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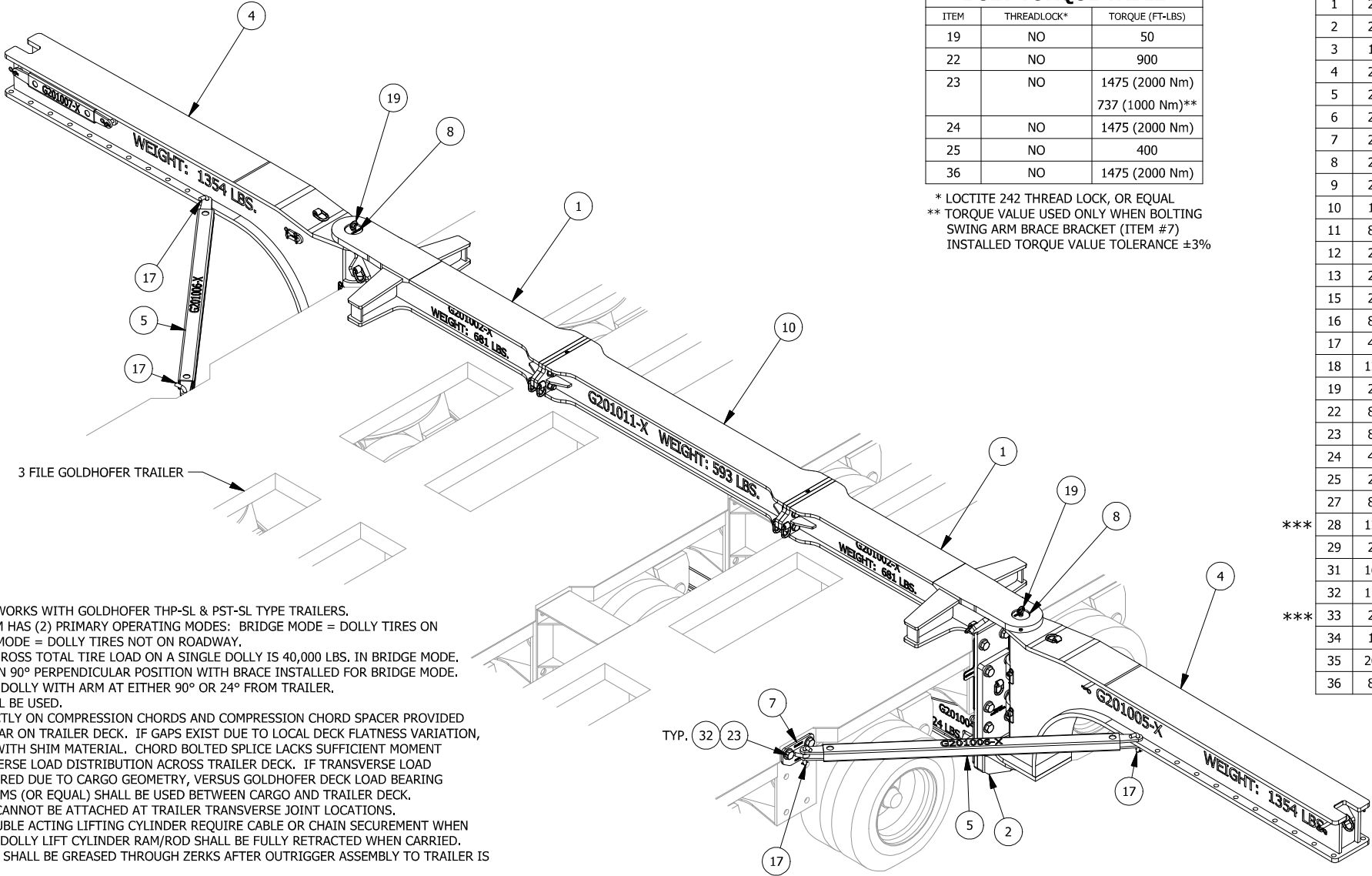
NOTES:

1. OUTRIGGER ASSEMBLY WORKS WITH GOLDHOFFER THP-SL & PST-SL TYPE TRAILERS.
2. THE OUTRIGGER SYSTEM HAS (2) PRIMARY OPERATING MODES: BRIDGE MODE = DOLLY TIRES ON ROADWAY; PAVEMENT MODE = DOLLY TIRES NOT ON ROADWAY.
3. MAXIMUM ALLOWABLE GROSS TOTAL TIRE LOAD ON A SINGLE DOLLY IS 40,000 LBS. IN BRIDGE MODE.
4. SWING ARMS MUST BE IN 90° PERPENDICULAR POSITION WITH BRACE INSTALLED FOR BRIDGE MODE.
5. SWING ARM CAN CARRY DOLLY WITH ARM AT EITHER 90° OR 24° FROM TRAILER.
6. NO DOLLY BRAKES SHALL BE USED.
7. CARGO MAY BEAR DIRECTLY ON COMPRESSION CHORDS AND COMPRESSION CHORD SPACER PROVIDED THESE COMPONENTS BEAR ON TRAILER DECK. IF GAPS EXIST DUE TO LOCAL DECK FLATNESS VARIATION, GAPS SHALL BE FILLED WITH SHIM MATERIAL. CHORD BOLTED SPICE LACKS SUFFICIENT MOMENT STRENGTH FOR TRANSVERSE LOAD DISTRIBUTION ACROSS TRAILER DECK. IF TRANSVERSE LOAD DISTRIBUTION IS REQUIRED DUE TO CARGO GEOMETRY, VERSUS GOLDHOFFER DECK LOAD BEARING SURFACE LIMITS, W-BEAMS (OR EQUAL) SHALL BE USED BETWEEN CARGO AND TRAILER DECK.
8. OUTRIGGER ASSEMBLY CANNOT BE ATTACHED AT TRAILER TRANSVERSE JOINT LOCATIONS.
9. DOLLIES WITH NON-DOUBLE ACTING LIFTING CYLINDER REQUIRE CABLE OR CHAIN SECUREMENT WHEN DOLLIES ARE CARRIED. DOLLY LIFT CYLINDER RAM/ROD SHALL BE FULLY RETRACTED WHEN CARRIED.
10. SWING ARM HINGE PINS SHALL BE GREASED THROUGH ZERKS AFTER OUTRIGGER ASSEMBLY TO TRAILER IS COMPLETE.
11. PREFERRED DOLLY TIRE SIZE IS 235/75R17.5 FOR IMPROVED TIRE TO ROAD CLEARANCE WHEN CARRYING DOLLIES. ALTERNATELY, DOLLY TIRES CAN BE 275/70R22.5.
12. SEE SHEET 9 OF 12 FOR SHIM INSTALLATION CRITERIA.
13. THE GUIDELINES ESTABLISHED IN NOTES 14 & 15 BELOW ASSUME A SIMPLIFIED INDEPENDENT HYDRAULIC SUSPENSION CIRCUIT FOR THE DOLLIES. IN OTHERWORDS, THE DOLLY SUSPENSION OIL AND PUMP SYSTEM ARE NOT PART OF THE MODULAR TRAILER HYDRAULIC SUSPENSION CIRCUIT WHICH WOULD REQUIRE AN INTEGRATED PRESSURE COMPENSATION SYSTEM.
14. IN BRIDGE MODE, THE TRAILER SYSTEM STABILITY SHALL BE PROVIDED BY THE MODULAR TRAILER (3) EACH HYDRAULIC SUSPENSION ZONES. ALL DOLLY SUSPENSION CYLINDERS SHALL BE ON A SINGLE HYDRAULIC ZONE WITH EQUALIZATION BETWEEN ALL CYLINDERS. THE DOLLY SUSPENSION ZONE PROVIDES NO TIPPING STABILITY TO TRAILER ASSEMBLY. THE GOLDHOFFER STABILITY TRIANGLE CENTER OF PRESSURE SHALL BE COINCIDENT WITH THE DOLLY SUSPENSION ZONE CENTER OF PRESSURE.
15. MODULAR TRAILER RIDE HEIGHT SHALL BE SET PRIOR TO LOADING DOLLIES. ONCE DOLLY HYDRAULIC SUSPENSION ZONE IS PRESSURIZED, MAIN TRAILER SUSPENSION RIDE HEIGHT SHALL NOT BE CHANGED NOR SHALL DECK LEVEL ADJUSTMENTS BE MADE BY OPERATOR. OPTIMUM RIDE HEIGHT POSITIONS DOLLY SUSPENSION CYLINDER AT MID STROKE WITH LEVEL TRAILER DECK CONDITION.
16. SELECTED DOLLY ADAPTER POSITION ON SWING ARM SHALL BE COMMON FOR ALL SWING ARMS.
17. OUTRIGGER ASSEMBLY TO TRAILER BOLTED CONNECTION RELIES ON FRICTION ONLY. HARDWARE SHALL BE TORQUED AS SPECIFIED.
18. CONNECTION HARDWARE (ITEMS 24 & 25) FOR ITEM 3 SHALL BE INSTALLED PRIOR TO PRE-TENSIONING CONNECTION HARDWARE (ITEMS 23 & 36) TO TRAILER FRAME.
19. TIRE TO TENSION CHORD (ITEM #3) CLEARANCE AT EXTREME TURNING ANGLE (MIN. TRAILER TURN RADIUS) IS MARGINAL AT TRAILER ENDS. TIRE TREAD CORNER MAY ACTUALLY RUB DEPENDING ON SUSPENSION RIDE HEIGHT. THIS CONSTRAINT SHOULD BE CHECKED PRIOR TO SERVICE TO ESTABLISH CONFIGURATION SPECIFIC TURN LIMITS IF NECESSARY. IF ADDITIONAL TIRE TO TENSION CHORD CLEARANCE IS REQUIRED AT EXTREME TURNING ANGLE OPERATING CONDITION, THE 3 FILE TENSION CHORD, PART #G201004 WITH PRODUCTION SEQUENCE #5 OR GREATER (FABRICATED IN ACCORDANCE WITH DWG. #G201004 Rev 2) SHALL BE USED AT EXTREME ENDS OF TRAILER.
20. FOR PAVEMENT MODE WITH SWING ARMS ROTATED INWARD AND DOLLIES BEING CARRIED, THE MAXIMUM DOLLY SELF WEIGHT SHALL NOT EXCEED 4,000 LBS. PER DOLLY.
21. SWING ARM BRACE (ITEMS 5 & 6) AND LINK PLATE (ITEM 15) MAY BE MOUNTED ON EITHER SIDE OF SWING ARM (ITEM 4).

G201001 - SWING TYPE OUTRIGGER ASSEMBLY - 3 FILE TRAILER CONFIGURATION

APPROX. WEIGHT: 5759 LBS.±

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BOLT TORQUE TABLE

ITEM	THREADLOCK*	TORQUE (FT-LBS)
19	NO	50
22	NO	900
23	NO	1475 (2000 Nm) 737 (1000 Nm)**
24	NO	1475 (2000 Nm)
25	NO	400
36	NO	1475 (2000 Nm)

* LOCTITE 242 THREAD LOCK, OR EQUAL
** TORQUE VALUE USED ONLY WHEN BOLTING
SWING ARM BRACE BRACKET (ITEM #7)
INSTALLED TORQUE VALUE TOLERANCE ±3%

PARTS LIST

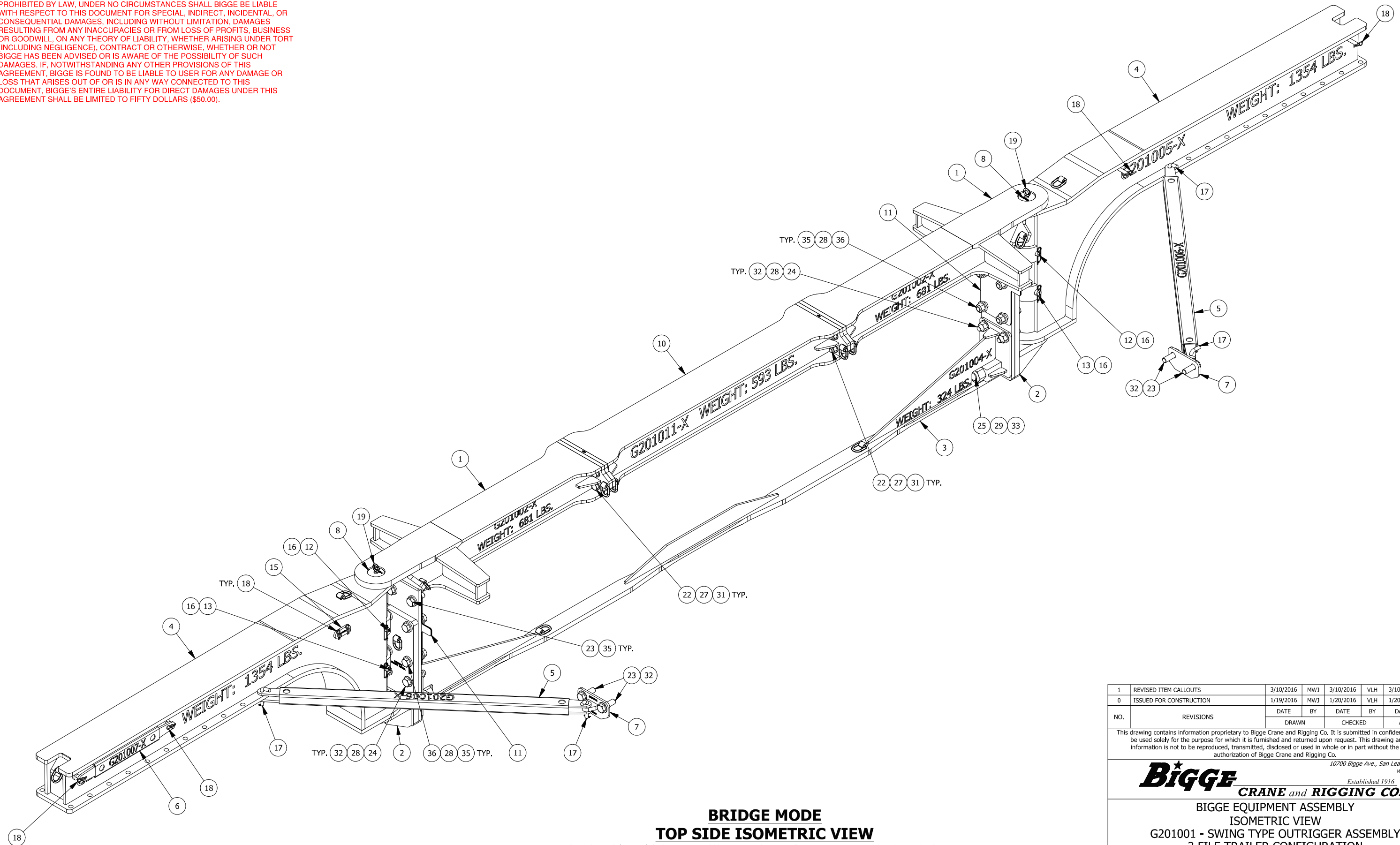
ITEM	QTY	PART No.	DESCRIPTION	WEIGHT EA (LBS)
1	2	G201002	COMPRESSION CHORD	680.57
2	2	G201003	BOTTOM HINGE	165.64
3	1	G201004	3 FILE TENSION CHORD	323.90
4	2	G201005	SWING ARM	1353.56
5	2	G201006	SWING ARM BRACE - TYPE 1	46.35
6	2	G201007	SWING ARM BRACE - TYPE 2	20.99
7	2	G201008	SWING ARM BRACE BRACKET	7.85
8	2	G201009	SWING ARM TOP PIVOT PIN	35.50
9	2	G201010	SWING ARM BOTTOM PIVOT PIN	37.77
10	1	G201011	3 FILE COMPRESSION CHORD SPACER	593.27
11	8	G201012	SHIM PLATE, 1/16"	3.33
12	2	G201013	PIN - TYPE 1	1.96
13	2	G201014	PIN - TYPE 2	3.61
15	2	G201017	LINK PLATE	1.09
16	8	509	WESTERN WIRE SAFETY PIN - 7/8" x 2 3/4" INSIDE CLEAR., OR EQUAL	.04
17	4	90146A214	MCMaster-CARR BENT HITCH PIN, Ø3/4" x 3 1/2" USEABLE LENGTH, ZINC PLATED OR EQUAL	.85
18	12	98335A084	MCMaster-CARR HAIRPIN COTTER - 5/8" TO 3/4", 9/64" WIRE, OR EQUAL	.03
19	2	9900217	CROSBY EYE BOLT STOCK #S-279 (2,600 WLL), OR EQUAL	.30
22	8		HEX HEAD CAP SCREW, 1"-8 UNC x 3.5", SAE J429 GRADE 8, ZINC COATED	1.11
23	8		HEX HEAD CAP SCREW, M30-3.5 x 90, DIN 933, (CLASS 10.9), ZINC COATED	1.68
24	4		HEX HEAD CAP SCREW, M30-3.5 x 130, DIN 931, (CLASS 10.9), ZINC COATED	2.17
25	2		SOCKET HEAD CAP SCREW, 2"-4.5 UNC x 10", ASTM A574, ZINC COATED	12.23
27	8		HEX NUT, 1"-8 UNC, SAE J995 GRADE 8, ZINC COATED	.33
28	12		HEX NUT, M30-3.5, DIN 267 CLASS 10, ZINC COATED	.57
29	2		HEAVY HEX NUT, 2"-4.5 UNC, ASTM A194 - GRADE 2H, ZINC COATED (NO OVERTAP)	3.34
31	16		WASHER, 1", SAE THRU HARDENED, ZINC COATED	.09
32	11		WASHER, 1 1/4", SAE THRU HARDENED, ZINC COATED	.16
33	2		WASHER, 2", SAE THRU HARDENED, ZINC COATED	.38
34	1	GPOR2CR-EA	AMSOIL SYNTHETIC POLYMERIC OFF-ROAD GREASE NLGI#2, 15 oz CARTRIDGE, OR EQUAL	
35	20		FLAT WASHER, 1 1/4", ASTM F436, STRUCTURAL, THRU HARDENED, EXTRA THICK, ZINC COATED	.35
36	8		HEX HEAD CAP SCREW, M30-3.5 x 140, DIN 931, (CLASS 10.9), ZINC COATED	2.29

***HEX HEAD CAP SCREW, 1 1/4"-7 UNC x 5.5", SAE J429 GRADE 8, ZINC COATED AND
HEX NUT, 1 1/4-7 UNC, SAE J995 GRADE 8, ZINC COATED MAY BE USED AS AN
ALTERNATE FOR ITEMS 24, 28, AND 36.

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4	REVISED NOTES AND OVERALL WEIGHT	1/12/2017	MWJ	1/20/2017	VLH	1/20/2017	VLH
3	REVISED NOTE #20, ADDED ASTERISKS TO ITEM 36	4/13/2016	MWJ	4/13/2016	VLH	4/13/2016	VLH
2	REVISED OVERALL WEIGHTH & WEIGHT OF ITEM #3; REVISED NOTE #15; ADDED NOTE #21	3/21/2016	MWJ	3/21/2016	VLH	3/21/2016	VLH
1	ADDED ITEMS 35 & 36, REVISED NOTE, REVISED TORQUE TABLE, REVISED QUANTITIES FOR ITEMS 24 & 32	3/10/2016	MWJ	3/10/2016	VLH	3/10/2016	VLH
0	ISSUED FOR CONSTRUCTION	1/19/2016	MWJ	1/20/2016	VLH	1/20/2016	VLH
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SCALE: (U.N.O)	SIZE	PROJECT No.	DWG. No.	SHEET	REV.		
NTS	B		G201001	1 of 12	4		


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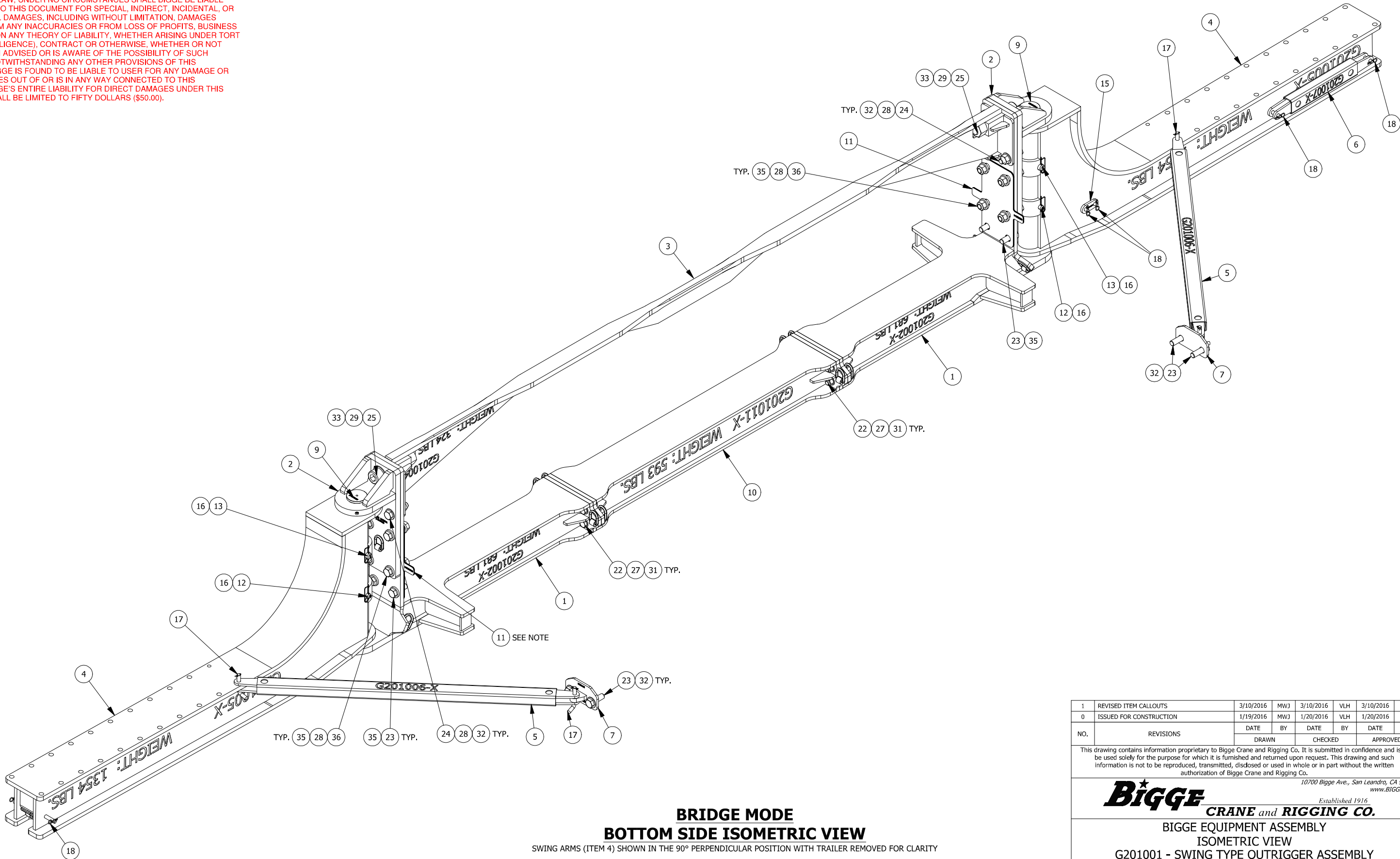
BRIDGE MODE

TOP SIDE ISOMETRIC VIEW

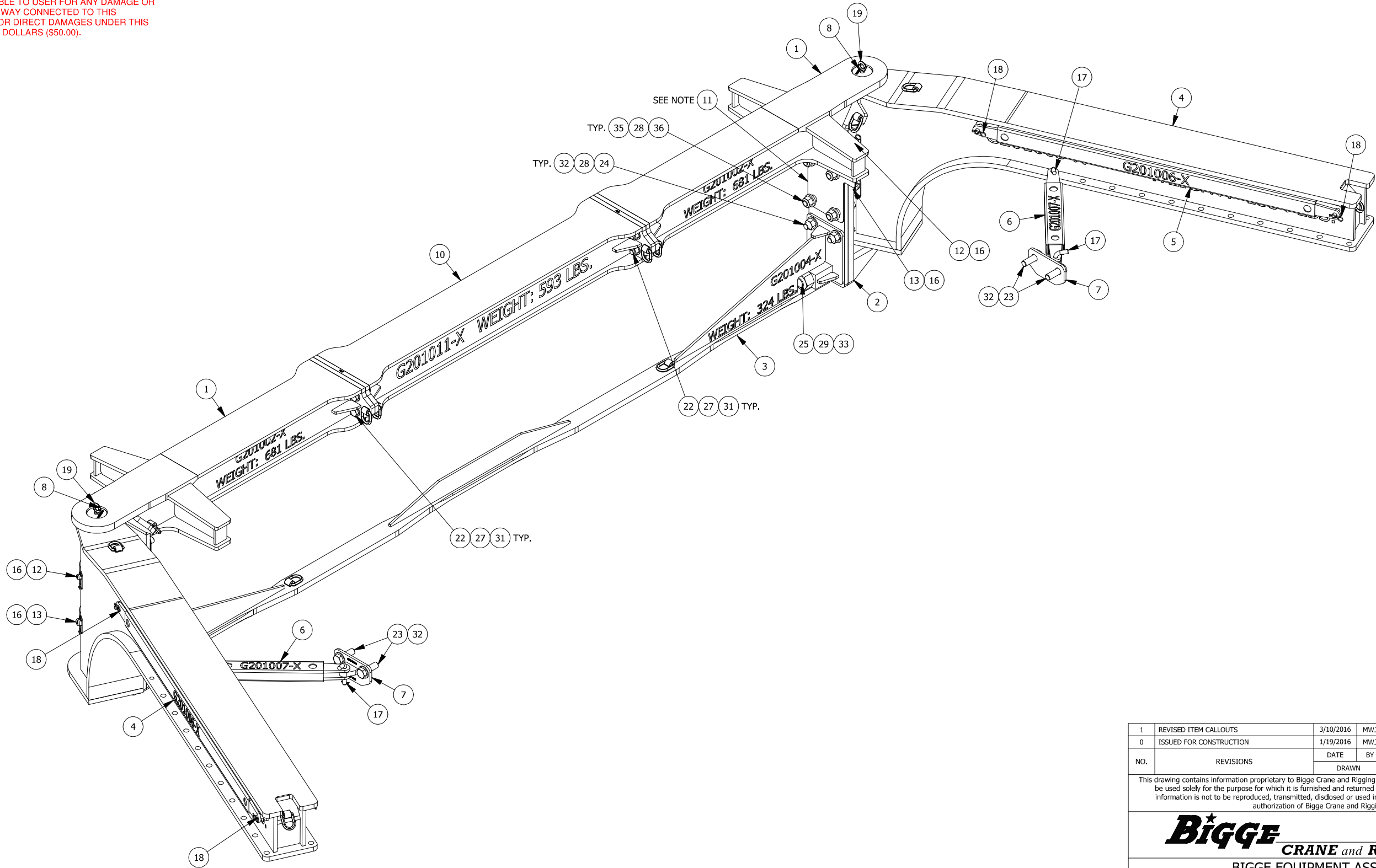
SWING ARMS (ITEM 4) SHOWN IN THE 90° PERPENDICULAR POSITION WITH TRAILER REMOVED FOR CLARITY

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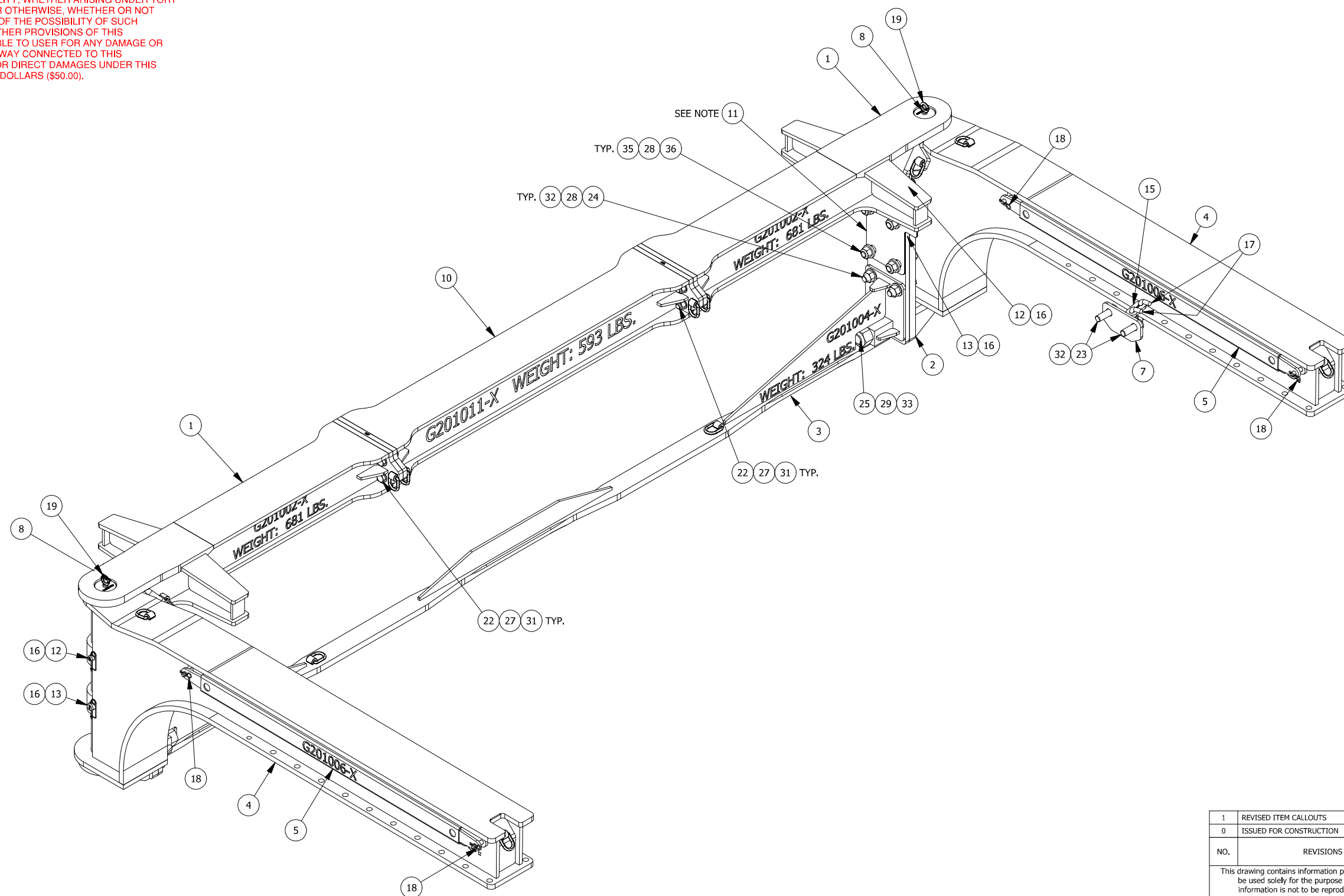


PAVEMENT MODE "A"
TOP SIDE ISOMETRIC VIEW

SWING ARMS (ITEM 4) SHOWN IN THE 24° POSITION FOR MIN. WIDTH WHEN DOLLIES ARE CARRIED WITH TRAILER AND DOLLIES REMOVED FOR CLARITY


1	REVISED ITEM CALLOUTS		3/10/2016	MWJ	3/10/2016	VLH	3/10/2016	VLH
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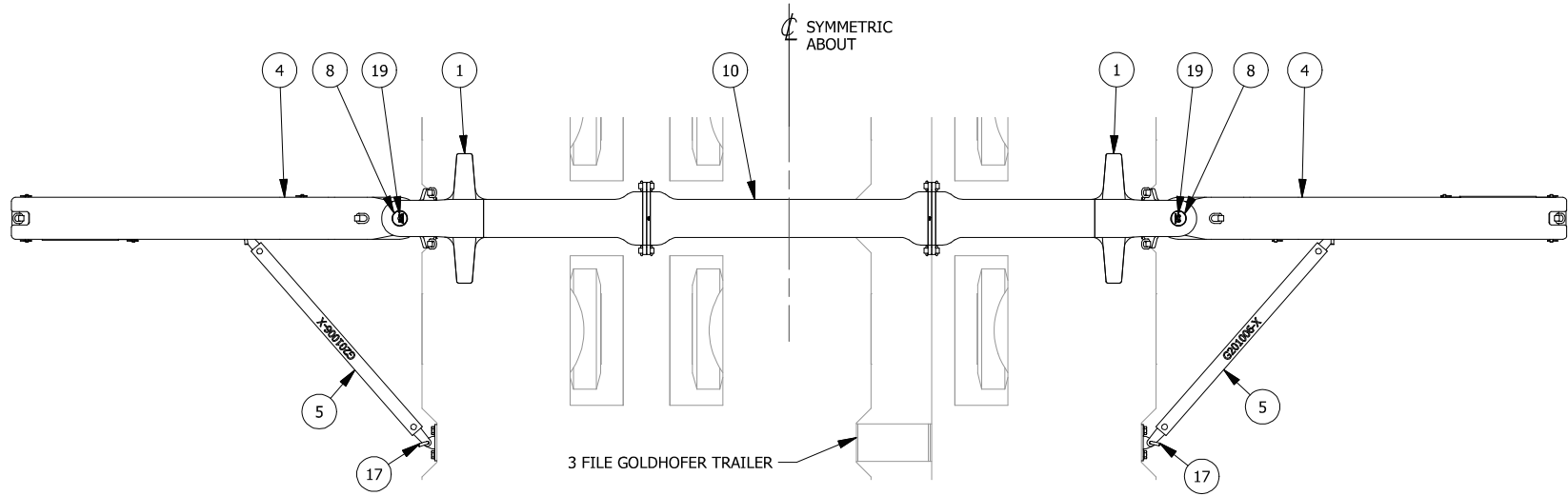
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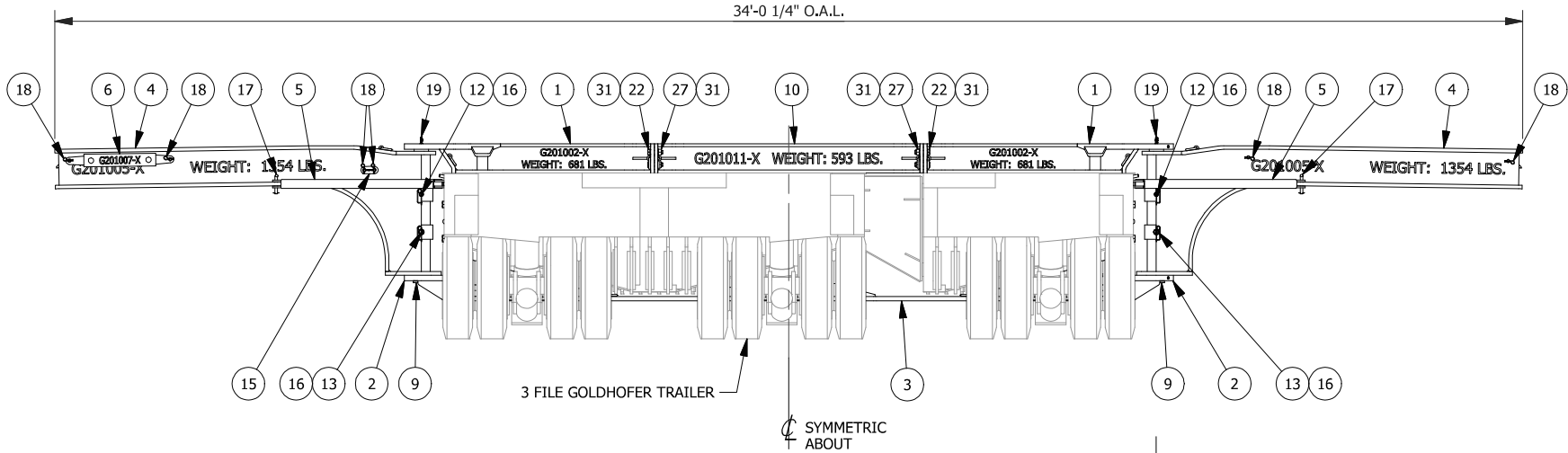
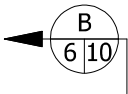
PAVEMENT MODE "B"
TOP SIDE ISOMETRIC VIEW

SWING ARMS (ITEM 4) SHOWN IN THE 0° PARALLEL TO SIDES OF TRAILER POSITION (MIN. WIDTH, NO DOLLIES) WITH TRAILER REMOVED FOR CLARITY

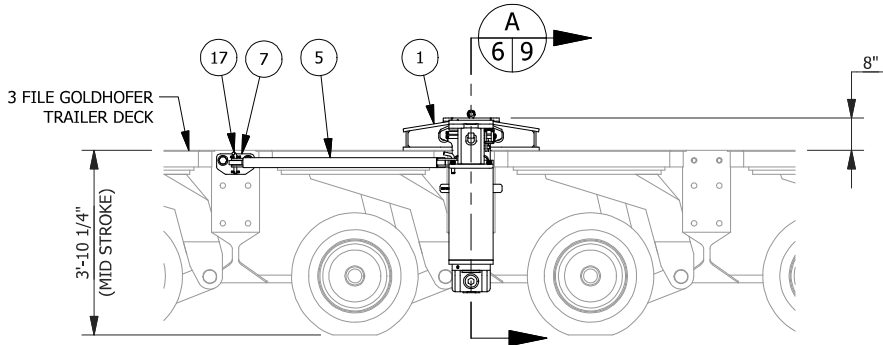
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<p>G201001 - SWING TYPE OUTRIGGER ASSEMBLY</p>							
<p>3 FILE TRAILER CONFIGURATION</p>							
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BRIDGE MODE PLAN VIEW
(WIDE TRACK)




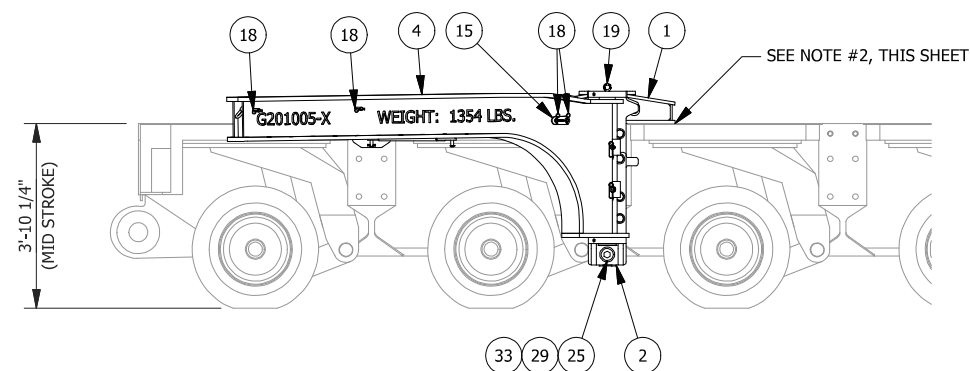
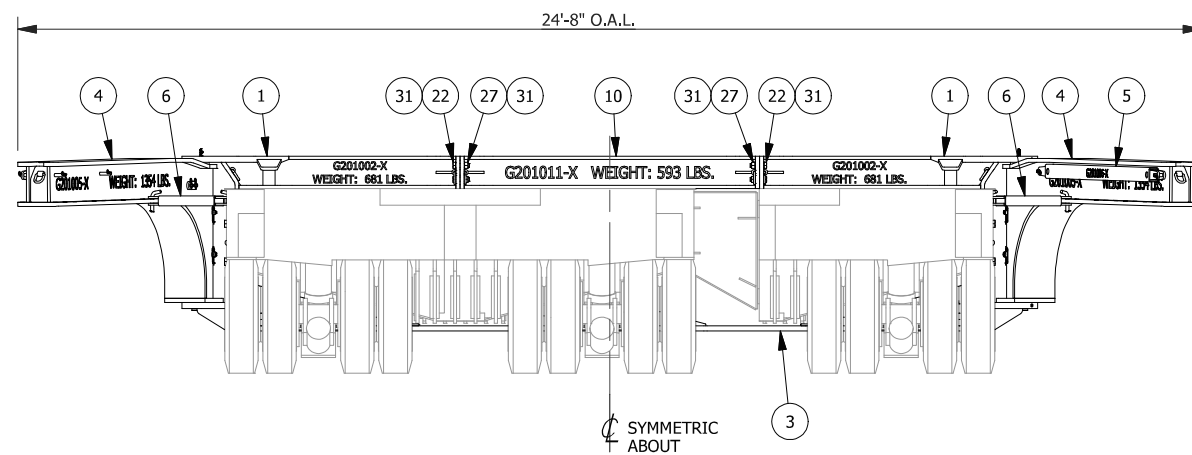
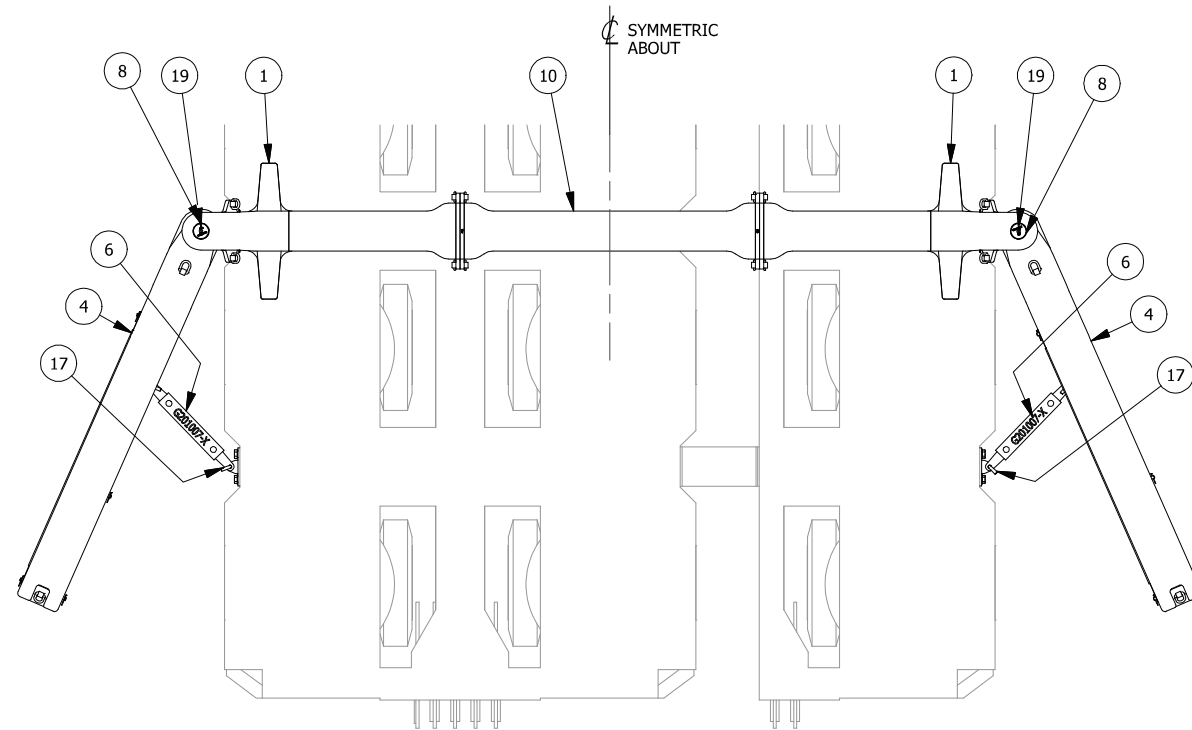
BRIDGE MODE FRONT ELEVATION VIEW
(WIDE TRACK)



BRIDGE MODE SIDE ELEVATION VIEW
(WIDE TRACK)

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ORTHO VIEWS							
G201001 - SWING TYPE OUTRIGGER ASSEMBLY							
3 FILE TRAILER CONFIGURATION							
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1/4"=1'-0"	B			G201001		6 of 12	4



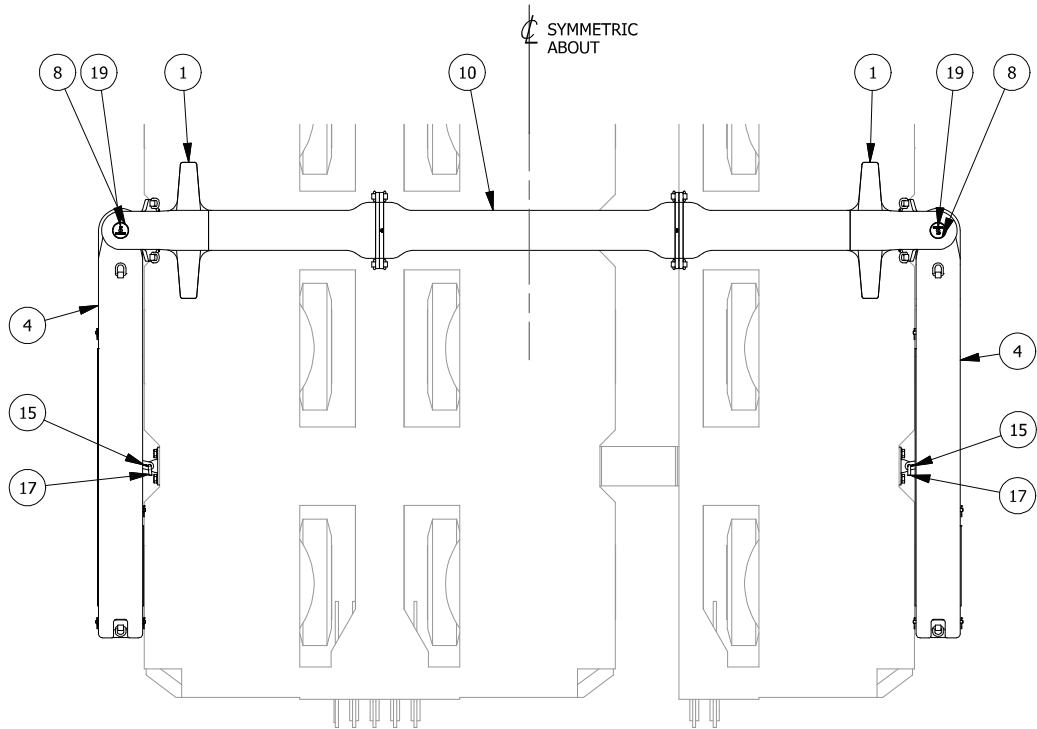
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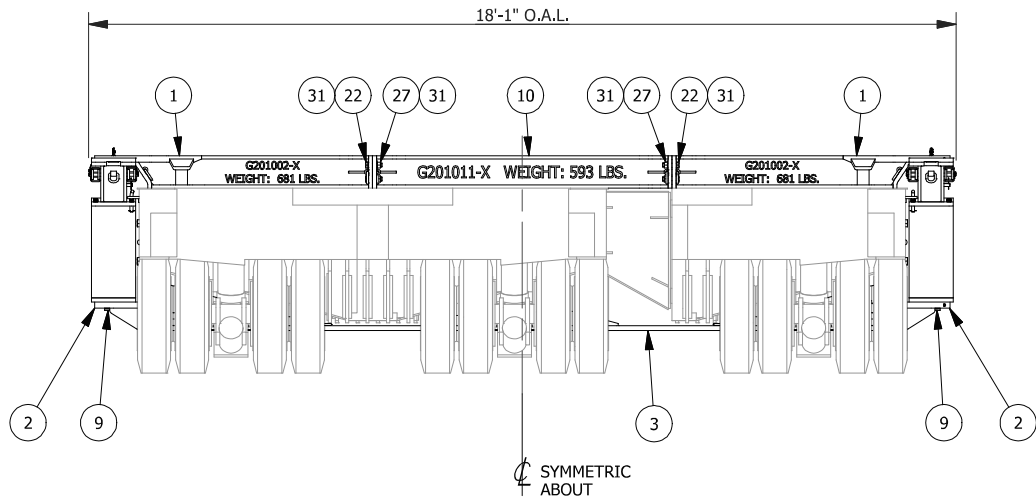
1. VARIES BASED ON DOLLY MANUFACTURER & TIRE SIZE. DIMENSION SHOWN IS FOR HMR SUPPLIES/HOLLAND 40 TON DOLLY WITH 275/70R22.5 16 PLP TIRES. CLEARANCE MAY BE INCREASED BY UPWARD EXTENSION OF GOLDFORGE SUSPENSION BEYOND MID STROKE REFERENCE ELEVATION.
2. FOR DOLLIES TO BE CARRIED AS SHOWN, COMPRESSION CHORD "WINGS" SHALL BEAR (OR BE SHIMMED TO BEAR) ON TRAILER DECK. INSTALL SHIMS AFTER CONNECTION BOLTS HAVE BEEN TORQUED.

2	REVISED NOTES; ADDED REF. TO NOTES 1 & 2	3/21/2016	MWJ	3/21/2016	VHL	3/21/2016	VHL
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SCALE: (U.N.O)		SIZE		PROJECT No.		DWG. No.	
1/4"=1'-0"		B				G201001	
				SHEET		REV.	
				7 of 12		4	

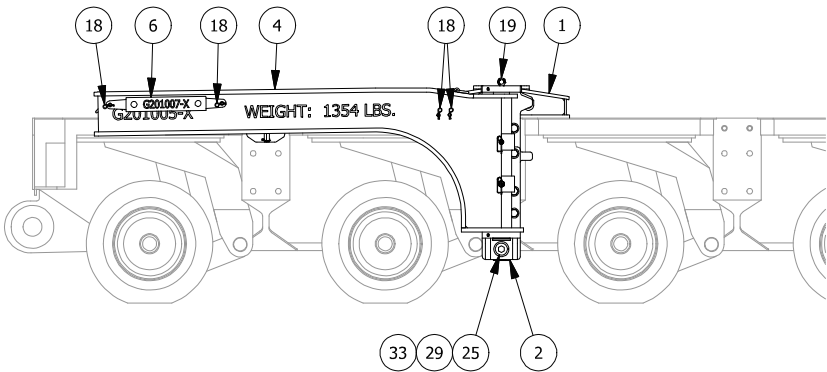
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PAVEMENT MODE "B" PLAN VIEW

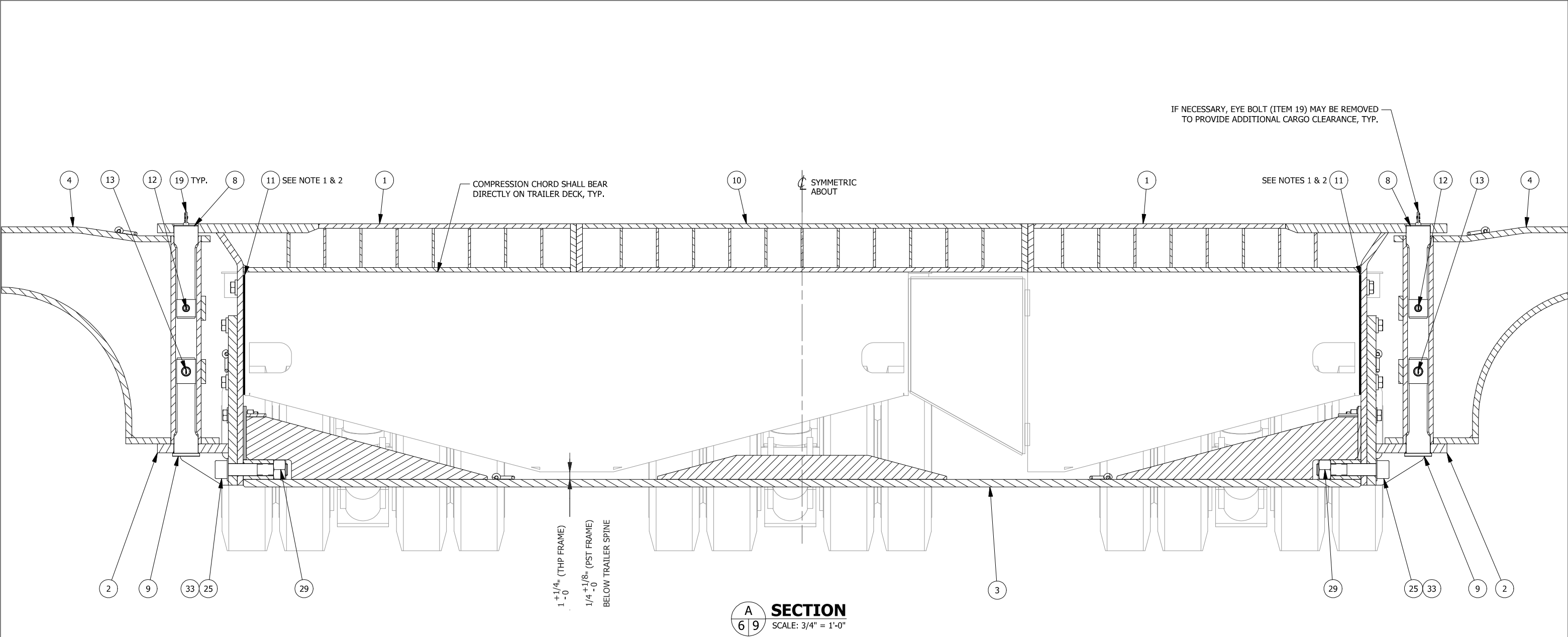


PAVEMENT MODE "B" FRONT ELEVATION VIEW



PAVEMENT MODE "B" SIDE ELEVATION VIEW


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SCALE: (U.N.O) 1/4"=1'-0"		SIZE B	PROJECT No.		DWG. No. G201001		SHEET 8 of 12	REV. 4

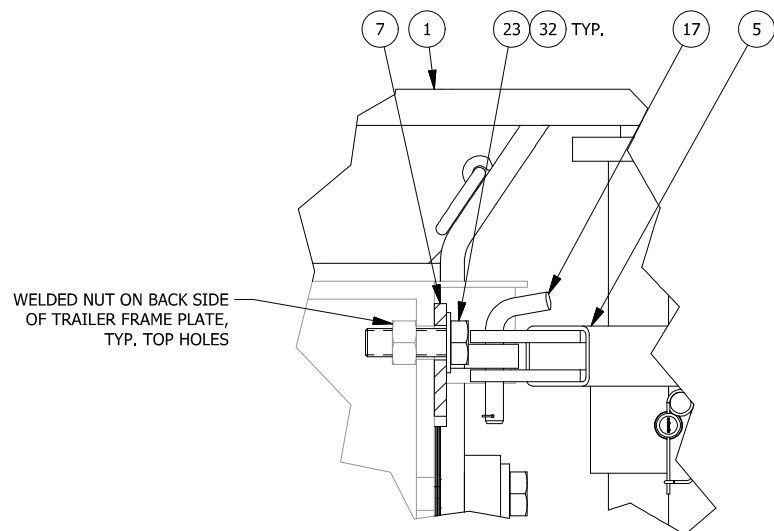
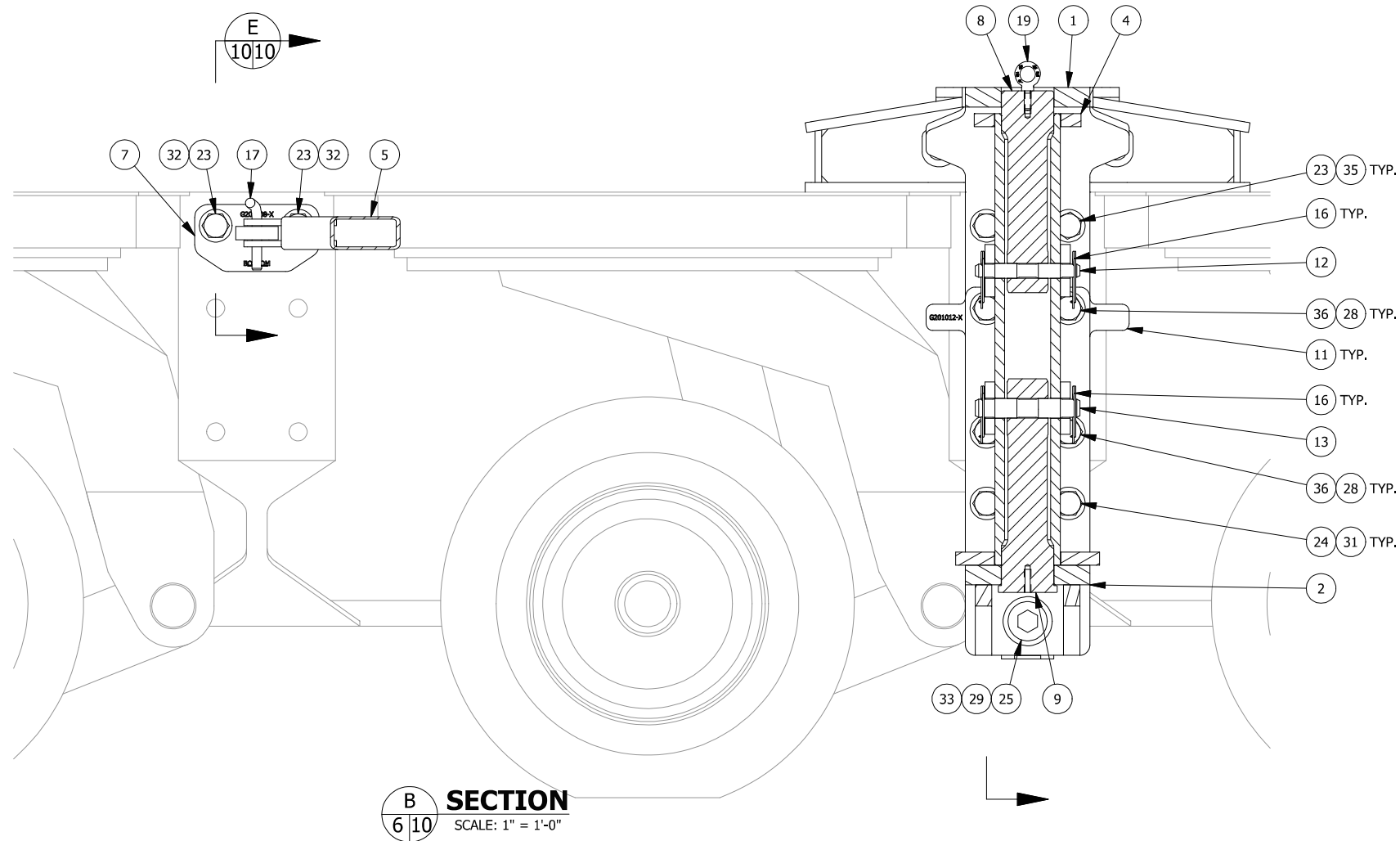
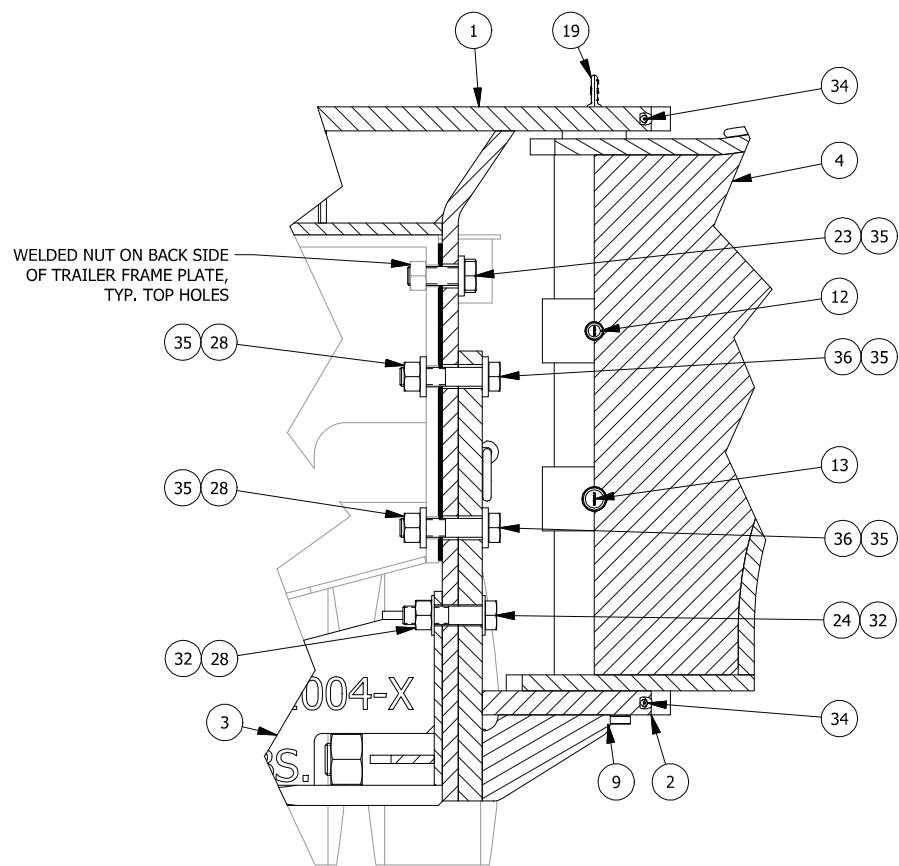


NOTES:


1. MODULAR TRAILER TRANSVERSE FRAME WIDTHS VARY. THE OUTRIGGER FRAME IS DESIGNED TO ACCOMMODATE THIS ISSUE BY USING SHIMS.
2. THE SHIM QUANTITY SHALL BE FIELD DETERMINED. AFTER SHIMMING AND PRIOR TO CAP SCREW PRE-TENSIONING, ANY REMAINING GAP SHALL NOT EXCEED 1/16" AT EACH TRAILER FRAME CONNECTION POINT. AFTER PRE-TENSIONING NO GAPS SHALL EXIST. SHIM QUANTITY VARIANCE BETWEEN THE TWO FRAME CONNECTION POINTS SHALL NOT EXCEED (1) SHIM (ITEM 11).

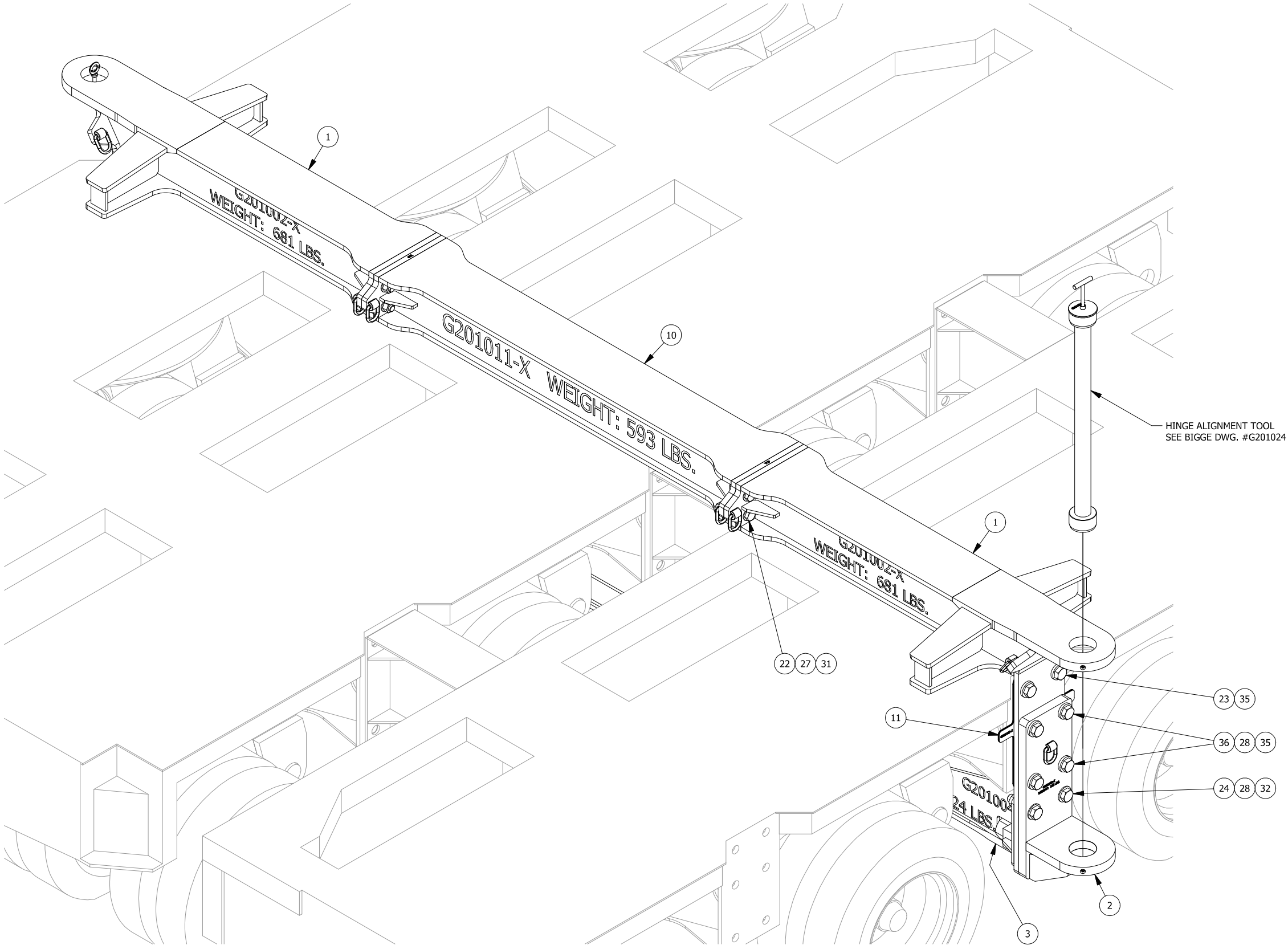
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SECTION & DETAIL VIEWS								
G201001 - SWING TYPE OUTRIGGER ASSEMBLY								
3 FILE TRAILER CONFIGURATION								
SCALE: (U.N.O)		SIZE	PROJECT No.		DWG. No.		SHEET	REV.
AS NOTED		B			G201001		9 of 12	4



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1	REVISED ITEM CALLOUTS	3/10/2016	MWJ	3/10/2016	VLH	3/10/2016	VLH
0	ISSUED FOR CONSTRUCTION	1/19/2016	MWJ	1/20/2016	VLH	1/20/2016	VLH
NO.	REVISIONS	DATE	BY	DATE	BY	DATE	BY
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SCALE: (U.N.O)		SIZE	PROJECT No.		DWG. No.		SHEET
AS NOTED		B			G201001		10 of 12
							REV. 4



ISOMETRIC VIEW

- HINGE ALIGNMENT TOOL PROCEDURE:**
1. ASSEMBLE COMPRESSION CHORDS (ITEM 1) AND COMPRESSION CHORD SPACER (ITEM 10) WITH SPECIFIED HARDWARE AND TORQUE TO VALUES INDICATED IN BOLT TORQUE TABLE ON SHEET 1.
 2. PLACE ASSEMBLED COMPRESSION CHORDS IN APPROPRIATE LOCATION ON TRAILER DECK TO DETERMINE THE REQUIRED NUMBER OF SHIMS (ITEM 11).
 3. ASSEMBLE BOTTOM HINGES (ITEM 2) AND TENSION CHORD (ITEM 3) USING SPECIFIED HARDWARE. AT THIS POINT, HARDWARE SHALL BE FINGER TIGHT ONLY.
 4. INSTALL HINGE ALIGNMENT TOOL TO ALIGN THE BORES OF THE COMPRESSION CHORD AND BOTTOM HINGE.
 5. TORQUE THE REMAINING HARDWARE PER NOTE 20 AND TO VALUES INDICATED IN BOLT TORQUE TABLE ON SHEET 1.
 6. ONCE ALL HARDWARE HAS BEEN PROPERLY TORQUED, REMOVE THE HINGE ALIGNMENT TOOL, AND INSTALL THE SWING ARM (ITEM 4), TOP PIVOT PIN (ITEM 8), AND BOTTOM PIVOT PIN (ITEM 9).

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4	ADDED SHEET	1/12/2017		MWJ	1/20/2017		VLH	1/20/2017		VLH
NO.	REVISIONS	DATE		BY	DATE		BY	DATE		BY
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ISOMETRIC VIEW - HINGE ALIGNMENT TOOL INSTALL										
G201001 - SWING TYPE OUTRIGGER ASSEMBLY										
3 FILE TRAILER CONFIGURATION										
SCALE: (U.N.O)		SIZE		PROJECT No.		DWG. No.		SHEET		REV.
NTS		B				G201001		11 of 12		4



4	ADDED SHEET	1/10/2017	MJW	1/20/2017	VLH	1/20/2017	VLH
NO.	REVISIONS	DATE	BY	DATE	BY	DATE	BY
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SCALE: (U./N.O) 1"=1'-0"	SIZE B	PROJECT No.	DWG. No.	SHEET G201001 12 of 12		REV. 4	