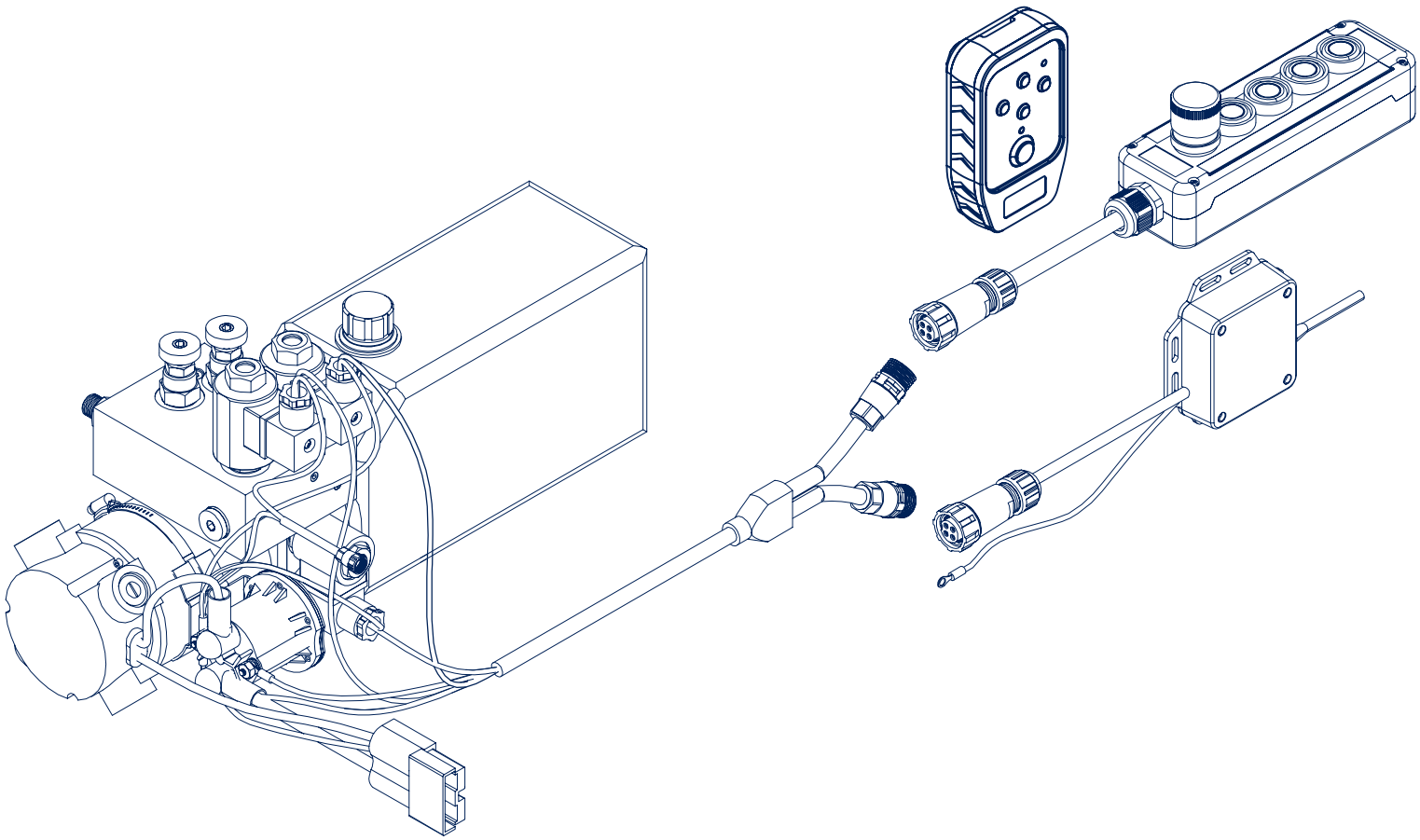
GoodMFG®
Load Low, Haul Good

W52 (3T)
LIFTING PLATFORM UNIT
PRODUCT USER MANUAL



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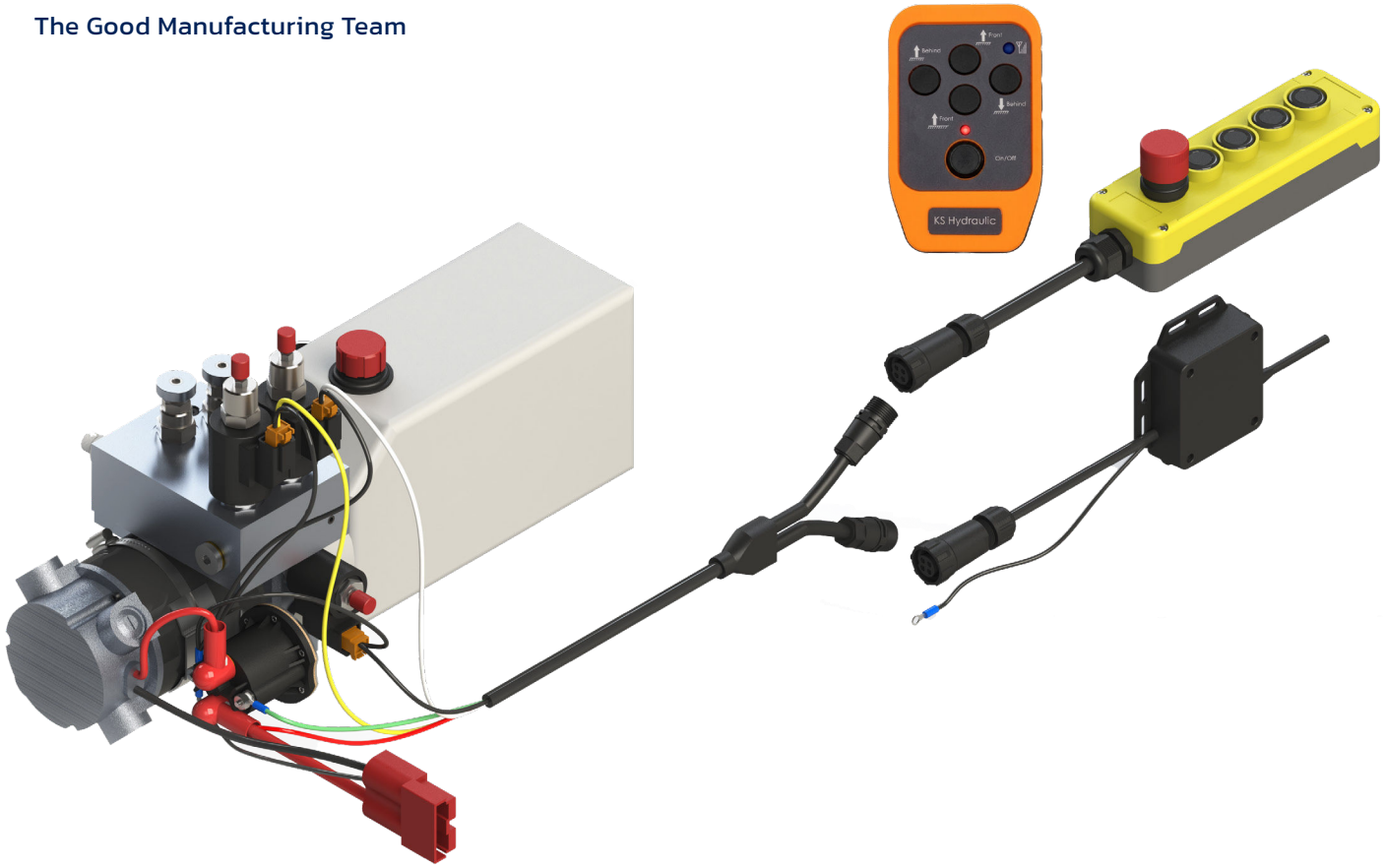
Thank You

Thank you for choosing Good Trailers! Your new drop deck trailer is powered, in part, by this W52 (3T) lifting platform. Our team is fully committed to delivering high-quality manufacturing that ensures maximum durability, safety, and performance for every haul.

This comprehensive Product User Manual is designed to help you get the most out of your new lifting platform unit. Inside, you will find vital information regarding proper installation, operation protocols, and essential maintenance guidelines. We highly recommend reviewing these instructions thoroughly before your first use to ensure safe operation and to maximize the lifespan of your equipment.
NOTE: YOUR UNIT COMES PRE-INSTALLED IN YOUR GOOD TRAILER.

Your satisfaction remains our absolute top priority. If you have any questions, require technical support, or need assistance with parts and service, our dedicated customer care team is always here to help. Thank you once again for your purchase, and we look forward to supporting your business for many years to come.

The Good Manufacturing Team



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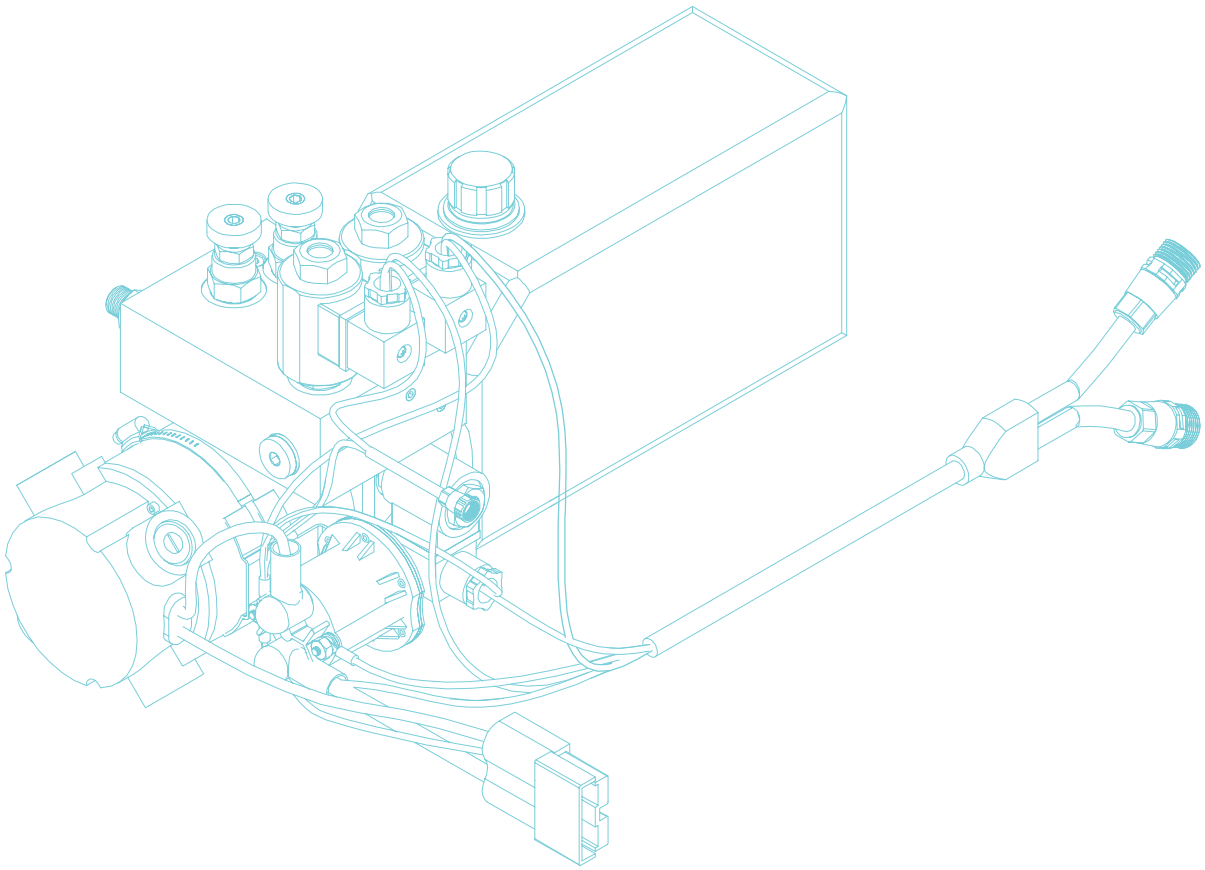


Preliminary Inspection

1. Unpack the product and check for collision damage.

2. Ensure the hydraulic power unit specifications and models set by your company are consistent with the product in the box.

3. The factory sets the system pressure prior to shipping. If it is necessary to adjust system pressure, use the pressure regulator knob. Pay special attention to the actual outside diameter and stroke of the cylinder. The nominal system pressure should not exceed 2900 psi.

4. Check the motor and solenoid valve wiring.

5. Keep the oil tank full, but don't over fuel. Fuel up to 80% at the first fill-up.

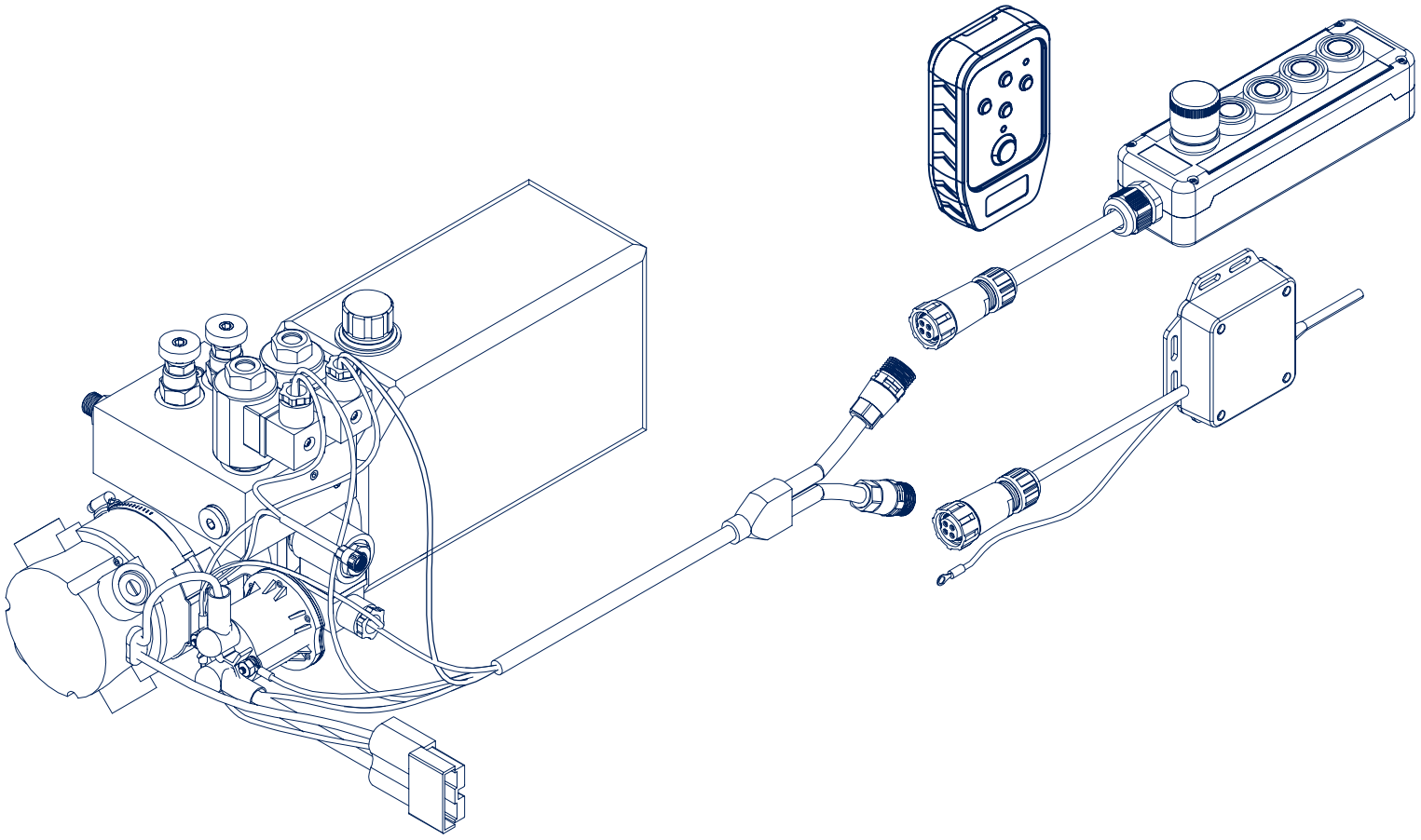
6. When you wire up the motor and solenoid valve, make sure to use the correct voltage (AC or DC), then clearly label the wires. The AC power supply's motor shell must be reliably grounded. Do not run without grounding! The motor junction box should be waterproof and moisture-proof. After wiring up the point motor, immediately check to ensure its turning the correct way (counterclockwise when viewed from behind). ***Never*** try to make the motor turn the other way, and never run the motor without oil.

7. The hydraulic fluid must be filtered when the oil tank is refueled. Filtration accuracy must remain at 25μm or more.

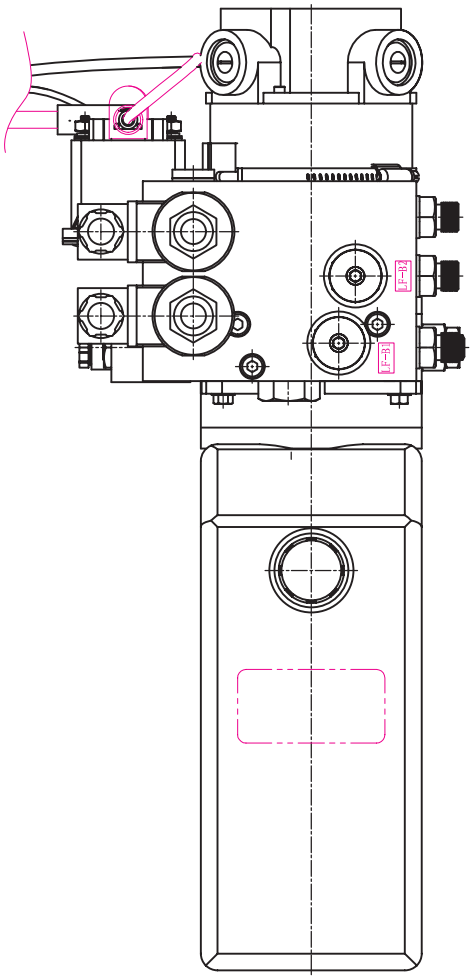
8. The power unit can not filter the impurities inside the hydraulic cylinder. So, the inside of the hydraulic cylinder must be clean. To avoid causing the failure of the control valve, the tubing must also be clean.

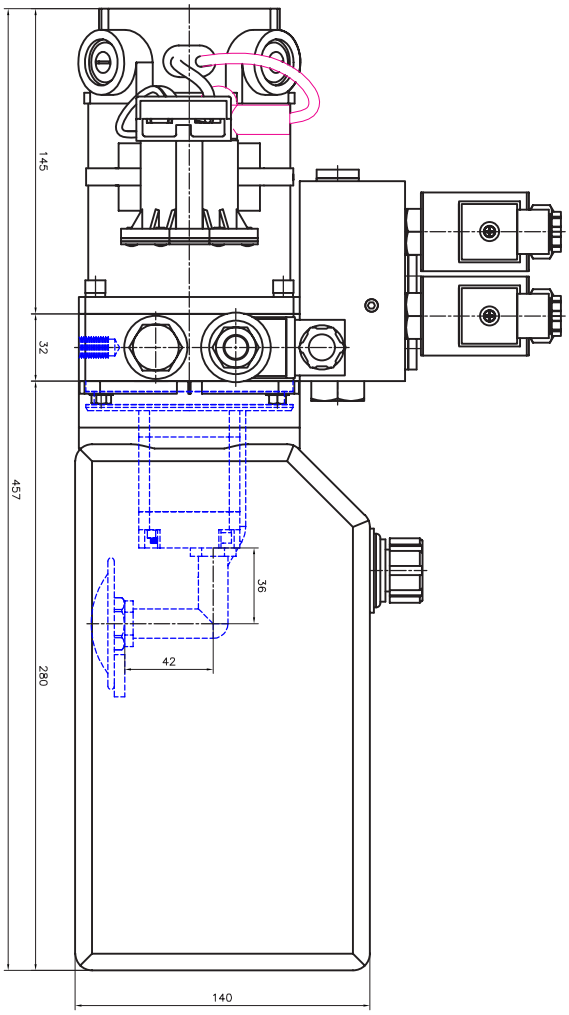
Unit Configuration Table

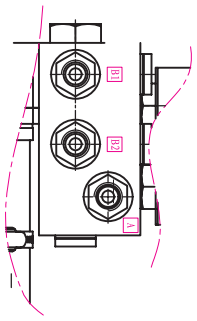
UNIT TYPE	DPU-1212ASR/W52/F0.75/P 3W
MOTOR	DC 12V l.2Kw 4500RPM
PUMP	CBT-F0.75F 0.7Scc/r
SET PRESSURE	2320psi (160bar)
TANK	KR5453-2: Effective volume (3.0L) Net capacity (3.SL)

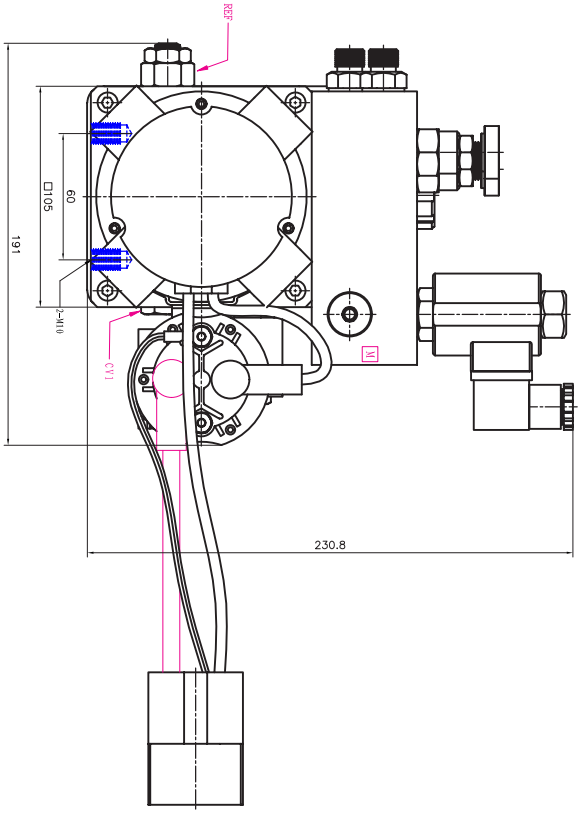


Pict 1.









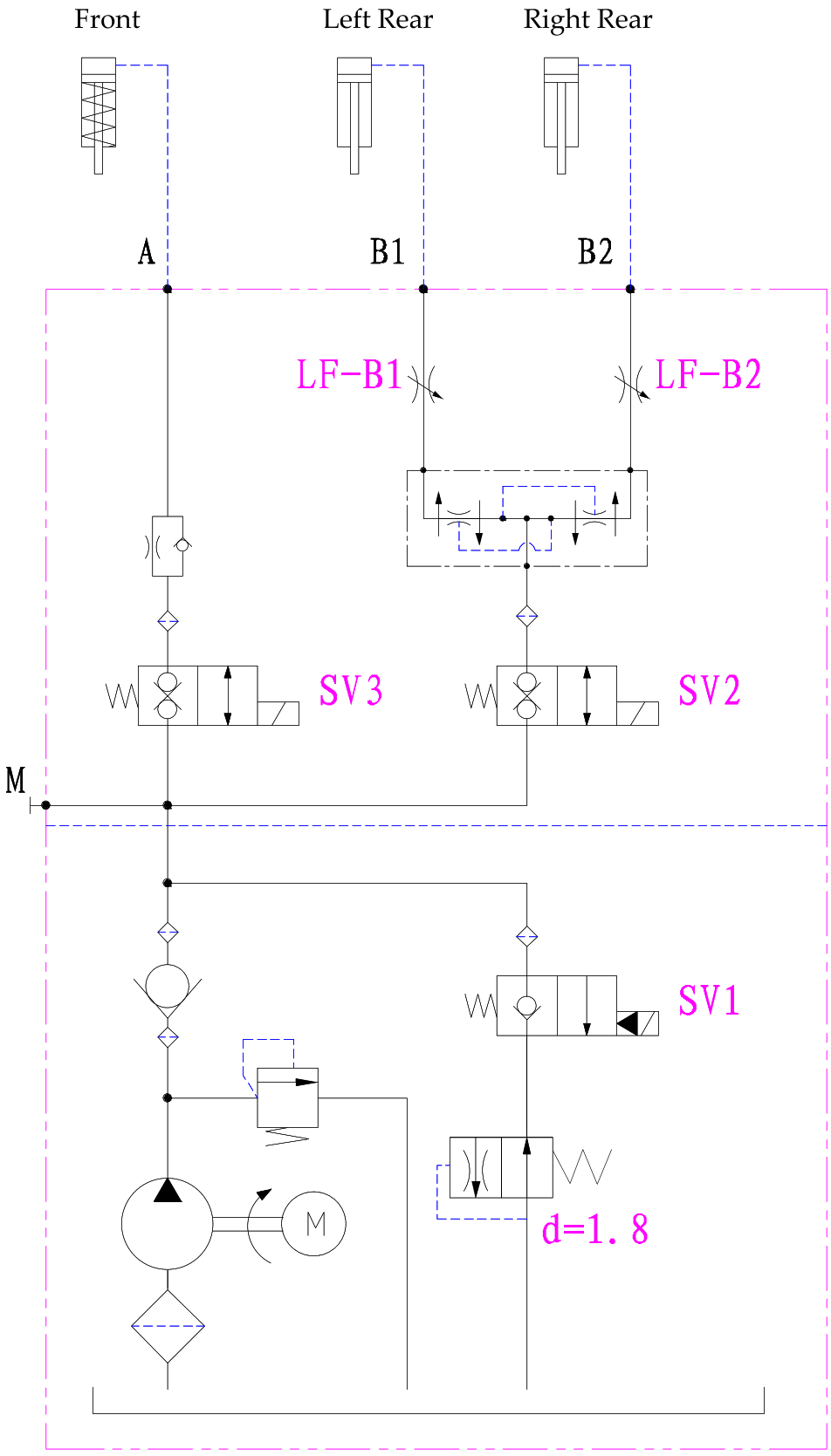
Assembly Operation

Hydraulic Schematic Diagram

1. See Pic 1. for outline assembly directions.

2. According to the Pic 1. oil outlet number combined with the hydraulic schematic.

Pic. 2. the hydraulic power unit is connected to the cylinder with a clean oil pipe.



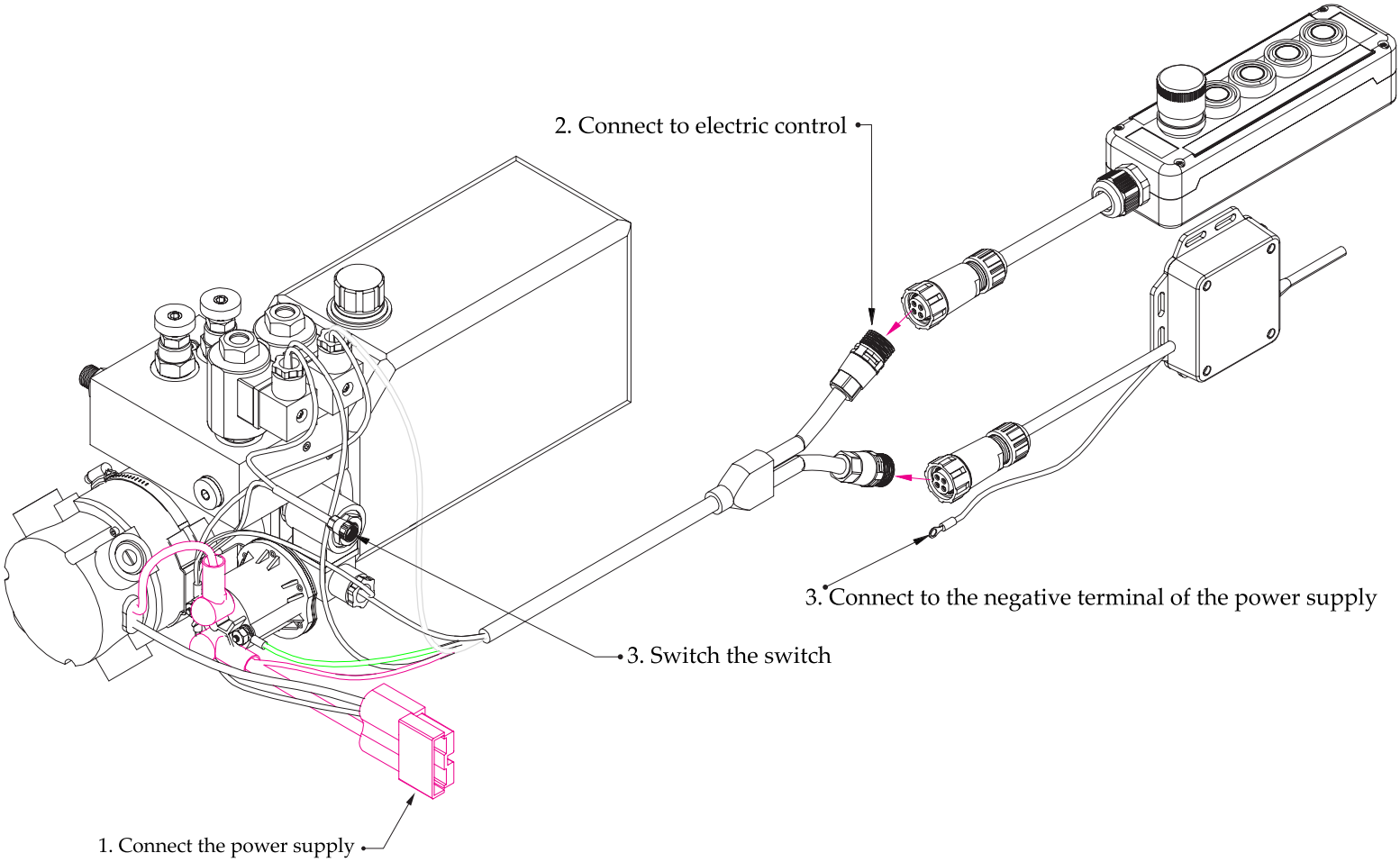
Pict 2.

Pict 3.

3. According to the power characteristics (AC, DC) voltage marked by the motor and the solenoid valve, the correct connection. Motor wiring diagram see **Pic.3** (generally in the motor junction box cover or body affixed with wiring diagram label).

This Unit Uses The Integrated Fast Plug-In:

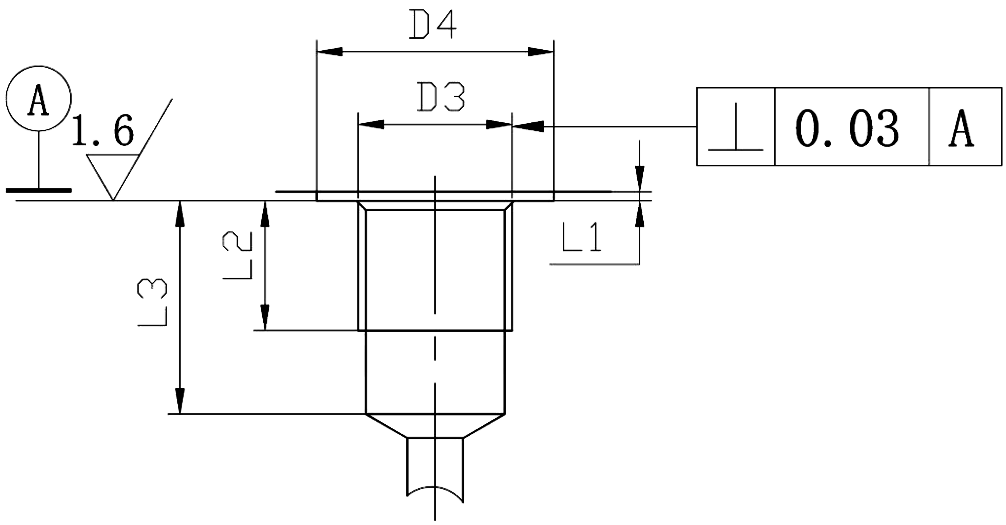
1. The red fast plug-in is connected to the power supply: DC 12V.
2. The black fast plug is connected to the electric control.
3. Other cables are connected according to Pic.3



Pict4

4. The P port of the hydraulic power unit valve block (the control block oil outlet is A, B1, B2, M port) connection thread:

- The P (oil outlet) thread of the valve block of the hydraulic power unit uses a standard-inch based pipe with a flat seal. The tread size is either 3/8" or 1/4" and the thread angle is 55°.
- The user must choose the correct G thread joint and match the combined sealing ring (JB922-77) with the G thread. Using inaccurate threaded joints will not only destroy the internal thread of the valve block, but may produce a hydraulic fluid leak.
- Before screwing the joint into the valve block, carefully look at the screw thread to ensure it's not damaged. If it won't screw in smoothly, **STOP!** It means the screw thread is either the wrong type, or it's damaged. Don't force it, or you could damage the valve block.
- After the joint is screwed into the valve block, please pay special attention to the locking torque, see Pic. 4



Thread Size	D3	D4	L1	L2	L3	Torque(N-m)
G 1/4"	13.2	22	1	12	15	30-40
G 3/8"	16.7	25	1.5	12	15	60-70

Troubleshooting

1. **Hydraulic Fluid:**
   1. The use of poor-quality or contaminated hydraulic fluid is the main reason for hydraulic system failure, poor operation, and reduced pump and valve life. Therefore, it is very important to choose clean, original anti-wear hydraulic fluid of the appropriate viscosity.
   2. Hydraulic fluid viscosity will affect cylinder speed.
   3. Use N46 anti-wear hydraulic fluid when the ambient temperature is high.
   4. Use N32 anti-wear hydraulic fluid when the ambient temperature is low.
   5. In extremely cold weather (ambient temperatures of 18˚F or lower), use low-condensate hydraulic fluid.

Note: The company uses N46 anti-wear hydraulic fluid when testing hydraulic power performance.

2. **Adding Oil To The Tank:**
   1. You can divide the installation method into horizontal (W), vertical (L), and hanging (D). Regardless of tank size volume, refueling volume should remain at 80% of the total tank volume.
   2. When adding hydraulic fluid to the tank, it is important to pay attention to the retractable state of the cylinder to prevent the hydraulic fluid from overflowing outside the tank when the cylinder is in action.
   3. When the hydraulic unit works for half a year (or over 1000 times) the hydraulic fluid should be checked for deterioration or pollution, especially when it becomes black or milky. If you see black, milky hydraulic fluid, you must replace the tank and clean it
      Plan to change the hydraulic fluid and to clean the tank after3000 uses or 1 year (whichever comes first). This is a general recommendation. You may need to change the hydraulic fluid more frequently depending on how you are using the system.

3. Relief valve (REF) adjustment: (function value position Pic 1). Loosen the relief valve and tighten the nut. Rotate the pressure regulator bolt clockwise to lift the pressure. Default: 2320.6 psi. TO reduce pressure, turn the bolt counterclockwise.

Note: Don't adjust the relief valve unless you know exactly what you are doing and why. The factory has already set the relief valve to the correct pressure. Making changes could be dangerous, or could damage your system.

Additional Troubleshooting:

(1) Function valve position and electric control function key positions are described on Pic 1, and Pic 5.

(2) Descending speed adjustment: (function valve position Pic 5).

(3) B1, B2 can adjust the throttle valve (LF-XX) to control the rising and falling speed of the adjustment, loosen the throttle and align the nut, then rotate the adjusting bolt clockwise to reduce the flow rate. You can increase the flow rate by turning the adjusting bolt counterclockwise.

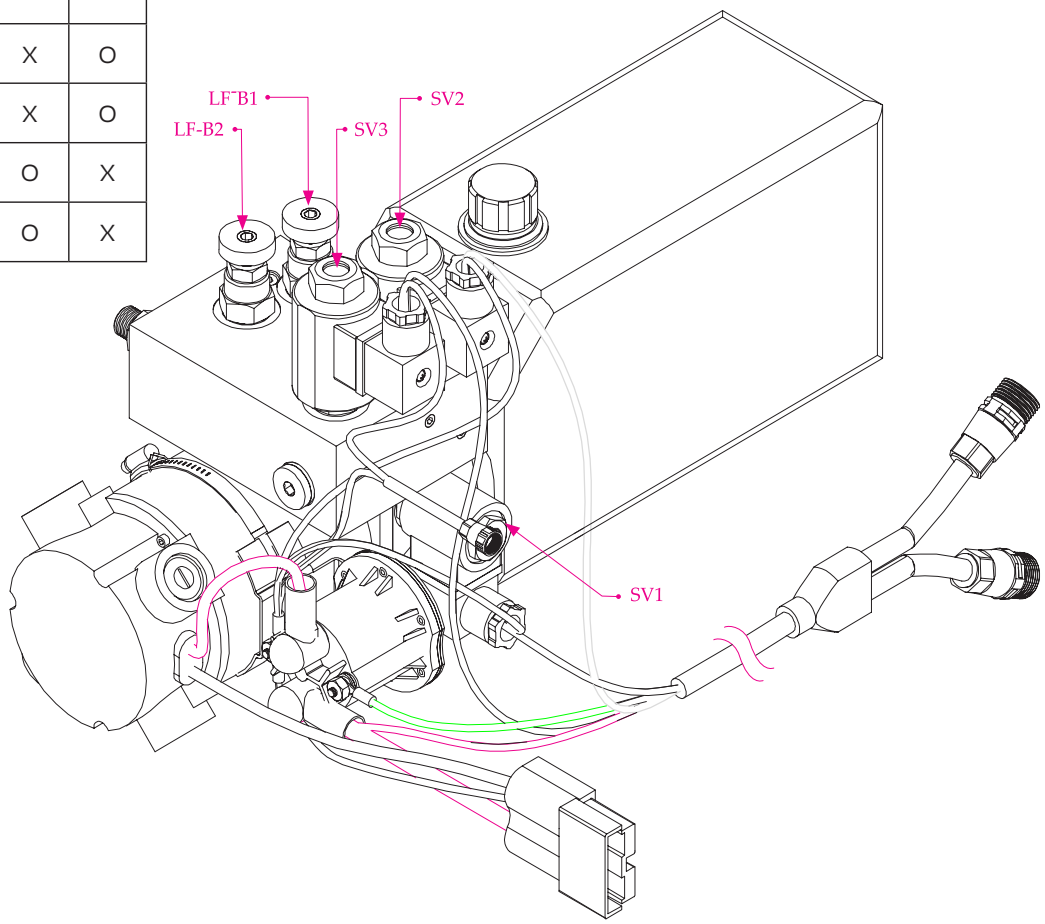
(4) Port A incorporates a built-in G1/4" tubular one-way throttle valve. This valve provides fixed throttling of oil flow in one direction and allows unrestricted oil flow in the opposite direction (the return).

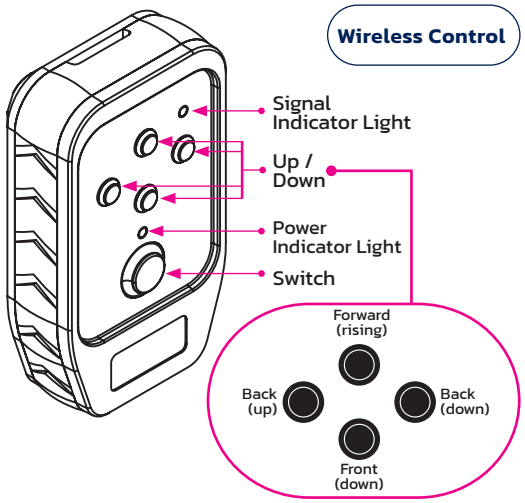
(5) The total loop is equipped with a pressure compensation throttle valve of 1.8 aperture. If the total loop speed needs to be adjusted, the pressure compensation throttle valve needs to be replaced. The pressure compensated throttle valve is located at the bottom of the SV1 solenoid valve jack.

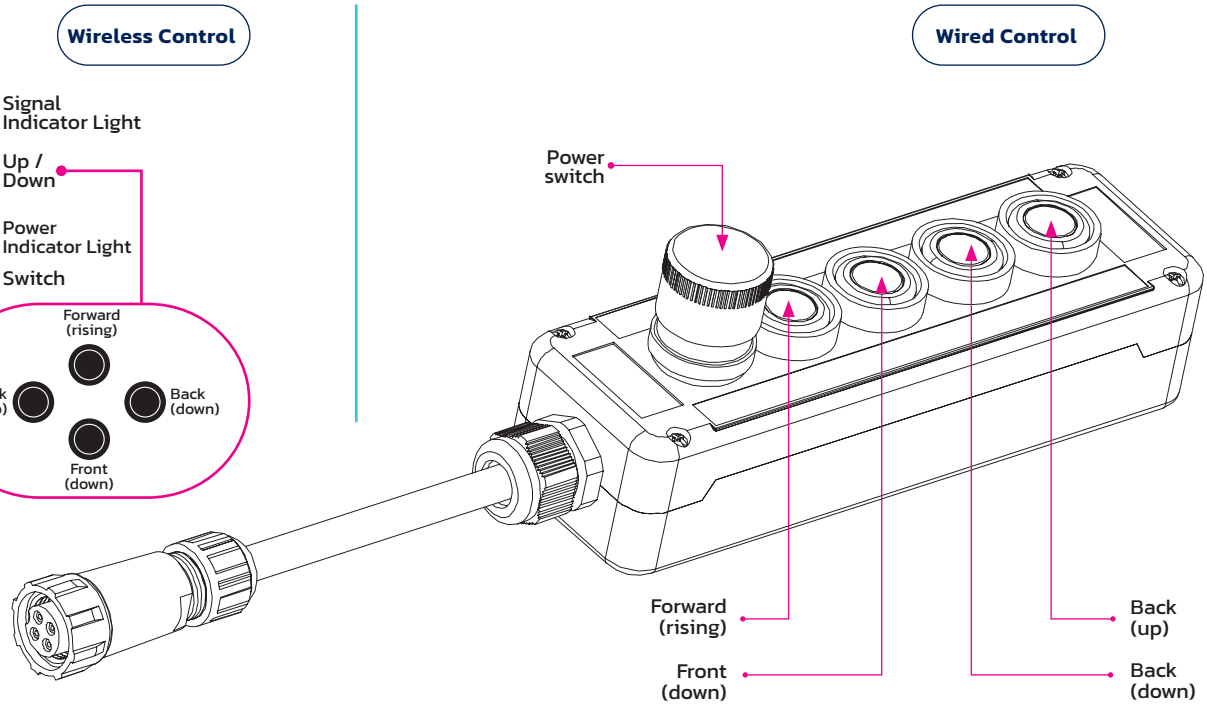
Pict 5.

ELECTRIC CONTROLLED ACTION WATCH					
Motor, Function Valve Number		**Motor**	**SV1**	**SV2**	**SV3**
Motion	Forward (Rising)	O	X	X	O
	Front (Down)	X	O	X	O
	Back (Up)	O	X	O	X
	Back (Down)	X	O	O	X

Note:
O Indicates power work
X Indicates no power, does not work.



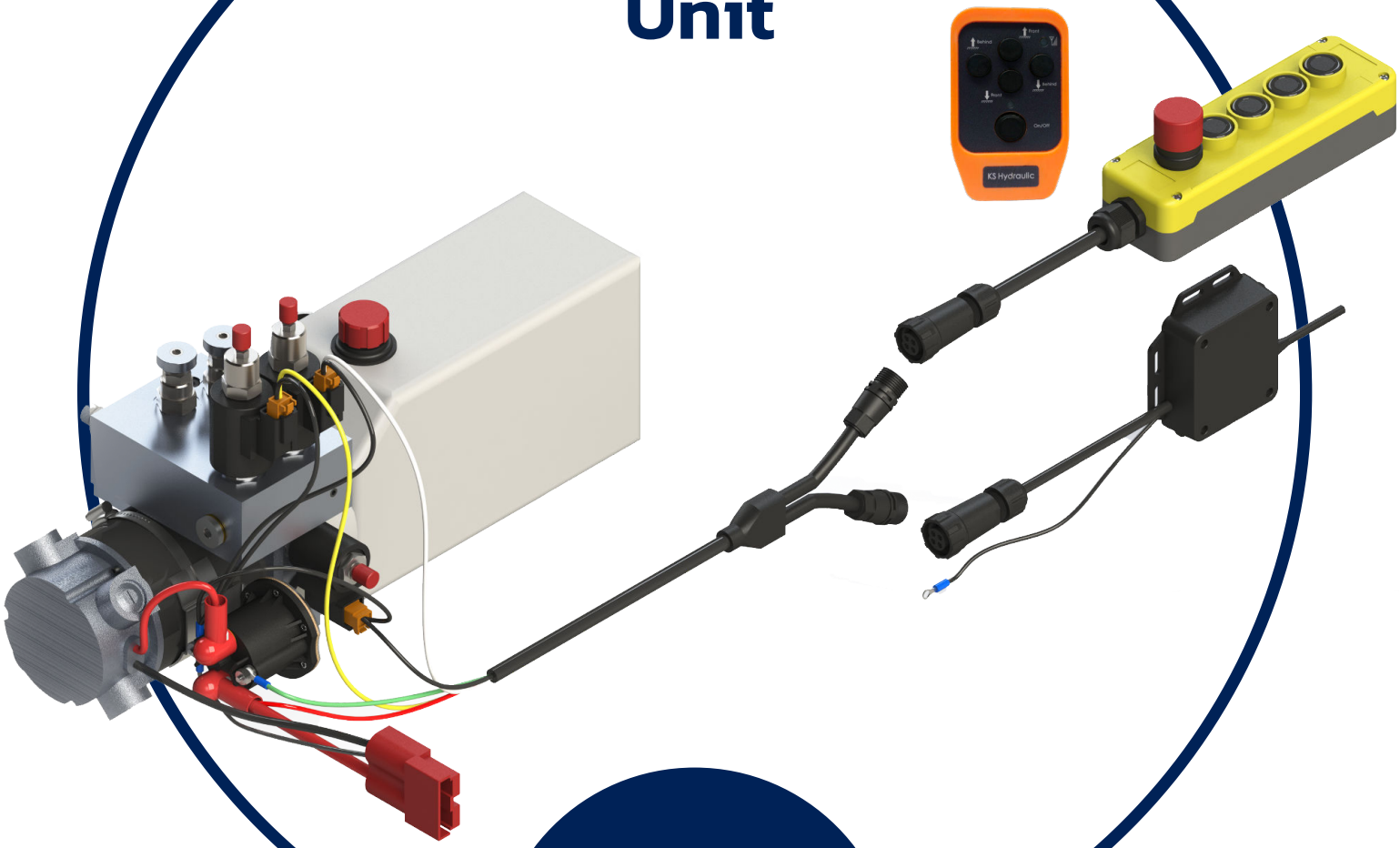




Common Faults And Solutions

Fault Condition	Faulty Component	Solutions
Drifting, Creeping, Slipping, Or Settling	**1.** Check Valve **2.** Solenoid Valve	**1.** Remove the check valve. Check for foreign matter in the valve spool. If there is foreign matter stuck in the valve steel ball, the check valve will fail to maintain pressure. Clean it, or replace if necessary. **2.** Remove the solenoid valve to check whether there is foreign matter in the valve spool. If there is foreign matter stuck in the valve steel ball, the solenoid valve will fail to maintain pressure. It needs to be cleaned and the solenoid valve needs to be replaced in serious cases. See **Pic. 1**, and **Pic. 5**, for replacement methods. Remove the middle valve position with a 22 socket wrench. Torque to 22 N-m.
Unexpected Rise	**1.** Hydraulic Fluid **2.** Motor **3.** Gear Pump **4.** Relief Valve	**1.** Check whether the amount of oil in the tank meets requirements. **2.** Check whether the motor can work normally, whether there is a problem with the power supply, and whether the motor steering is correct. **3.** Check the gear pump. Visually check whether the hydraulic fluid color is normal, such as serious black indicating the gear pump has serious wear and needs to be replaced. Remove the coupling head between the power unit and the oil cylinder, and point the motor to see if the oil point has hydraulic fluid ejection. Oil ejection indicates the pump is good. No oil injection indicates the gear pump is not good and needs to be replaced. Note: check whether the coupling is intact when replacing. **4.** Check whether the relief valve has been adjusted, and confirm whether the unit working pressure meets the factory pressure setting standard (2320 psi).
Noise Anomaly	**1.** Hydraulic Fluid **2.** Motor **3.** Filter Screen	**1.** Check the liquid level of the hydraulic fluid in the tank, and whether the liquid level reaches 2/3 of the tank (the liquid level should be higher than the oil suction port). If the hydraulic fluid level is lower than the oil suction of the filter screen, it will lead to air inhalation, resulting in abnormal sound in the power unit. **2.** Check the motor. Listen to see if the motor is generating the noise. If so, replace the motor. **3.** Check for foreign matter in the oil suction filter screen, which can cause poor oil absorption. If there is, the filter screen can be removed (rotate counterclockwise), cleaned, and installed. See **Pic 1:** internal diagram of the oil tank for the filter screen).

W52 (3T) Lifting Platform Unit



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