

Tipper LED Kit - Installation Guide

Kits H7019A, H7023A and H7028A • 12 volt

Doc TK-200 • Rev. 2026-10-04



See a real install, step by step. Scan the code with your phone camera for photos of every step on a finished tipper.

ecoprousa.com/tipper-install-photos

The kit comes wired. All the wiring inside the metal box is done at the factory. The fuse panel is wired inside too. Your job is to mount everything, run the wires out to the lights, and plug them in.

What goes where

Part	Mounts	Points at
Metal box	Within 4 ft of the battery	-
Fuse panel with on/off switch	Inside the cab	-
Cab flood light	Top of the cab	The backstop
Anti-glare light	Top of the cab, opposite the flood light	The ramps
Surface light	Top of the cab	The walkways
Genset flood light	Railing near the genset	The work area behind the machine

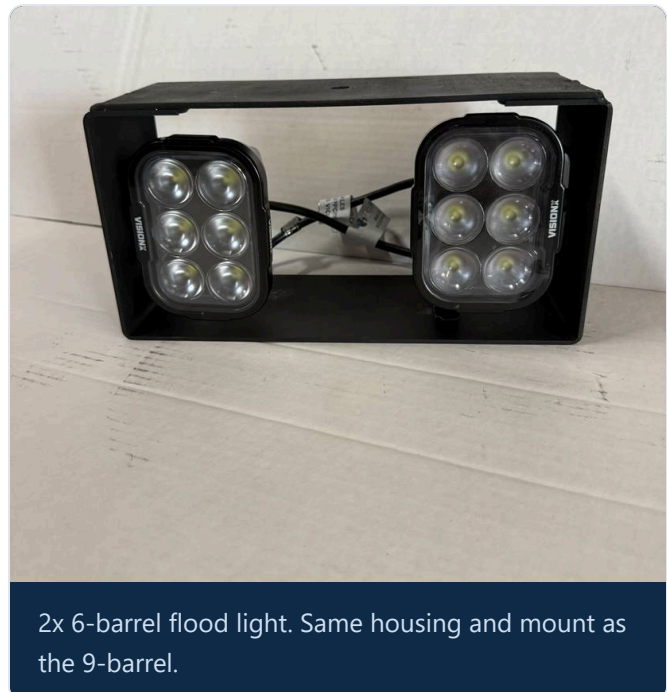
Which flood lights are in your kit

Kit	Cab flood light	Genset flood light
H7019A	2x 6-barrel	2x 6-barrel
H7023A	2x 9-barrel	2x 6-barrel
H7028A	2x 9-barrel	2x 9-barrel

Every kit also has the anti-glare light and the surface light. All three kits install the same way.

Every machine is different. Sometimes the spot in this guide will not work. Be creative: pick the closest solid spot that still points the light where the table says. The photos in this guide and on the website show a real H7028A install where two lights had to move.

Check inside the boxes first. The mounting hardware for both boxes is packed **inside the boxes themselves**. Open them before you start looking for it. The kit also includes **rubberized wire clamps** for securing the wiring runs.





Back of the housing, same on both lights. It hangs on the stud you can see on the left. The two pigtails come out already joined. Red is power, black is ground.

Before you start

- **Disconnect the battery ground cable.** Leave it off until the very end.
- **Open both boxes and take out the mounting hardware.** It ships inside them.
- Lay all the parts out and check the kit against the list above.
- Bring a drill, a wrench set, and a ladder or lift for the cab. The wire clamps come in the kit.
- Plan to aim the lights at dusk or after dark. You cannot judge a beam in daylight.

1 Mount the metal box

The box holds the low voltage detector and the main fuse. Everything in it is already wired.



The black battery box sits at the bottom of the genset, on the left.



Metal box bolted to the genset, close to the battery.



Box leads on the battery. Red to positive, black to negative.

1. **Open the box and take out the mounting hardware.** It is packed inside.
2. Find a flat spot **within 4 feet of the battery**. Keep it out of direct spray and away from the exhaust.
3. Bolt the box down solid with the supplied hardware. It will see constant vibration, so use lock washers or thread locker.
4. Mount it so the cover still opens and you can reach the fuse.
5. Connect the box to the battery. **Red to positive, black to negative.**

Why 4 feet? A short run from the battery keeps the voltage up at the lights and keeps the heavy cable protected. Do not extend it.

2 Mount the fuse panel in the cab

The on/off switch is part of this panel. It is already wired to it.



Fuse panel bolted down. The on/off switch is on top.



Wires leave the panel through the sealed fittings on the bottom.

1. **Open the panel and take out the mounting hardware.** It is packed inside, same as the metal box.
2. Pick a spot inside the cab where the operator can reach the switch from the seat.
3. Keep it off the floor and away from anywhere water collects or boots kick.
4. Mount it so the fuses stay reachable without pulling the panel off the wall.
5. Bolt or screw it down solid. Do not leave it hanging on its wires.

3 Mount the three lights on top of the cab

All three use the supplied hardware. Snug everything by hand first, aim the lights, then tighten fully.



2x 9-barrel on top of the cab. The lift points on this machine would not pivot, so the anti-glare went on top of the 9-barrels.



Surface light. The rubber bumper under the free end is the part you adjust.

The cab flood light

2x 6-barrel on H7019A. 2x 9-barrel on H7023A and H7028A. Both mount the same way.

1. Mount it on top of the cab using the supplied bracket. It hangs on its stud.
2. **Point it at the backstop.**
3. Tilt it down far enough that the beam lands on the work area, not over the top of it.

The anti-glare light

1. Mount it on the **opposite side of the cab from the flood light.**
2. The kit includes an angle iron for this light. If you cannot fit it (on one install the lift points would not pivot), mount the anti-glare on top of the flood light housing instead.
3. **Point it at the ramps.**
4. Aim it low. The whole point of this light is to light the ramps without blinding drivers coming in. Stand where a driver would sit and check that you are not looking straight into it.

The surface light

1. Mount it so it **lights up the walkways.**
2. **Adjust the bumper** on the free end until the light sits solid against the surface with no rocking or rattling.
3. Walk the walkway and check for dark spots before you tighten it down.

4 Mount the genset light

2x 6-barrel on H7019A and H7023A. 2x 9-barrel on H7028A. Both mount the same way.



H7028A: the second 2x 9-barrel went on top of the genset housing on this install.

1. Mount it on the **railing near the genset**, using the supplied hardware.
2. Pick a spot on the railing that is solid and does not flex when you push on it.
3. Aim it out at the work area behind the machine.
4. Make sure it clears anything that swings, folds, or gets walked past.
5. If the railing will not work, the top of the genset housing is a good spot.

5 Run the wires

The wires are already connected at the fuse panel. You are running the loose ends out to each light and plugging them in.



The trench by the power unit. The genset light wiring follows this path.



Use a grommet anywhere a wire passes through metal.



A fish tape makes pulling wire through tight spots easy.



Rubberized clamp holding a run tight to the frame.

1. Run each wire from the fuse panel out to its light. Follow the existing looms and harnesses where you can.
2. **Use a grommet every time a wire passes through sheet metal.** A bare edge will cut through the insulation and short out.
3. Keep the wires away from the exhaust, anything that pivots, and anything that gets stepped on.
4. Leave a small loop of slack at each light so the connector is not under tension.
5. Secure every run with the **supplied rubberized wire clamps**, roughly every 12 to 18 inches. The rubber lining protects the insulation where the clamp grips. Snug, not choking.

6. Each wire ends in a short, thinner lead with the plug on it. Route the wire so that joint ends up near the light, within about a foot.
7. Plug each light in. **Red to red, black to black.**
8. Coil and secure any extra wire. Do not cut it shorter than you need.

6 Test

1. Reconnect the battery ground cable.
2. Flip the switch in the cab. Every light should come on.
3. If one is dead, check its plug first, then its fuse in the panel.
4. Wait for dark and check the aim on all of them. Cab flood light on the backstop, anti-glare on the ramps and not in a driver's eyes, surface light on the walkways, genset flood light on the work area.
5. Walk around and push on every light and both boxes. Nothing should move or rattle.
6. Look over every wire run one more time for rub points and pinch points.
7. Leave the lights on for a few minutes, then feel the wires near the fuse panel. They should be cool. If anything is warm, shut it off and call before running it.

