hydrogen rod or wire should weld the LEVEL-LOKs to the **HYDRA BED®** frame. The ground clamp of the welder should be attached to the **HYDRA BED®**, not to the chassis.
- B7) On trucks without overload springs, locate the center LEVEL-LOK in a position that will not interfere with possible later installation of overloads.
- B8) On pre 1994 Dodge Cab/Chassis, it is recommended that the factory installed frame offsets be unbolted and removed prior to installation of the LEVEL-LOKs.
- B9) On 1994 and newer Dodge 56" C/A single rear wheel chassis, it will be necessary to remove a portion of the lower inside flange at the rear of the frame to avoid interference with the Hydra Bed® drop hitch.

Notes:

Installation of Dash Bracket in Cab and Control Cables to Valve

Tools required:

Right angle drill with 11/16" hole saw, 1/4" bit and 1/16" bit; 7/16", 9/16", 3/4", open end wrenches; Wire stripping and crimping pliers; 12 Volt test light; silicone sealant

- C1) Lay back floor covering to expose steel floor pan at driver's side.
- C2) Drill appropriate number of 11/16" holes in floor pan for control cables to enter cab. Refer to illustration.
- C3) Install dash bracket to the left of the driver position. Refer to illustration.
- C4) Thread pump wire from dash bracket, through firewall using OEM rubber grommet (to protect from insulation damage) to pump location.
- C5) Wire switch and indicator light. Refer to drawing SK-100.
- C6) Thread control cables from floor pan holes, along frame, across transmission/transfer case to passenger side, behind cab and into appropriate holes in HYDRA BED® frame. Avoid sharp bends, especially in the first 14" from either end of the cable.
- C7) Mount cables in **HYDRA BED®** frame holes using 5/8 fine thread jam nuts. Hand tighten only. The "GRIP/RELEASE" function is controlled by the upper spool, "LOAD/UNLOAD" by the second spool, and the "T" handle auxiliary control by the lower spool. Check each cable for smooth operation.
- C8) Connect cables to valve handles using clevises and pins, making certain that cable will completely spool valve both directions. Refer to drawing TC107.
- C9) Mount cables in dash bracket using 5/8" fine thread jam nuts. Do not over tighten. Check cables for smooth operation.
- C10) Carefully secure cables to chassis, avoiding all hot, sharp and rotating parts. Seal cable entrance holes in cab with sealant.

It is the installer's responsibility to keep control cables, wiring harnesses and fuel lines away from exhaust system heat sources.

Notes:

Installation of Engine Mounting Kit

Tools and materials required:

3/8 drive US and metric socket set; US and Metric combination wrench set; 36" straightedge ruler, approximately 7 gallons of Conoco Power Tran III or equivalent hydraulic fluid.

- D1) Prepare truck for installation according to directions included in mounting kit.
- D2) Install mounting kit according to directions.
- D3) Install pump on pump plate using bolts provided. Make certain that the 1/4" spacer pad is between the pump and the plate. Snug pump bolts.
- D4) Using straightedge, align front face of pump pulley with front face of crankshaft pulley. When alignment is correct, tighten pump mount bolts.
- D5) Install belts and idler assembly if required. Tighten belts. You are transferring up to 15 Horsepower so belts must be tight.
- D6) Recheck pump alignment. Correct if necessary.
- D7) Route suction hose from hose barb on bottom of **HYDRA BED®** reservoir to inlet side of pump. Avoid all sharp edges and hot or moving components. Connect at each end with provided hose clamp, making certain that the inside of the hose has not become contaminated or obstructed during shipping or installation.
- D8) Route the pressure hose from the valve inlet at the top rear of the **HYDRA BED®** valve to the outlet of the pump. Tighten the JIC female swivel connector on each end. Do not use ANY thread sealer on these fittings. Do not overtighten. Avoid all sharp edges and hot or moving components. Make certain that the inside of the hose has not become contaminated or obstructed during shipping or installation.
- D9) Carefully secure hoses to chassis, avoiding all hot, sharp and rotating parts.
- D10) Lightly coat the gasket of the spin-on oil filter with clean oil. Carefully thread filter to body until gasket contact occurs. Hand tighten an additional 3/4 turn.
- D11) Connect the switched wire from the control panel in the cab to the lead on the pump clutch coil.
- D12) Fill the **HYDRA BED®** reservoir to the check plug on the driver's side of the oil reservoir at the front of the **HYDRA BED®** with clean, new Conoco Power Tran III or equivalent.

Notes:

Initial Start-Up and Run-In Procedure

For Your Safety

Please carefully follow ALL directions in the order listed.

Important Safety Notice: MANUALLY lower the Hydra Bed® arms to the most rearward position before proceeding!

- E1) With pump switch OFF, start the truck and carefully observe the pump installation for any interference with existing engine components. Correct any problems.
- E2) With the truck engine running at an idle, engage the pump clutch switch from the driver's seat. If the sound of the pump doesn't change, indicating oil flow, within 15 seconds from initial clutch engagement, turn pump clutch off and check oil supply at the inlet port of the pump.
- E3) When oil flow has begun through the system, allow the truck to run at an idle for two minutes with the clutch engaged. This will circulate the system oil through the filter, trapping any contamination.
- E4) Engage and disengage the switch 20 times with engine at an idle, and again 20 times with engine at 1500 RPM.

WARNING: DO NOT PROCEED WITH THESE INSTRUCTIONS UNTIL YOU VISUALLY VERIFY THAT THE BALE HANDLING MECHANISM IS IN IT'S FULL REARWARD (TOWARD GROUND, AWAY FROM TRUCK CAB) POSITION, THE OPERATOR IS IN THE DRIVER'S SEAT, AND THAT NO OTHER PERSONNEL ARE WITHIN TEN FEET OF ANY PORTION OF THE TRUCK AND/OR HYDRA BED® !!

NOTE: Your **HYDRA BED®** hydraulic system is designed to INTERNALLY bleed any and all accumulated air. It is NEVER necessary to loosen ANY fittings to allow trapped air to escape.

- E5) With engine idling and clutch engaged, push the "LOAD/UNLOAD" control. This will send oil to the base end of the main lift cylinder. Because you have previously lowered the arms completely to the ground, manually, the cylinder is already fully extended. There should be NO movement of the bale handling assembly during this activity. The cylinder will internally allow trapped air to exit at the rod end port. After 20 to 30 seconds, the engine will pull down noticeably, indicating that the air is purged from the cylinder and it is now filled with oil. NOTE: Your **HYDRA BED®** hydraulic system is designed to INTERNALLY bleed any and all accumulated air. It is NEVER necessary to loosen ANY fittings to allow trapped air to escape.
- E6) Pull the "LOAD/UNLOAD" control to bring the arms to their forward position. This will evacuate any trapped air pockets.
- E7) For a 100 Series **HYDRA BED®**, push the "LOAD/UNLOAD" control to hydraulically move the arms to the vertical (straight up) position.

For a 150 Series **HYDRA BED®**, push the "LOAD/UNLOAD" control to hydraulically move the arms to the rearward and down position.

- E8) Pull the "GRIP/RELEASE" control. The driver's side arm should begin to move in. When it is completely in, the passenger side arm should also begin to move in. (During this operation, the engine will be pulling down, as it will take 700 to 1000 psi to complete this operation.)
- E9) Pull and hold the "GRIP/RELEASE" for a minimum of 30 seconds after both arms are fully in.
- E10) Push the "GRIP/RELEASE" control to spread the arms out and repeat step E9, this time engaging and disengaging the clutch switch 20 to 30 times and varying the engine RPM from idle to 2000 RPM during the 30-second period. NOTE: Your HYDRA BED® hydraulic system is designed to INTERNALLY bleed any and all accumulated air. It is NEVER necessary to loosen ANY fittings to allow trapped air to escape.
- E11) Repeat step E10, concluding the step with the arms slightly out from 90 degrees to the rear cross tube.
- E12) Pull the "LOAD/UNLOAD" until the arms are 1/2 inch above the home or stowed position.
- E13) Measure the distance from each arm to the edge of the **HYDRA BED®**. If the distances are not equal, raise the arms and repeat step E9.
- E14) If the distances are still not equal, push the "LOAD/UNLOAD" control to stand the arms straight up.
- E15) Loosen the locknut on the passenger arm cylinder rod end clevis and turn the rod into or out of the clevis to adjust the arm to bed distance. Repeat step E9, spread arms to beyond 90 degrees, recheck distances from arms to bed. Readjust clevis if necessary. Tighten the locknut when the distances are equal.
- E16) Pull the "LOAD/UNLOAD" to take the arms to their home or stowed position. Pull the "GRIP/RELEASE" control to grip the bed with arms. Turn off the pump switch and the truck engine.
- E17) REFILL the reservoir to the check plug. (Total capacity of the system is approximately 7 gallons.) Check the pump installation for belt tension and alignment. Check all connections for leakage. Recheck the hose and cable routing and fastenings.
- E18) Activate the appropriate control to relieve any trapped pressure at the hydraulic quick couplers at the rear of the bed. Connect a 3000-psi hydraulic pressure gauge to a coupler. Start the truck engine and engage the pump. Activate the hydraulic control to pressurize the coupler to which the gauge is connected. Have an assistant read the gauge while the truck is running at approximately 1500 rpm. Pressure should be 2450 to 2550-psi. Contact the factory if readings do not fall within this range.

Notes:

PROBLEM SOLVING GUIDE

LACK OF LIFTING OR SQUEEZING POWER:

1. With hood open, and the arms in the vertical position, have an assistant hold the "GRIP/RELEASE" control to bring the arms together completely. Watch for belt slippage, the most common cause of this condition.
2. With engine turned off, check for heating of the electric clutch on the pump. Also check for the required 12 volts at the clutch.
3. Check for clutch slippage by making a mark on the round center front clutch plate to the front face of the clutch pulley with the clutch engaged and the engine off. Then start the engine without disengaging the clutch, and pressurize the system as described in E8 on page 27. The mark should stay lined up or nearly so. Any oil or foreign material in the clutch will cause slippage.
4. If none of the above correct the problem, consult your dealer or the factory.

IMPROPER SYNCHRONIZATION OF ARMS:

1. See E7 through E9 on pages 26 and 27.
2. Dirt, hay or other debris may be built up in the area directly behind the base of the arm. Clean and wash this area out thoroughly.
3. Internal cylinder leakage will also cause this condition, consult dealer or factory.
4. System pressure below the factory setting of 2500 PSI may hinder proper rephasing. Plug a 3000 PSI hydraulic pressure gauge into one quick coupler and check pressure.

UNUSUAL NOISE, OR ERRATIC PERFORMANCE:

1. Normally caused by inadequate or contaminated oil. Drain and replace oil and filter with recommended products.
2. Pump hoses damaged or loose, reattach in secure position, replace with equivalent if necessary.

ADDITIONAL TROUBLE SHOOTING INFORMATION

NO OIL FLOW FROM PUMP

No electrical power to pump.....	Check and resolve
No oil in reservoir.....	Fill with proper fluid
Complete blockage in suction hose.....	Remove obstruction
No belts on pump.....	Install proper belts
Complete failure of clutch.....	Replace clutch

SLOWER THAN NORMAL OPERATION OF UNIT

Belts tension inadequate.....	Tighten belts
Hole in suction hose.....	Replace hose
Clutch slipping.....	Check electrical supply or replace clutch
Abnormally low ambient temperature.....	Replace oil with 5W single grade hydraulic oil
Control valve not fully spooled.....	Manually operate valve with control cable disconnected. Replace cable if defective.
Cylinder seal failure.....	Are all functions affected? Does the load settle rapidly or slowly? Is there external oil leakage from the cylinder? Reseal cylinder with correct seal kit.

Notes:

WARRANTY

No warranty claims will be processed without the return of properly completed warranty card found at the front of each *HYDRA BED*[®] and Hydra-Line owner's manual.

Triple C, Inc. warrants for a period of two years from date of shipment, the goods manufactured by it to be free from defects in material and workmanship when properly installed, carefully operated and carefully maintained. If within two years from shipment any of the goods fail to so conform, or is found to have been defective in material or workmanship when shipped as determined by Triple C, Inc., such defective goods shall, at Triple C, Inc.'s option, either be repaired or replaced by Triple C, Inc., F.O.B. Sabetha, Kansas. Merchandise not of Triple C, Inc. will give the purchaser the benefit of such adjustment as it can make with the manufacturer.

Warranty is not extended to cover breakage of wear parts, nor does it include any breakage or wear due to the fault of the operator or failure to lubricate and properly care for the equipment.

Triple C, Inc. is not responsible for damage to its products through improper installation, maintenance, use or attempts to operate it above its rated capacity, intentionally or otherwise, or for unauthorized repairs. Any failure to notify Triple C, Inc. of unsatisfactory operation, or any improper or unauthorized installation, maintenance, use, repairs, or adjustments, shall terminate this warranty and shall relieve Triple C, Inc. from any further responsibility thereunder.

Triple C, Inc. shall not be liable for special or consequential damages in any claim, action, suit or proceeding arising under this warranty or the Contract of Sale, nor shall there be any liability thereunder for claims for labor, loss of profits or good will, repairs or other expenses incidental to replacement. Triple C, Inc.'s guarantee and liabilities thereunder are limited as stated above.

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