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Preventive Maintenance Check List

Attention Dealers: Please give this owners manual to the customer when the product is delivered.

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Check Inspection Plates (1 each side)

Must be secure and flush with the rail.



Loose and drooping inspection plates can lead to tarp panel tears.



Check End Stop Plates

Ensure that the end stop plates are secure and that the car wheels are not in contact with end stop plates when in the locked position.



Wheels that make contact with the end stop plates, when locked, can cause damage to the entire system. (This will require end stop adjustment. See maintenance instructions.)



Clean Rails Often

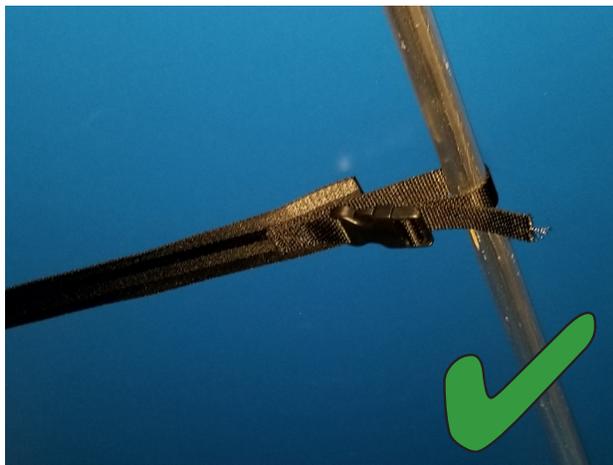
Unlock the system and roll all of the cars to the front. Spray the rails with WD-40 or similar and wipe down the rails. Roll all of the cars to the back and repeat.

Road dirt, sand, and debris gather on the rails over time. A system with dirty rails is much more difficult to roll.



Check for Proper Uplift Strap Tension and Spring Compression

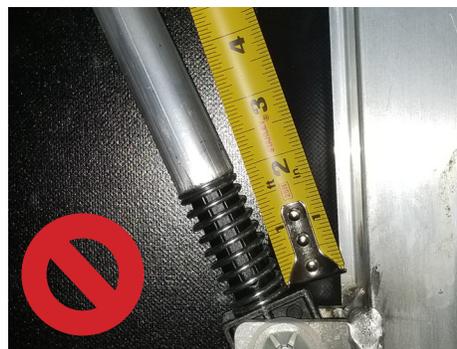
Uplift straps should be taut and droop free but not too taut. Check spring compression to ensure proper tensioning.



Springs should be compressed to between 2 3/4" – 3 1/4".

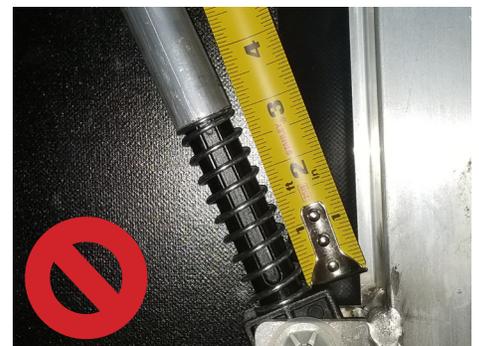


Ensure that the spring isn't over or under compressed.



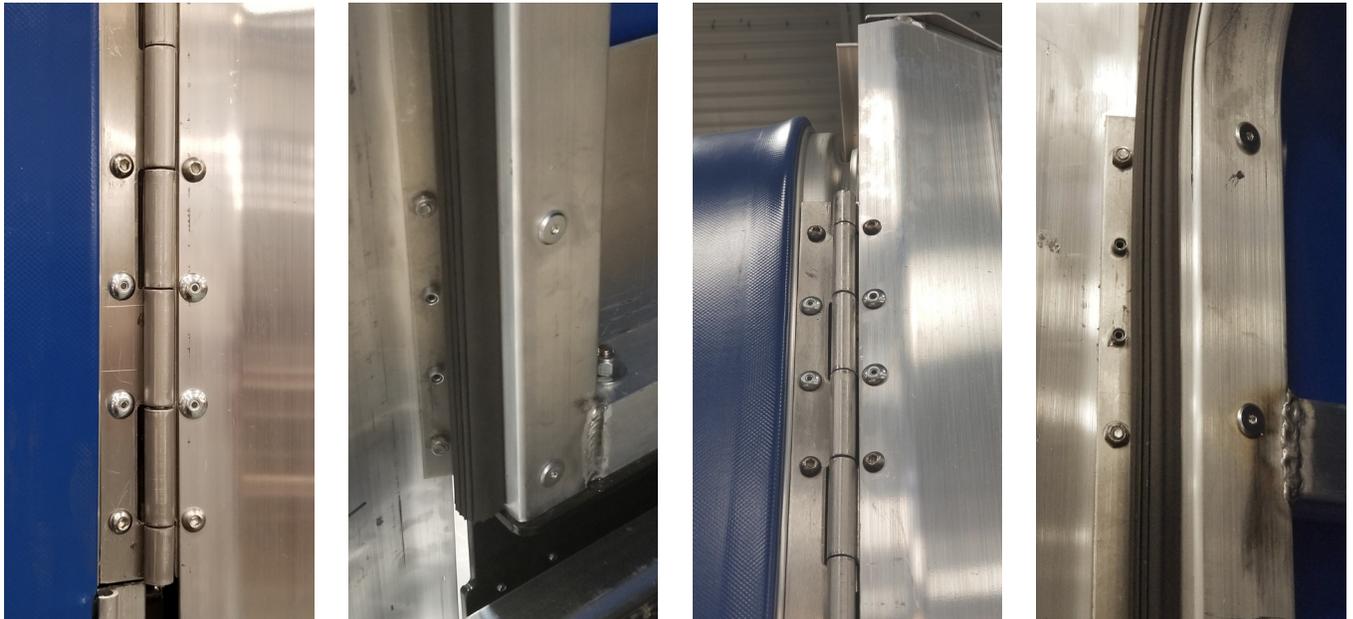
Spring is compressed too much and will cause the tarp to wear. Loosen uplift straps.

Spring is not compressed enough and will allow the uplifts to fall off of the I-bow. Tighten uplift straps.



Check Connection of Piano Hinge to Front Lock

Check for loose fasteners. Tighten any nuts and bolts that may have become loose. Replace any rivets that may have become loose.



Ensure that the hinge is completely intact and not cracked or broken.



A cracked or broken hinge is an indication that the bulkhead could be loose. A cracked or broken hinge must be replaced.

Check Connection of Piano Hinge to Rear Tarp Clamp Foil

Check for loose fasteners. Tighten any nuts and bolts that may have become loose. Replace any rivets that may have become loose. Also look for any signs of cracks in the rear bow.



Check Rigidity of the Bulkhead

Release front locks; push back and forth on the bulkhead to ensure that it is securely attached to the trailer.



Tighten any loose nuts and bolts that attach the bulkhead to the trailer.



Check Rigidity of the Bulkhead (cont.)

Bolt should be located such that the washer clears all obstructions.



Improper bolt location compromises the integrity of the bulkhead.



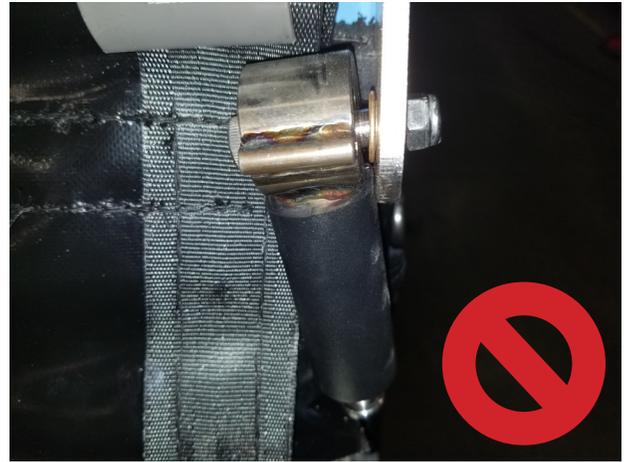
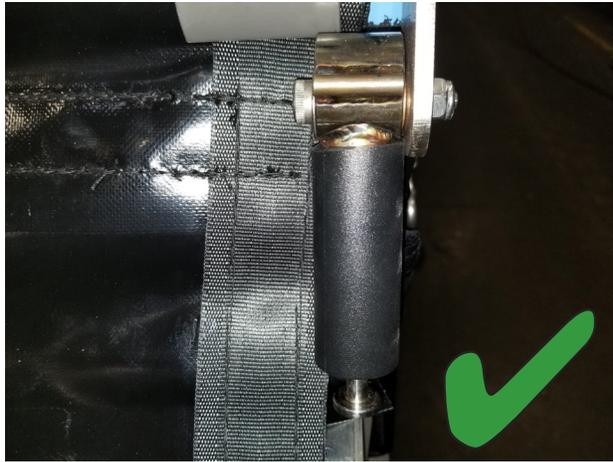
Bolt is too close to the edge and material has been removed. Bulkhead strength has been compromised.

Same condition as above, but bolt is missing.



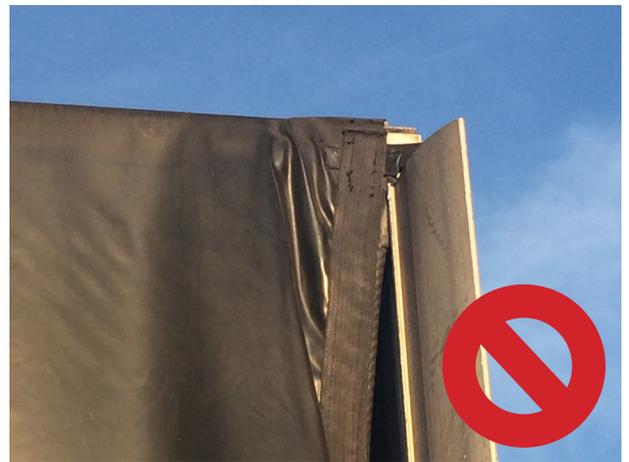
Check Cam Lock Handle on Rear Bow

Check to ensure that the cam lock handle on the rear bow is secured. Cam lock handle should be tight enough to not wobble but loose enough to operate easily.



Check Curtain Keder Track

Check to ensure that the curtain is secured in the keder track at the top of the rear bow.



NOTES:



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