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1000 Series
Manual (G) and Electric (EDD) Tarping System

Installation, Operations & Maintenance Instructions

 **WARNING**: In order to prevent damage, the tarp must always be left in the uncovered position when the truck is not in use for a period of more than 2 consecutive hours.

 **WARNING:** All repairs and parts replacement should be undertaken by qualified technicians. The buyer assumes all risks and liabilities arising out of his or her repairs, modifications, or parts replacement on the original product.

 **WARNING:** Inspect the tarp system before each use for fit, wear and damage. Check tarp system at regular intervals during use. Replace parts at first sign of damage or material wear. If you find anything upon inspection that cannot be corrected, do not use as severe injury could result.

 **WARNING:** Do not operate vehicle until you are certain that the tarp system is properly installed and can be safely operated.

 **WARNING:** Do not operate the tarping system while the vehicle is in motion and make sure the vehicle is clear of any obstructions (such as overhead wires).

 **CAUTION:** Any piece of equipment can be dangerous, even deadly, if not used properly. You are responsible for the proper use of this product and the safe operation of any accessories or related equipment and vehicles. Common sense and caution cannot be built into the equipment and must be supplied by the operator.

 **CAUTION:** If for any reason you do not understand all portions of these instructions and warnings, contact the company at the number listed herein for assistance. Do not use, or allow others to use, the tarp system until you (and others) fully understand its operation, these instructions and warnings. Manufacturer assumes no liability or responsibility for injury or damage caused by improper use or failure to read and follow all instructions and warnings.

Read and understand these instructions completely before starting.

Use these instructions with the drawings included to install your system.

These instructions cover the standard unit as well as the optional housing.

NOTE: Installation of this system should be performed by a skilled installer who is familiar with safe tarp operation and mechanics.

NOTE: Please be aware that there may be updates and/or modifications to this system, its component parts, and its use. This is strictly a guide to help with the proper installation and use of this system.

NOTE: You should become familiar with all applicable federal, state, and local laws, rules, and regulations (including, but not limited to, department of transportation regulations) regarding the installation and use of these types of systems.

ATTENTION DISTRIBUTOR: DO NOT DISCARD.
Please give this manual to the customer when the unit is delivered.

G 1000 INSTALLATION INSTRUCTIONS
MANUAL & ELECTRIC (EDD)

READ AND FOLLOW ALL INSTRUCTIONS BEFORE USING THIS PRODUCT. REPLACE ALL WARNING LABELS WHEN THEY BECOME UNREADABLE.

ROLLER ASSEMBLY

Assemble -1- Center Section (G1633) into the right and left sides of the roll assembly on the ground. Adjust the roller to proper width and install -2- 1" sheet metal screws (provided) to lock everything together. These screws go thru the grooves in the roll halves and thru the groove in the center section.
The Right Side Roll Assembly on 1000 series units have the SERIAL PLATE attached to it and the Left Side Roll Assembly always has a crank, sprocket or electric motor attached to it. Assemble -2- Roll Mounting Angles (G2005 for manual units and EDD1502 for electric units) to the inside of each bearing plate using the 3/8" bolts, nuts and lock washers provided. Place the Roller Assembly on top of the cab shield in the position desired. Clamp the Roller Assembly in place and check to see that it is square and level to the body.

NOTE: IF THE DISTANCE BETWEEN THE BEARING PLATES, WHEN MOUNTED IS LESS THAN 86", THEY MUST BE SHIMMED/MOVED OUT FROM THE SIDES OF THE CAB SHIELD SO THE MINIMUM DISTANCE BETWEEN THE PLATES IS 86". THIS CAN BE ACCOMPLISHED BY USING CHANNEL OR ANGLE IRON SPACERS (NOT PROVIDED).

2 pc. ARMS-SIDE MOUNT and UNDERBODY MOUNT

All pivot arm units come with 2 pc. Arms. These arms are broken down into a Base Arm (spring, spacers and brace) and an Upper Arm (tube and setscrews). When installing or replacing either portion of the arm, remove the setscrews completely, disassemble the arm, coat the base portion of the arm and setscrews with "never-seize" and reassemble.
The setscrews should be tightened to a torque of 40 - 45 ft-lbs.
Replace worn setscrews immediately.

PIVOT POINT LOCATION AND MOUNTING OF ARM MOUNTING BRACKET

STANDARD SIDE MOUNTED TORSION SPRING MODELS

Measure the distance from the back side of the roller to the center of the tailgate. Dividing this measurement in half will give you a starting point for locating your arm mounting brackets. Tack weld -1- arm mounting bracket to one side of the body so that the front of the bracket lines up with the measurement determined above. **MOUNT THE ARM MOUNTING BRACKET AS LOW ON THE SIDE OF THE BODY AS POSSIBLE. DO NOT MOUNT THE BRACKET ON THE FACE OF A VERTICAL RIB OR ON THE FACE OF THE RUB RAIL.** If the center point happens to fall directly on the face of a rib, then the arm mounting bracket must be moved to either side of the rib.

The arm mounting brackets must be mounted square and plumb. The long dimension of the arm mounting bracket must be vertical when viewed from the side of the body and the face of the bracket must be plumb vertically and parallel horizontally to the side of the body. Be careful of tapered bodies and tapered rub rails! Test for correct location as shown below.

OPTIONAL UNDERBODY MOUNTED TORSION SPRING (HUB STYLE)

The Underbody Arm Mounting Bracket and the Underbody Mounting Bracket is pre assembled for ease in installation Measure the distance from the back side of the roller to the center of the tailgate. Dividing this measurement in half will give you a starting point for locating your arm mounting brackets. Tack weld -1- Underbody Mounting Bracket to one side of the body so that the front of the mounting hub lines up with the measurement determined above. Test for correct location as shown below. Once the correct location has been determined, the Underbody Mounting Bracket can be welded to the body. Make certain the front edge of the Underbody Mounting Bracket is even to the outside edge of the rub rail and the bracket is level and plumb. Be careful, the underside of some rub rails may not be square and some shimming may be required. Additionally, the inside end of the Underbody Mounting Bracket may need to be supported if the body cross members are higher that the rub rail. Do Not Weld the Underbody Arm Mounting Bracket to the body. If it appears as though the brackets may interfere with the tires, you may trim or radius the brackets to suit your installation. See Installation Diagram.

TESTING THE PIVOT POINT LOCATION

Insert a bow into an arm and place the arm onto the arm mounting bracket. Swing the arm to the front of the truck and adjust the bow in or out so that it is approximately 1-2" behind the bearing plate. On trucks, the 45 degree bend in the bow is provided so that the arm and bow in combination do not cut across the corner where the side of the body joins with the headboard. Secure the bow temporarily to the arm by clamping and swing the arm through its arc to the rear of the truck. The portion of the bow which will hold the rear section should end up in line with the center of the tailgate. Correct as necessary and swing the arm to the front of the truck. The roll assembly may have to be moved either forward or back to maintain the 1”- 2" dimension between the bow and the bearing plate. Once the arm, bow

and roller have been aligned properly, you are ready to duplicate this same setup on the other side of the truck.
Install the rear section between the bows making sure that the width between the arms at the pivot points is the same as the width between the arms at the bows. Shorten the rear section as necessary. Install the Retaining Rings and Roll Pins.

Once the correct pivot point position has been established, finish installing the roller assembly by welding and/or bolting to the cab shield.

INSTALLING THE REAR SECTION & BOW RESTS

SIDE MOUNTED TORSION SPRING UNITS

Secure the arms to the bows and the bows to the rear section by drilling -4- 1/4" holes through the pieces and installing -4- 1/4" x 2" cotter pins (provided).

UNDERBODY HUB STYLE TORSION SPRING UNITS

Secure the arms to the bows by drilling 1/4" dia. holes through the arms and bows and install 1/4" x 2" cotter pins (provided). The bow to rear section connection is made using 1/4-20 x 2" Bolts, Lock washers and Nuts (provided). Drill a 1/4" dia. hole through the rear section and bow, approximately 1" in from the ends of the rear section, and install -1- 1/4-20 x 2" bolt into each hole and fasten with -1- 1/4-20 hex nut and lock washer.

ALL PIVOT ARM UNITS

After the Rear Section has been installed, the arm mounting brackets and the roller assembly can now be fully welded in place. Make sure that the welds have good penetration and add any gussets that you as the installer feel are necessary. The Bow Rests (G2089) can now be welded to the rear of the body to support the arms when the load is covered. The bow rests should be positioned so that the rear section is slightly (1/2") above the tailgate to prevent chafing of the cover. In some instances the bow rests may have to be shimmed out from the body in order to align properly with the arms (i.e. Tapered Bodies).

OPTIONAL EQUIPMENT

CONTROL BOX

The Spring Disengaging Crank Handle is shipped permanently installed into the crank box. Attach the Crank Box Support angle to the slot in the back of the crank box using the 3/8" nuts, bolts and washers provided. Secure the crank box to the left side bearing plate using the 3/8" bolts washers and nuts that are used to attach the bearing plate to the roll mounting angles. Do not tighten the nuts all the way at this point; they will be tightened later on after

the chain has been installed. Check the alignment of the drive sprocket on the roller with the drive sprocket inside the crank box. Correct as necessary by moving the left side roller in or out as necessary. This can be accomplished by loosening the 2 set screws on the collar of the bearing, moving the roller and then re-tightening the set screws.
Check to make sure that the crank box support angle is of the proper length to support the crank box and keep the two sprockets in alignment as far as parallelism is concerned. Also check to make sure the inside of the Crank Handle will not hit the body when pushed into the slots in the drive sprocket. Cut the crank box support angle or add to it as required so that the alignment is maintained. Weld the crank box support angle to the body. Push the crank in and out to check for proper clearance. Lead the 3.5 foot drive chain around the sprockets and attach the two ends using a master link (provided). Adjust tension on the chain by moving the crank box away from the roller assembly and tighten the -3- bolts and nuts securely. Proper tension is achieved when the chain cannot be deflected more than 1/2" midway between the two sprockets. Lubricate the chain with white grease and install the chain guard using -2- 1/4-20 x 1/2 bolts and flat washers provided. The bolts go through the slots in the chain guard and into tapped holes in the crank box. Adjust the chain guard so that adequate clearance is maintained between the chain and the guard so that the chain does not rub or bind on the guard.

DO NOT OPERATE WITHOUT CHAIN GUARD (Label P/N CGD-ANSI)

STANDARD GROUND CONTROL EXTENSION

The Ground Control Extension consists of an Upper Extension and a Lower Extension. The upper extension has two tapped holes at one end and a single drilled hole at the other end. The lower extension slides inside the upper extension so that the correct or desired length of extension can be set. The upper extension has a bracket on the back side that bolts to the left side bearing plate, utilizing the same hardware that holds the bearing plate to the roll mounting angle. The crank box bolts to the bracket on the back of the lower extension with 3/8" bolts, nuts and washers provided. Attach the crank box support angle to the crank box as outlined in the previous section. Bolt the upper extension to the left side bearing plate, then bolt the crank box, with the support angle attached, to the lower extension. Slide the lower extension into the upper extension as far as necessary until the desired height is achieved. Clamp the pieces together to hold this position until the assembly has been secured to the body. Check the alignment of the sprocket on the roller with the sprocket in the crank box. Correct as necessary as outlined in the previous section. Check to see if the crank box support angle needs to be shortened or lengthened to ensure that the drive chain will track properly. When all these adjustments have been made, the crank box support angle can be welded to the body to provide support for the crank box and the crank extension. It will be necessary to use the long drive chain (10') in conjunction with the short drive chain (3.5') when the extension is extended to its maximum length.

For other lengths, the chain(s) may have to be linked together or cut depending on the situation. When the correct length has been found, connect the chain ends using the master link(s) provided. Adjust the chain by sliding the crank box away from the roller assembly. Make sure that the bolts and nuts are all tightened securely after adjusting the chain. Proper chain tension is achieved when the chain cannot be deflected more than 3/4" midway between the two sprockets. Lubricate the chain with white grease and install the chain guard onto the top of the upper extension using -2- 1/4-20 x 1/2" bolts and flat washers provided. The bolts go through the slots in the chain guard and into the tapped holes in the upper extension. Adjust the chain guard so that adequate clearance is maintained between the chain and the guard so that the chain does not rub or bind on the guard.

⚠WARNING DO NOT OPERATE WITHOUT CHAIN GUARD (Label P/N CGD-ANSI)

MODEL EDD 1000 ELECTRICAL CONNECTIONS

Each kit comes with enough wire and terminals to properly wire -1- unit. The electrical connections are the same on all sizes of units. The dual wire is furnished in one continuous length. One (1) piece of wire is used to connect the battery to the Rotary Switch and -1- piece of wire is used to connect the Rotary Switch to the electric motor. Please note that the wire connecting the switch to the motor is to be run without interruption along the chassis to the pivot point and then under the body directly to the motor.
Following of the wiring diagram found included in this booklet will make connecting the wires to the proper place very easy. The Rotary Switch is not waterproof and **MUST** mount in the cab where it is out of the weather. Mount the switch and bracket in a suitable place in the cab where the operator can easily view the tarping system in his mirrors or while standing on the ground directly outside the cab. Run the long wire from the Motor down the front of the body, under the body to the pivot point, around the pivot point and along the chassis to the cab. Split & strip the wire and attach two ring terminals to the wires at the motor end and make the connection to the motor. **Use two wrenches when tightening the nuts on the studs.** Use wire ties or clamps to secure the wire to the body and chassis. Cut the wire to length. Split & strip the wire and connect these to terminals **A1** & **A2** using the ring terminals with small holes. Split & strip one end of the remaining piece of wire, attach the terminals and connect to terminals **B1** & **B2** on the switch. Route these wires to the battery (**B1 positive + and B2 negative -**). Connect the circuit breaker to the positive lead (**B1**) and then to the battery positive. Connect the other lead (**B2**) to the negative side of the battery. *Coat all terminals and connections with dielectric grease to prevent corrosion.*

Check to make sure the roller turns the correct way when the switch is activated, that is the roller turns clockwise as viewed from the drivers side of the truck when the switch is turned to the uncover position and turns counterclockwise as viewed from the drivers side of the truck when the switch is turned to the cover position. Correct as necessary by reversing the wires on the motor terminals. Install the cover on the Motor using the screw provided.

COVER (TARP) - ALL MODELS
RECTANGULAR & 9' WIDE TAPERED

Wrap the Cover 3/4 of the way around the roller in a clockwise manner as viewed from the drivers side and attach the cover to the roller using -5- 1" Sheet Metal Screws and Fender Washers provided. These sheet metal screws attach the center section to the left and right side rolls as well as hold the cover in place. Make sure the cover is straight on the roller and that the fender washers are firmly in place over the grommets. Also, make sure the shock cords (on tapered covers) are on the top.

COVER SHOCK CORDS - ALL MODELS WITH 9' WIDE TAPERED COVERS

The shock cords on the top of the cover are designed to fold the cover upward and inward so that the 9' wide cover will roll up between the bearing plates on a narrower cab protector. This is accomplished by firmly tying one end of the shock cord to a loop on one side of the cover and then passing the other end of the shock cord through the loop in the center of the cover towards the other side and stretching the shock cord so that it pulls the cover up and in. The amount of tension applied to the shock cord will vary depending on how narrow the cab shield is. Tie a secure knot in the loose end of the shock cord when a satisfactory amount of tension has been applied to cause the cover to wind properly. The best test for this is to check the cover while it is being wound on the roller. The cover should not "bunch up" and/or rub on the bearing plates nor should it pull in too far away from the bearing plates. Shock cords that are too tight are as bad as those that are too loose. Be patient, they may have to be adjusted a couple of times in order to get them right. Make sure that the first couple of winds that go onto the roller are smooth and even. If not, then the cover will wind up faster on one side than the other because of the extra material which gives a larger circumference to the roller.

NOTE: REMOVE ANY AND ALL SHARP EDGES OR CORNERS ON THE TOP OF THE BODY THAT THE COVER MAY COME IN CONTACT WITH. PAY PARTICULAR ATTENTION TO THE TAILGATE PORTION OF THE BODY AS WELL AS THE CAB SHIELD PORTION. FAILURE TO REMOVE THESE SHARP AREAS WILL RESULT IN COVERS BECOMING CUT AND FAILING AS THEY COME INTO CONTACT WITH THESE AREAS.

COVER INSTALLATION - RECTANGULAR & TAPERED

After attaching the cover to the roller, disassemble one bow from the rear section and slide the rear boot of the cover onto the rear section. Re-assemble the bow and rear section. Insert -1- cover spring into each grommet at the rear of the cover and attach the loose end of the spring into the head of the cotter pin that is used to attach the bow to the rear section. On Underbody Mounted Units where the rear section is bolted to the bows, you have to drill -1- 1/4" dia. hole approximately 3" away from the edge of the cover in the rear section on both sides and then install -1- 1/4" cotter pin into each hole for the loose end of the spring to attach to. If the unit includes a 9' wide tapered cover, tie the cover shock cords as outlined above and follow the operating instructions to test and operate the unit.

WINDSCREEN MOUNTING

After operating the unit, the last item to be installed is the windscreen. The cover should be rolled up onto the roller so that the windscreen may be placed as close to the roller as possible without interfering with the cover. A general guide is to have the windscreen 2-3" in front of the cover when rolled up onto the roller. **The purpose of the windscreen is to keep air flowing over the cover and not under the cover that will cause billowing of the cover which in turn will shorten its life.** It is imperative that any air that might flow under the roller be stopped. Even if this means sealing the open spaces in between the ribs on a ribbed cab shield. The height of the windscreen when properly installed should be just over the top of the roller assembly when the cover is rolled up.

These units use a 2 piece curved windscreen that is to be **BOLTED** to the cab shield, with -6- bolts, nuts and washers provided, in front of the roller as outlined above. Each piece is 48" long and they may be overlapped in the middle if the 2 pieces together are too wide for the cab shield. The only place where the windscreen is to be welded is to tack the 2 pieces together where they butt or overlap in the middle. It has been shown that welding the windscreen to the cab shield results in the cracking of welds and weakening of the windscreen.

TENSION HOOP OPTION

If YOUR SYSTEM INCLUDES THE OPTIONAL TENSION HOOP, THIS SHOULD BE THE LAST ITEM TO BE INSTALLED AS PART OF YOUR TARPING SYSTEM, HOWEVER WHEN LOCATING THE ROLLER ON THE CAB SHIELD, YOU MUST CONSIDER THAT YOU ARE GOING TO USE A TENSION HOOP. WHEN A TENSION HOOP IS TO BE USED, THE BEARING PLATES SHOULD BE POSITIONED 6” FORWARD OF THE REAR OF THE CAB SHIELD.

1. Uncover the body by fully winding the tarp onto the Roller Assembly.

2. Measure the height of the cab shield from the highest part of the side (including the side board if used) to the top of the cab shield ("A" on drawing). Dividing this measurement in half will give you a starting place for locating the Pivot Point Assembly on the side of the cab shield (1/2 "A" on drawing). Measure down from the top of the cab shield and mark this dimension horizontally on the side of the cab shield.
3. Place -1- Bow Corner into the Base Bow on the Pivot Point Assembly and clamp the Pivot Point Assembly to the cab shield so the center of the pivot bolt lines up with the horizontal mark made earlier. The front to rear location is determined by the location of the Rear Section when the tarp is fully wound onto the roller. This is done as follows: The top of the bow corner MUST be in front of the Rear Section and vertical. The Bow Corner should not stick up above the rear section; it should be aligned with the rear section. Trim the bow corner if necessary.
4. Move the arms to the covered position at the rear of the truck. Swing the Bow Corner thru its arc toward the rear of the truck and down to make sure that adequate clearance is maintained between the rear corner of the cab shield and the underside of the bow corner. Check to see that the Bow Corner comes to rest at the corner between the side of the body and the cab shield. If not, adjust the pivot point location and/or bow corner length as necessary to achieve the proper position for the bow corner in its covered and uncovered position. Re-check the position of the bow corner to make certain that it remains aligned with the rear section in the uncovered position.
5. Once the correct position has been established, weld the base plate of the Pivot Point assembly to the cab shield. Be careful not to damage the spring and spacer. This can be taken apart if necessary. Position the Pivot Point Assembly on the other side of the cab shield using dimensions taken from this side. Weld in place.
6. Insert the Bow Corners into the Base Bow so they face to the inside of the body and are in line with each other. Drill -1- 1/4" dia. hole thru each Base Bow/Bow Corner Assembly from front to rear and fasten with a 1/4" x 2 bolt and locknut provided on both sides.
7. With the bow corners in the vertical position, measure the distance between their inside ends. Add 8 inches to this dimension to get the length of the Cross Tube. Cut to length if necessary and de-burr the ID & OD on both ends. Assemble the cross tube to the Bow Corners. Drill a 1/4" hole from the rear to the front, making sure the bolt that goes into this hole will be out of the way of the tarp, thru the bow corner & cross tube and fasten with a 1/4 x 2" bolt and locknut provided on both sides. Make sure the bow corners are plumb vertically before drilling the holes. Correct as necessary.
8. Uncover and Cover the load a few times to make certain that everything is working properly and the Tension Hoop is falling into the proper place on the body. Correct as necessary.

OPERATING INSTRUCTIONS

MODEL G1000

This model is a direct drive unit that utilizes a friction brake in conjunction with a fiber bushing to achieve controlled covering of the load and to lock the cover on the roller when it is not being used.

It is imperative that no oil, grease or other lubricants be allowed to come in contact with the fiber bushing, the friction brake or the shaft that the fiber bushing rides on. These foreign substances will cause the mechanism to slip rendering the brake and lock useless that could cause damage to the unit and possible personal injury.

The crank handle is factory adjusted so that it will remain disengaged and hang up and down when the arms are pulling the cover out over the load.

If the crank should start to "fly around" when the load is being covered, the adjustment set screw that holds the crank into the roller as well as the spring that pushes the crank out of the roller should be checked and replaced as necessary.

When using the brake to control the speed of covering, care should be taken so that the spring is not stretched out of shape by moving it too far to the left after it has been removed from the locked position. The friction brake should be moved just enough to let the arms move and unwind the cover off the roller.

The first few times that it is used it may move very slowly, but as the brake wears in, it will move at a normal speed.

TO COVER A LOAD:

1. Make sure that nobody is standing in the body or in the path of the arms.

2. Make sure that the truck is clear of overhead wires. .(Label P/N CEWD-ANSI)
3. Release the friction brake from the lock by moving it to the right just enough to disengage it from the lock and then move it to the left to release the friction brake. The speed of covering can be controlled by moving the brake to the right to slow the arms down or to the left to speed them up. REMEMBER: Do not overstretch the brake to gain speed in covering. Gently place the arms down onto the bow rests using the friction brake.
4. Lock the cover and roller in place by moving the brake to the right and behind the lock.
5. For added security, attach the two tarp straps provided to the rear section and the truck body.

TO UNCOVER A LOAD:

1. Remove the two tarp straps from the rear section if they were used.

2. Make sure that nobody is standing in the body or in the path of the arms.

3. Make sure that the truck is clear of overhead wires. .(Label P/N CEWD-ANSI)
4. With one hand, release the friction brake by moving it to the left after

unlocking, so that it does not drag as the cover is being wound on the roll. With the other hand, engage the crank by pushing it into the slots on the end of the roll.

⚠WARNING **AVOID PERSONAL INJURY**. Turn the crank in a **CLOCKWISE DIRECTION** to wind the cover onto the roll until the rear section is resting on the cab shield. (Label P/N CB-ANSI)

5. Lock the roll in place by moving the brake to the right and placing it behind the lock while still holding onto the crank. **DO NOT LET GO OF THE CRANK UNTIL THE BRAKE IS IN ITS LOCKED POSITION.**
6. Let go of the crank and let it pop out of the slots in the end of the roll. The crank should hang straight up and down.

Any Unit with a CRANK BOX or STANDARD GROUND CONTROL

The CRANK BOX utilizes a chain drive to wind and unwind the cover along with a friction brake, to control the speed of covering as well as a positive lock, to lock the roll in place. The crank, on the front, is designed to hang straight up and down when it is disengaged and not being used to roll up the cover. The crank is spring loaded to ensure that it will disengage when not in use. The friction brake on the left hand side of the box is used to control the speed of covering.

⚠ This friction brake is activated by pushing downward on the brake control rod. It is imperative that no oils, greases or other lubricants come in contact with the friction brake strap or the drum that it presses against. These foreign substances could cause the friction brake to slip, which in turn could cause uncontrolled covering. Uncontrolled covering could result in damage to the unit as well as personal injury, so be careful when lubricating the chain not to get lubricants where they do not belong.

The brake lock, on the front of the crank box, is only to be used to lock the cover in one of two positions, either fully wound on the roll or when extended over the load.

⚠ DO NOT USE THE BRAKE LOCK AS A BRAKE TO SLOW THE UNIT DOWN. DAMAGE TO THE UNIT CAN RESULT. The brake lock is designed to be a positive lock on the sprocket teeth when the crank is turned in a CLOCKWISE DIRECTION when winding the cover on the roll. If the crank is turned in a counterclockwise direction the brake lock will not hold. Severe damage to the unit and possible personal injury will result if the crank is not turned CLOCKWISE.

TO COVER A LOAD:

⚠WARNING 1. Make sure that nobody is standing in the body or in the path of the arms.

⚠WARNING

2. Make sure that the truck is clear of overhead wires. (Label P/N CEWD-ANSI)
3. Make sure that the crank handle is disengaged.
4. Place one hand on the friction brake that is on the left hand side of the crank box and press downward.
5. With your other hand, release the Safety Latch on the Brake Lock by swinging it up and to the left, out of the way and then release the brake lock by moving it to the right and up.
6. Control the speed of the cover over the load by applying more or less downward pressure on the friction brake until the arms go over the load coming to rest on the bow rests.
7. Engage the brake lock into the sprocket teeth by moving it down and to the left.
8. Engage the Safety Latch with the Brake Lock by swinging it down and to the right until the slot is seated firmly on the Brake Lock.
9. For added security, attach the two tarp straps provided to the rear section and the truck body.

TO UNCOVER A LOAD:

1. Remove the two tarp straps from the rear section if they were used.

⚠WARNING 2. Make sure that nobody is standing in the body or in the path of the arms.

⚠WARNING 3. Make sure that the truck is clear of overhead wires.(Label P/N CEWD-ANSI)

4. Engage the crank with the drive sprocket by sliding it into the slots on the shaft with one hand.
5. With your other hand, release the Safety Latch on the Brake Lock by swinging it up and to the left, out of the way and then release the brake lock.
6. Once you have released the brake lock, place your free hand on the handle of the friction brake located on the left side of the crank box.

⚠WARNING 7. **AVOID PERSONAL INJURY**. Turn the crank in a **CLOCKWISE DIRECTION** as indicated by the curved arrow on the front of the crank box, and the warning label to wind the cover onto the roll until the rear section is resting on the cab shield. Remove your hand from the friction brake while still holding the crank. With your free hand engage the brake lock into the sprocket teeth by moving it down and to the left until it locks into place. (Label P/N CB- ANSI)

8. Engage the Safety Latch with the Brake Lock by swinging it down and to the right until the slot is seated firmly on the Brake Lock.
9. You may now remove your hand from the crank handle. Make sure that the crank handle "pops" out of engagement and hangs straight up and down.

or

Any Model that has been converted to ELECTRIC operation

Electrically operated units are the easiest to operate. They can be operated from inside the cab or outside, depending on the switch placement. If you are operating the unit from inside the cab, make sure that you have good visibility in your mirrors of the arms and cover.

TO COVER A LOAD:

⚠WARNING 1. Make sure that nobody is standing in the body or in the path of the arms.

⚠WARNING 2. Make sure that the truck is clear of overhead wires. (Label P/N CEWD-ANSI)

3. Cover the load by moving the Rotary Switch to the COVER position. Release the switch when the arms come to rest on the bow rests.
4. For added security, attach the two tarp straps provided to the rear section and the truck body.

TO UNCOVER A LOAD:

1. Remove the two tarp straps from the rear section if they were used.

⚠WARNING 2. Make sure that nobody is standing in the body or in the path of the arms.

⚠WARNING 3. Make sure that the truck is clear of overhead wires. .(Label P/N CEWD-NSI)

4. Uncover the load by moving the Rotary Switch to the UNCOVER position. Release the switch when the rear section comes in contact with the cab shield.

OPERATING ANY SYSTEM EQUIPPED WITH A TENSION HOOP

When covering the load, make sure to unroll enough tarp from the roller to allow the tension hoop to rotate down to its proper position.

MAINTENANCE TIPS

1. Keep the torsion spring at the base of the arms free from debris.
2. On systems equipped with Control Boxes or Ground Control Extensions, check the drive chain for proper tension and adjust if necessary.
3. On systems equipped with Control Boxes or Ground Control Extensions, periodically grease or lubricate the drive chain.
4. On Standard G1000 Direct Drive Systems. Check the crank to make sure it disengages properly. Items to check are: the spring is intact and lubricated and the set screw that retains the crank is properly adjusted .
5. On systems equipped with Control Boxes or Ground Control Extensions, check the crank to make sure it disengages properly. Remove and lubricate if necessary.
6. Periodically apply a spray lubricant such as WD-40 to the bearings, being careful not to contaminate the friction brake.
7. Replace any worn or broken parts immediately.
8. On system equipped with electric motors, check all electrical connections to make sure that no corrosion has set in, which will adversely affect the units operation.
9. Should you have any problems with any electric motor, please do not disassemble as this will void the warranty.
10. Guards are there for your protection, do not remove them.
11. Periodically check all fasteners, screws, nuts, bolts, cotter pins, etc. Tighten and/or replace as needed.
12. Replace all warning labels when they become unreadable.

TIPS FOR THE OPERATOR

1. Keep the arms under control when covering the load by using the friction brake.
2. Make sure that the crank handle is disengaged when not in use.
3. Make sure that the truck is clear of any overhead obstructions before moving the pivot arms.

⚠WARNING 4. Make sure that the truck is clear of overhead wires.

5. Keep hands clear of any moving parts.

⚠WARNING 6. Make sure that nobody is standing in the body or in the path of the arms. when using the unit.

7. Guards are there for your protection, do not remove them.
8. Pay attention to the safety decals.
9. DO NOT USE THE PIVOT ARMS AS HANDLES OR STEPS WHEN CLIMBING UP ON THE BODY.

SPECIAL NOTE

Pioneer Cover all will not be held responsible for damages to or caused by their truck/ trailer covering systems when they have not been installed or used in the manner prescribed in this manual.
Any modifications to the units or deviations from the procedures outlined in this manual must be authorized in writing by Pioneer Cover all.

SPECIAL NOTE

NOT MANUFACTURED OR INTENDED FOR USE WITH HAZARDOUS WASTE.

LIMITED WARRANTY

Pioneer Cover-all ("Seller") warrants its products to be free from proven defects in materials and workmanship under intended normal use as described in the Instruction Manual for a period of one (1) year from the original date of purchase.

Seller's obligation under this Limited Warranty is limited to the repair or replacement of any defective product and does not include freight, labor charges or lost time due to or in connection with the failure of any defective part. Any product will be repaired or replaced (at Seller's election) under the conditions of this Limited Warranty at Seller's expense when Seller has authorized a return and determined, in its sole discretion, that the product is defective.

The following are not covered by this Limited Warranty:
1. Any failure of the product or any parts of the product due to misuse,

accident ,neglect, abuse, improper maintenance, improper handling, improper installation, alteration, modification or acts of God including, but not limited to, lightning strikes, floods, fire or other causes beyond the reasonable control of the Seller.

2. Products that have been modified or that have serial numbers that have been removed, altered or defaced; and
3. The fabric tarp.

THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. THIS LIMITED WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

THE SELLER MAKES NO WARRANTY OR REPRESENTATION EITHER EXPRESS OR IMPLIED, WITH RESPECT TO AN ITEM'S MERCHANTIBILITY OR FITNESS FOR A PARTICULAR PURPOSE. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THIS LIMITAION MAY NOT APPLY TO YOU.

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This Limited Warranty applies only to the original purchaser of the product through Seller or its authorized dealer or distributor and is not transferable. Proof of purchase from Seller or its authorized dealer or distributor will be required prior to any consideration of warranty claims.