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INSTALLATION, OPERATION, & MAINTENANCE MANUAL


PIONEER HR 2500


POWER GLIDE COVERING SYSTEM



Revised 5/01/2017


 **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.

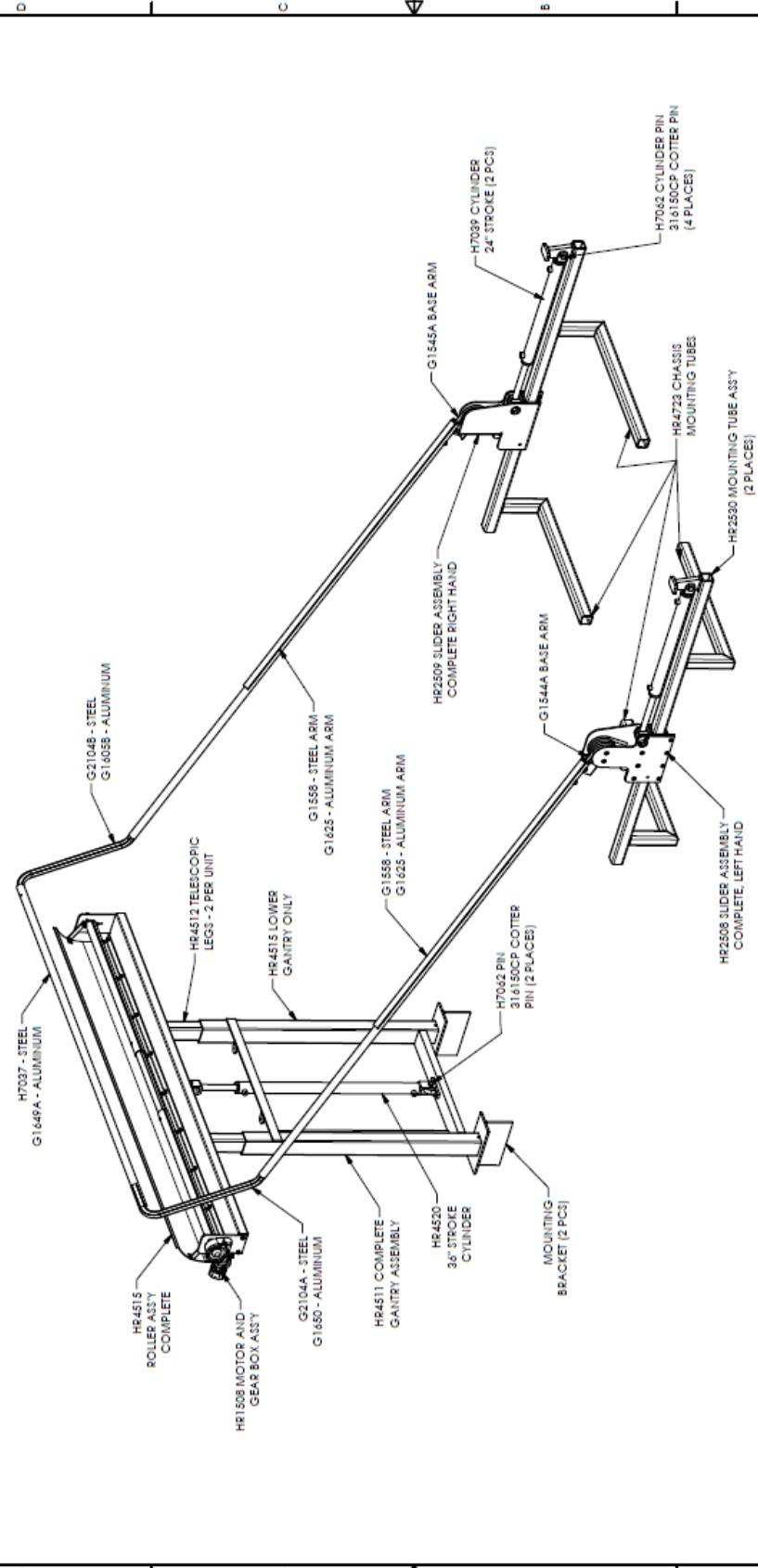
 **WARNING:** DO NOT OPERATE VEHICLE UNTIL YOU ARE CERTAIN THAT THE TARP SYSTEM IS PROPERLY INSTALLED AND CAN BE SAFELY OPERATED.

 **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.

REV	ECO No.	DESCRIPTION	DATE	ENGINEER
A		INITIAL RELEASE	5/11/2017	RDS



PROJECT	HR2500	SCALE	SCALE: SIZE: B	DWG NO.	HR2500	REV	A
MATERIAL	BLACK	TOLERANCES	X.XX ± 0.01	HR2500 SLIDING PIVOT TARPING SYSTEM X.XXX ± 0.005 ANGLE ± 1° ALL DIMENSIONS IN INCHES			
WEIGHT	795.00 lb/m2						
APPROVED							
CHECKED							
DRAWN	RDS	7/21/2016	SHEET 1 OF 1				



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HR 2500

POWER GLIDE COVERING SYSTEM

INSTALLATION INSTRUCTIONS

Prior to installing the flow diverter and cover control valve into your truck's hydraulic system, we recommend that you check with the hoist manufacturer for possible warranty implications.

Read and understand these instructions completely before beginning the installation. Use these instructions with the drawings included to unpack, identify and familiarize oneself with the various components of the system.

1. MOUNTING THE GANTRY AND ROLLER ASSEMBLY

Pick a suitable place on the chassis of the truck directly behind the cab to mount the Gantry and Roll Assembly. Clear away or re-route any hoses, cables etc. that may interfere with mounting the Gantry to the chassis. Locate and clamp two HR4519 Chassis Mounting Angles to the frame. You may turn these angles in over the chassis or out from the chassis depending on the chassis width of your truck.

Allow a minimum of 3-4" between the front of these mounting angles and the back of the cab. This will provide clearance for the Roller Assembly as it moves up and down vertically. The mounting angles must be in the exact same position on either side of the chassis. A good way to ensure this is to pick a bolt on either side of the rear suspension chassis mounts and use that as a reference point for locating the mounting angles.

The height of the mounting angles should be the same if placed directly on top of the chassis flanges. If not, the height can be checked by measuring each side or with a level (assuming the truck is level).

Once the mounting angles have been properly located and clamped, they must be bolted to the chassis with ½" grade 8 hardware (not supplied). Four bolts are recommended on each side.

NOTE: Do not drill into the chassis top and bottom flanges or any closer to the flanges than the truck manufacturer did.

Drill the holes thru the mounting angles and chassis, then fasten securely with the hardware specified above. Follow the manufacturer's recommendation for the proper amount of torque on the bolts.

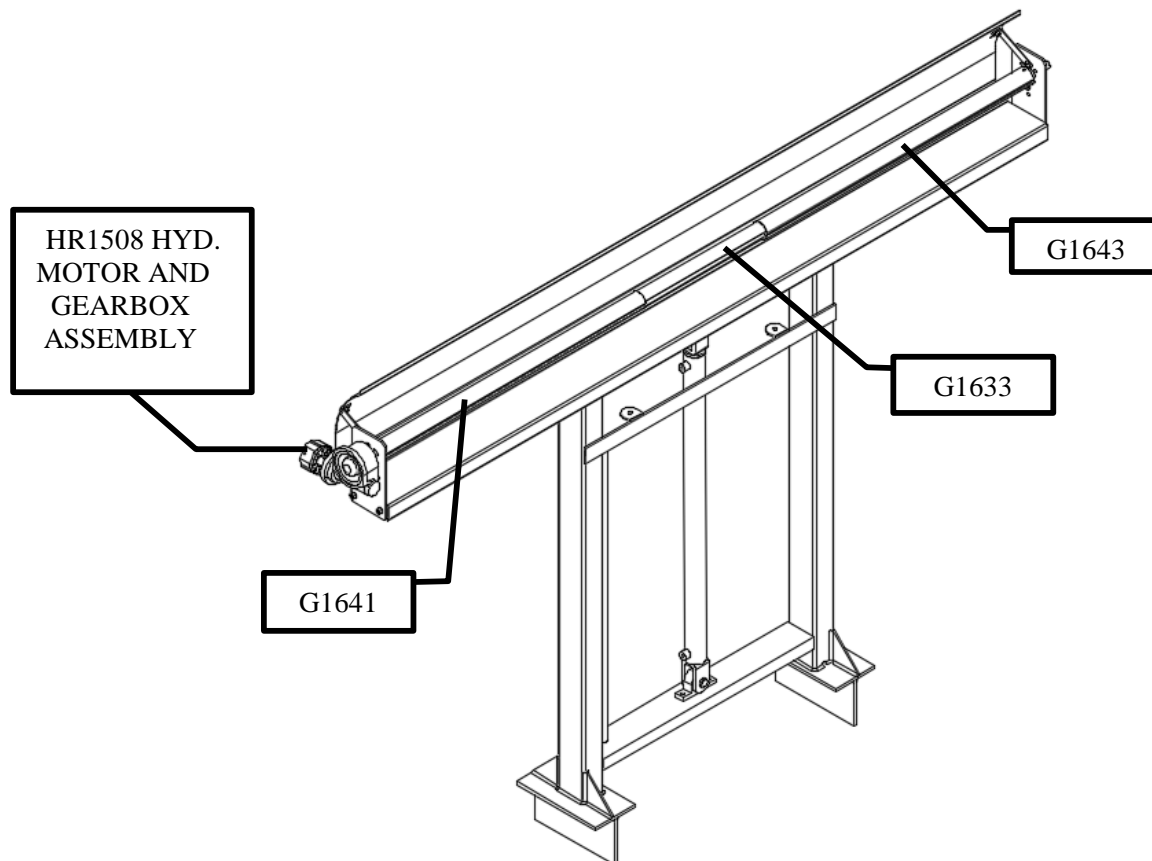
Mount the complete Roller Assembly (factory pre-assembled) on top of the Gantry Assembly by aligning the four ½” studs on the bottom of the roll base with the slots in the pads on the gantry legs.

NOTE: The hydraulic motor must be on the Left-Hand (Driver’s) side.

Secure the roll base to the top of the gantry with four ½-13 nuts and lock washers provided. Assemble the Gantry Cylinder to the Clevis Eye Pads found on the Gantry and roll base using two H7062 clevis pins and cotters.

NOTE: The ports on the cylinder should face to the left or driver’s side when viewed from the rear.

Using an overhead crane, chain fall or forklift, lift the entire Gantry and Roller Assembly up on top of the mounting angles with a sling. Center the Gantry on the mounting angles making sure the center of the gantry is aligned with the center of the chassis. Check to make sure the gantry is plumb and square to the chassis. Weld all around the bottom of the gantry legs to the mounting angles adding gussets and or braces (not provided) where necessary. Be sure to not weld the water drain notch closed on the bottom of each leg. It is strongly recommended that triangular gussets be added to the gantry between the gantry legs and mounting angles to firmly anchor them to the chassis to minimize front to rear movement.



2. DETERMINING THE PIVOT POINT AND SIDE ASSEMBLIES

NOTE: The arms and brackets must be mounted to a fabricated structure that is bolted to the chassis. This structure must extend outward from the chassis so as to allow for the widest width container that will be carried on the truck, whether or not the container is to be covered. (ie: self-contained compactors) The overall outside width from arm mounting bracket to arm mounting bracket cannot be wider than 108” to be in compliance with Federal DOT regulations. Check with your State and local DOT to find out if this standard applies in your area. If it does not apply, then you must mount the unit in compliance with your local DOT Regulations.

- A. Supplied with your system to make installation easier are four HR4723 Chassis Mounting Tube Assemblies. These are made longer in both directions than you may need so you can cut them to fit your installation. To determine how far out from the chassis you must be with the chassis mounting tubes, measure the outside width of your chassis and subtract this measurement from 106 3/4”. Divide this measurement by 2 to determine how far out from the chassis on each side the Chassis Mounting Tubes will protrude to support the Power Glide Side Assemblies in their proper location. From this measurement, subtract the thickness of the mounting plates that may already be bolted to the chassis or need to be attached to the chassis where the Chassis Mounting Tubes will be welded.

EXAMPLE: Chassis width (outside to outside) = 33 1/2”

$$106 \frac{1}{2}'' - 33 \frac{1}{2}'' = 73''$$

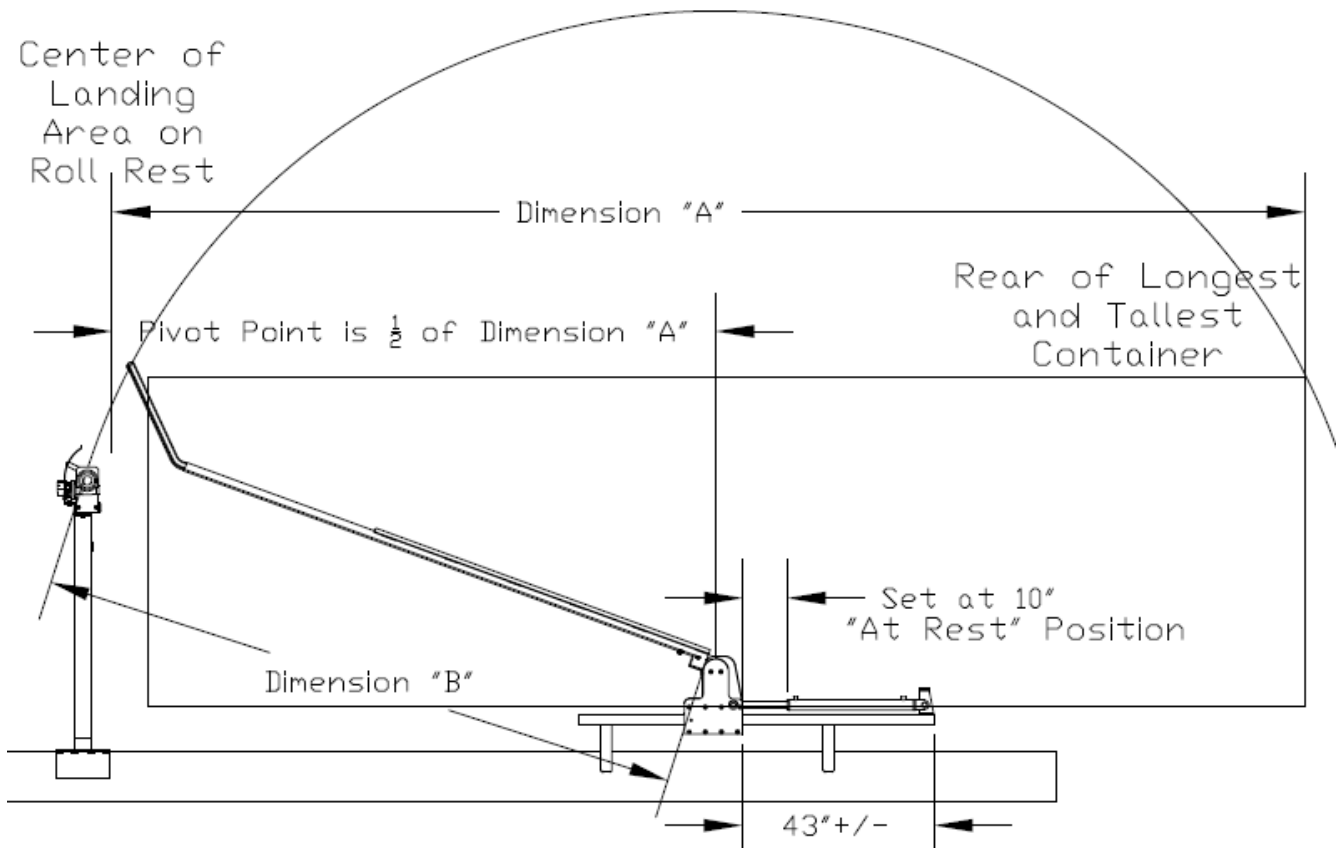
$$73'' \text{ divided by } 2 = 36 \frac{1}{2}''$$

Subtract thickness of fender mounting plates (3/8” in this example)

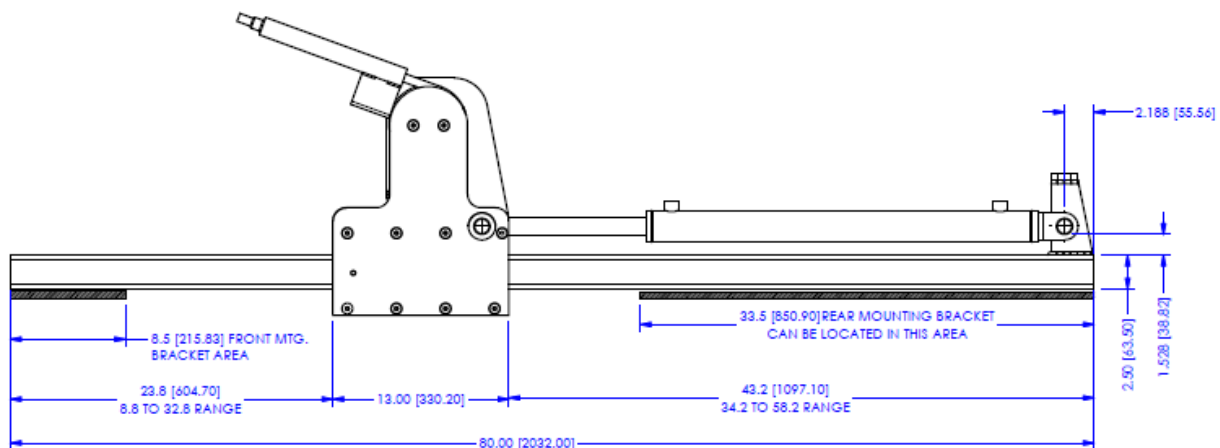
$$36 \frac{1}{2}'' - 3/8'' = 36 \frac{1}{8}''$$

Therefore, the horizontal leg of Chassis Mounting Tubes is 36 1/8” long.

- B. Put the longest and highest container that is to be covered on the truck. This container is used to determine the pivot point for the arms and to determine the arm length. If your containers are not the same length, you may have to modify this guideline to comply with the majority of containers you have.
- C. Measure the distance from the center of the flat landing area on top of the roll rest to the front side of the rear door on the container (Dimension “A”). Dividing this measurement in half will give you the center of the pivot point with the Slider Assembly set as shown. See the drawing below for reference. It is important to remove the plugs from the hydraulic cylinders on the slider units and move the carriage to the rest position. This usually works best when the distance from the back side of the slider carriage is 43” from the rear of the HR2530 mounting tube as shown. With the carriage in this position, the center of the carriage pivot will now align with one half of Dimension “A”. Mark the hoist or take an appropriate measurement for this point, unload the container from the unit, and proceed with mounting the side assemblies.



D. The vertical height of the Mounting Bracket Assemblies is determined by placing a straight edge across the hoist rails and measuring down to the bottom of the fenders.



The Power Glide Side Assemblies cannot be mounted any lower than the bottom of the fenders to allow adequate clearances for changing tires. Measure from the bottom of the straight edge, down to the bottom of the fender on one side of the truck, and **record this measurement**. Tack weld the HR4723 Chassis Mounting Tubes in place making sure they are plumb and square to the hoist. Note that the HR4723 Chassis Mounting Brackets can only be welded to the Power Glide Side

assembly in the areas indicated on the drawing above. On the front side, you can mount to the first 8 ½”, and on the back side, the rear 33 ½”. This is to allow room for the Power Glide Carriage to move fore and aft.

A good “Rule of Thumb” to use for setting the height of the HR4723 mounting tubes, is to mount them in the middle, vertically, of the steel fender mounting plates bolted to the chassis. This allows you room to put gussets above or below for strength. Using the straight edge across the top of the frame rails, measure down from the bottom of the straightedge the distance you recorded above. Mark the vertical leg of the Chassis Mounting Tubes and cut. Place a Power Glide Side Assembly on top of these tubes and align the center of the arm pivot to the “At Rest” pivot position determined above. Measure from the hoist to the Power Glide Side Assembly at the front and rear to make certain it is parallel to the hoist. Plumb the bracket vertically and tack weld in place.

- E. Check to make sure the Power Glide Side Assembly is straight and parallel to the hoist. If not, correct by moving in or out as necessary.
- F. NOTE: There is a small amount of in and out movement built into the Power Glide assembly.
- G. Repeat for other side.
- H. NOTE: A good way to make certain that both pivot points are in the same location on both sides of the truck is to measure on a diagonal from the roll base/rest to the rear cylinder mounting bracket on both Power Glide side assemblies.
- I. Measure side to side across the truck to make certain you are no wider than 108” from outer cover plate of both Power Glide slider carriages. Correct as necessary. Add gussets between the Chassis Mounting Tubes and the steel fender mounting plates in “front to rear” as well as “up and down” locations to strengthen the mounting. Weld everything securely.

SOME POINTS TO REMEMBER ARE:

-DO NOT WELD DIRECTLY TO THE CHASSIS, USE STEEL FENDER MOUNTING PLATES THAT ARE DRILLED AND BOLTED TO THE CHASSIS. Follow the chassis manufacturer’s recommendations. Do Not use any hardware below a grade 8.

-Make sure the structure is well supported and gusseted.

-There cannot be any flexing of the supports that hold the Power Glide side

assemblies. This must be as rigid as possible.
The **POWER GLIDE SIDE ASSEMBLIES** must be:

-PLUMB (vertically) and level (horizontally).

-Parallel to the chassis and a maximum of 108” OD.

-High enough to allow access to the tires.

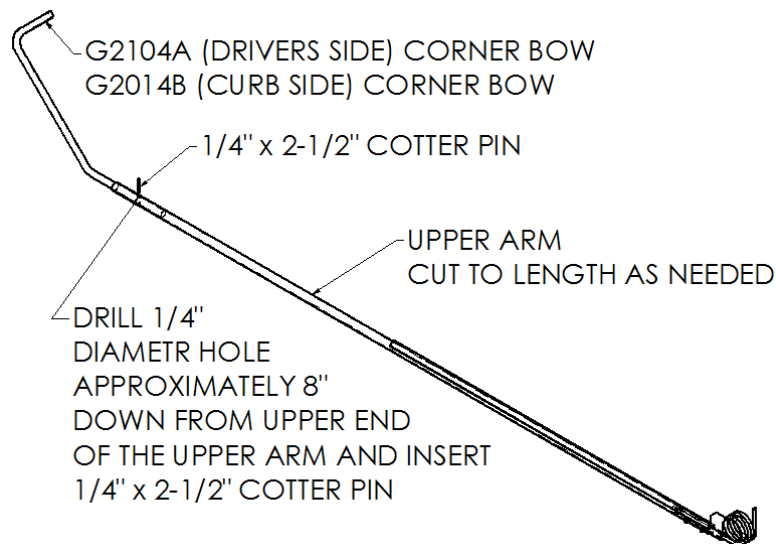
-Must be the same distance out from the chassis on both sides of the truck.

3. INSTALLING THE TARP AND ARMS.

Measure the distance from the center of the flat landing area on top of the roll rest to the front side of the curved outer cover plate on the Power Glide Assembly (Dimension "B" on drawing above).

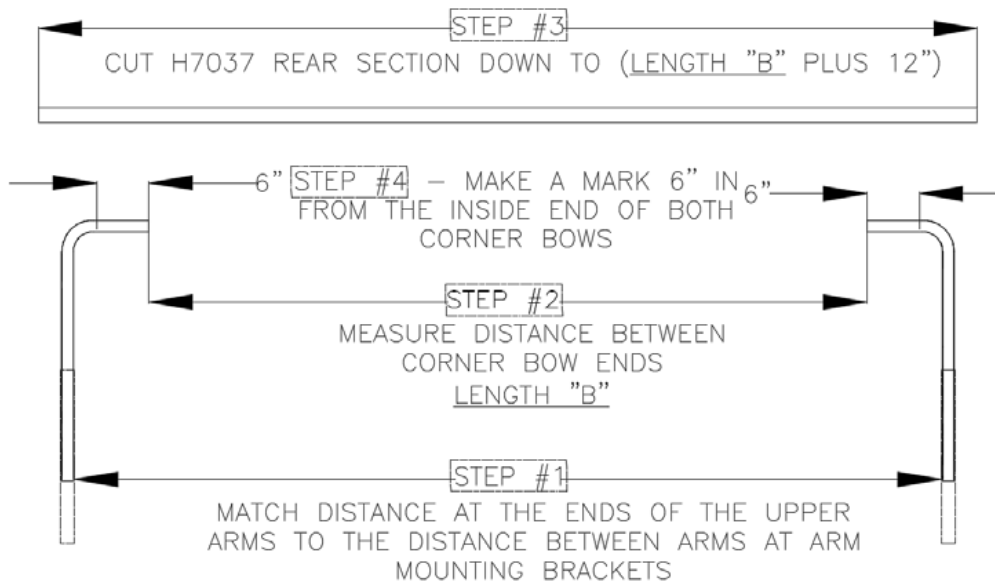
Insert one Bow Corner (G2104A/G2104B) into an Upper Arm and lay the assembly flat on the floor. Measure the distance from the end of the G1558 upper arm to the center of the cross over formed tubing of the G2104A/B bow. Compare this to Dimension "B". Slide the G2104A/B in or out to get the arm assembly to match Dimension "B". If necessary, remove the G2104A/B Bow Corner from the Upper Arm, and shorten the Upper Arm as required. Always shorten the open end of the Upper Arm without the reinforcing angle or set screws. Reassemble the arm and corner bow, measure and verify that you have matched Dimension "B".

Attach the Corner Bows (G2104A/G2104B) to the arms by drilling a 1/4" hole thru the arm and bow approximately 8" down from the top of the arm. This measurement may vary depending on how much bow is left inside the arm (the long leg of the bow is 24" long). Insert one cotter pin (provided) thru the hole and open fully. Repeat this process for the second arm, making sure that the arm length is the same.



Slide the arm assembly from the last step onto the Base Arm Spring of each Power Glide side assembly with the arms towards the rear of the unit. With both side tarper arms (consisting of Base Arm with spring, Upper Arm and Corner Bow) sitting on the ground at the back of the hoist, measure the distance between the Upper Arms just above the Arm Mounting Brackets [**Step #1**]. Measure the distance between the top of the arms (where the bows go into the arms) and adjust

the arms in or out so that the distance between the arms at the top is the same as the bottom.



[**Step #2**] Measure the distance between the ends of the bows (Length "B").

[**Step #3**] Taking this measurement and adding 12" to it will give you the proper length to cut the Rear Section (H 7037) cross tube.

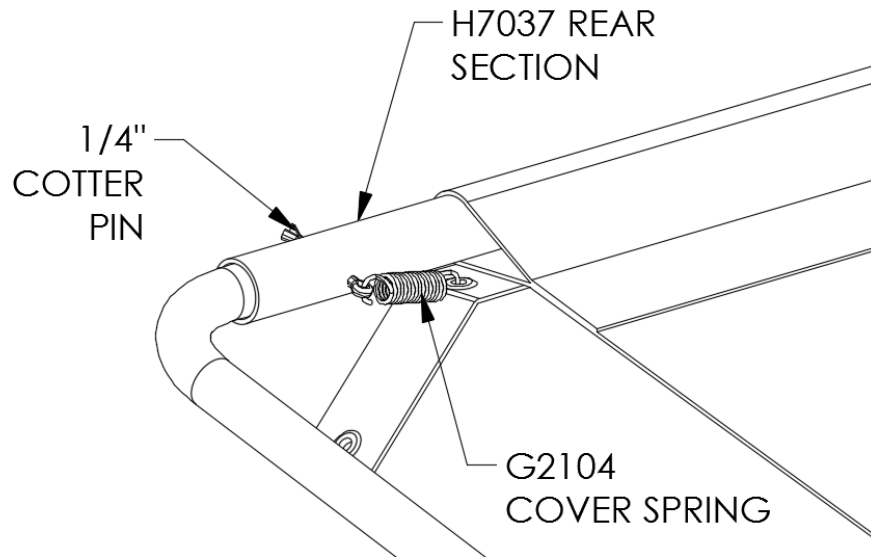
For example, if you mounted the Power Glide slider assemblies at the maximum width of 108" outside to outside of the sliders, the Upper Arms will be approximately 105 1/8" ID. This will put the ID of the corner bow ends at approximately 86 1/2". Adding 12" to this gives us a measurement of 98 1/2", and that will be the length to cut the H7037 Rear Section.

[**Step #4**] To ensure that maintain the proper width between the Upper Arms, measure in from the inner end of both corner bows six inches and make a mark with a marker. Take the rear section cross tube that you just cut to length and slide it over the corner bows, allowing it to overlap the bows by 6" to the mark you just made on both sides.

4. INSTALLING THE COVER

- A. Remove the Rear Section (H 7037) cross tube from one corner bow to allow the cover to be slid onto the rear section tube. Unfold the cover and find the rear boot (pocket). If you have an expandable width tarp, be sure to have the shock cord ties on the top side of the cover when installing. Slide the cover onto the Rear Section making sure that the bows go inside the Rear Section as previously described. Fasten the Rear Section to the Bows by drilling a 1/4" hole thru the Rear Section and Bow approximately 3" in from the end of the Rear Section on each side. Insert one 1/4" Cotter

Pin (provided) thru each hole and open fully. Attach one end of a Cover Spring (G 2014) to the eye portion of the cotter pin and attach the other end of the cover spring to the grommet on the rear corner of the cover on each side.



- B. Attach the cover to the roll using seven sheet metal screws and fender washers (provided) as follows:
Wrap the cover three quarters of the way around the roller in a clockwise manner as viewed from the driver's side. Center the cover on the roller and then attach the cover to the roller, starting in the middle and working out to the left and right. Make sure that the cover is straight on the roller and that the fender washers are firmly in place over the grommets. Note that the sheet metal screws should be screwed into the smooth portion of the roller, not into the roll extrusion alignment slot. The extrusion slot can be used as a guide to fasten the tarp straight to the roll.

5. TYING THE COVER SHOCK CORDS (EXPANDABLE TARP ONLY.)

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 the roll assembly. This is accomplished by firmly tying one end of the shock cord to the a loop on one side of the cover and then passing the other end of the shock cord thru the loop in the center of the cover towards the other side and stretching the shock cord so that pulls the cover up and in. It is only necessary to put enough tension on the shock cords so that the sides of the cover do not rub on the bearing plates when the cover is being wound onto the roller. Pass the shock cord thru the loop on the other side of the cover and tie a knot securely when adequate tension has been achieved. The best test for the proper amount of tension, 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 edges of the container. Shock cords that are tight are as bad as those that are too loose. Be patient, they may have to be adjusted a couple

times in order to get them right. Make sure that the first couple of winds that go onto the roller are smooth and square. If not, the cover will wind up faster on one side than the other, causing the arms to go out of synchronization because of the extra material, which makes a larger circumference to that side of the roller.

6. **INSTALLING THE FLOW DIVERTER AND COVER CONTROL VALVE**

NOTE: Filtration of 30 micron or better must be used with these components.

Select a suitable place for the Cover Control Valve that will allow for ease in operation while not interfering with the hoist, container or hoist controls. It is suggested that this valve be mounted on the driver's side of the truck directly behind the cab. This position will allow for safe and easy operation. In addition, if the hoist controls are located there, the operator can run both systems from the same location. Fabricate a mounting plate for the Cover Control Valve that will bolt to the chassis or weld to an existing bracket. Bolt the valve to the bracket using 5/16 grade 5 hardware (not provided).

The HR2065 Flow Diverter should be installed between the pump and the hoist main control valve. The Pioneer covering system requires 5 GPM of hydraulic flow which may adversely affect the hoist speed of operation. Pick a suitable location to mount the Flow Diverter. The flow diverter valve may be bolted to a bracket (not supplied) by the mounting holes in the bottom of the flow diverter manifold block.

NOTE: For hoist operating pressures greater than 3,800 psig, you must use the optional HR2069 Flow Diverter with a ductile iron valve body that is rated to 5,000 psig, or install the flow diverter valve downstream of the hoist valve using power beyond.

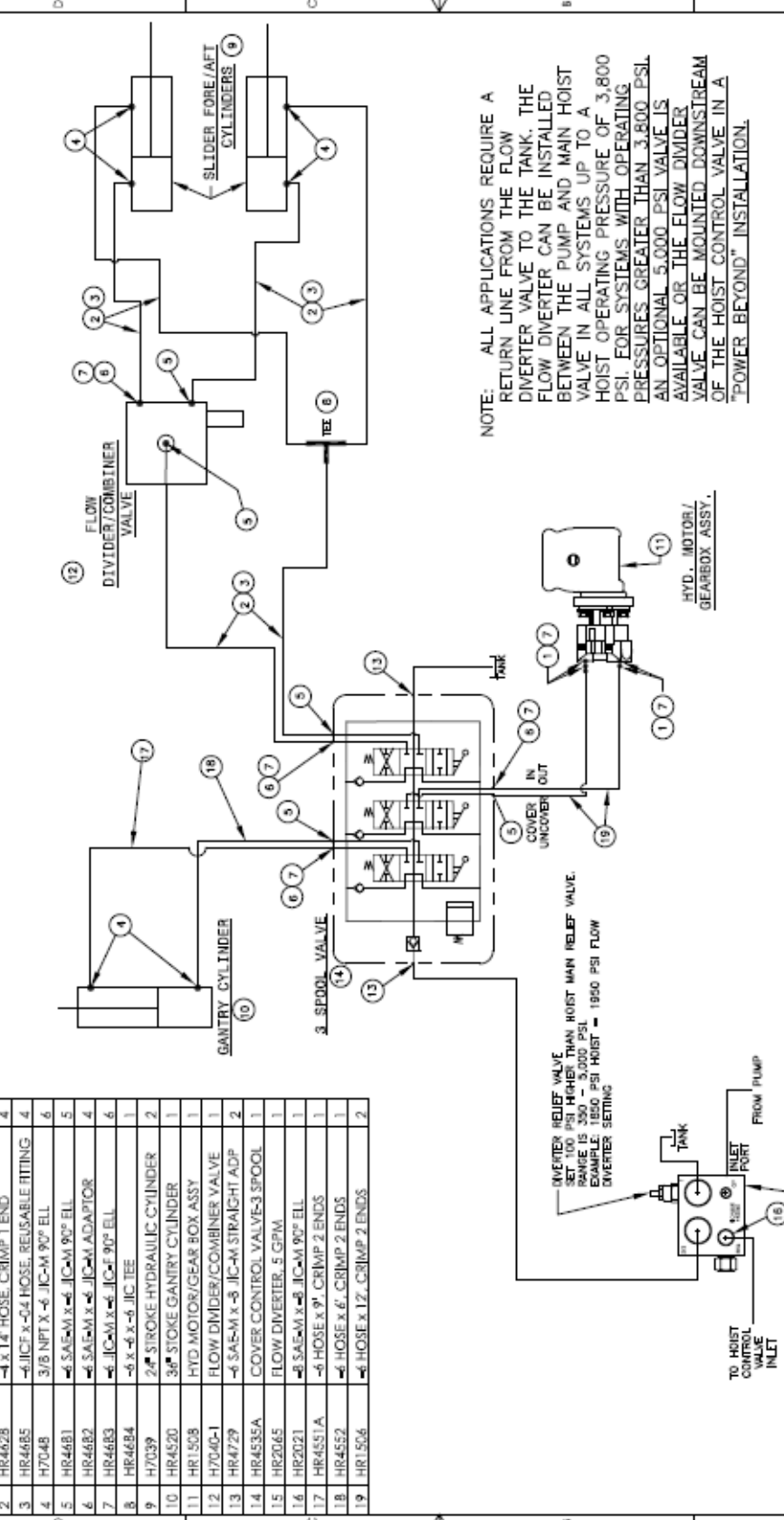
Hoses and fittings for connecting the diverter to the pump, the diverter to the hoist controls, the diverter relief valve port to the tank return line and the cover control valve to tank, are not supplied because of the many places these parts can be mounted.

**NOTE: Use only pipe thread sealant such as RectorSeal on pipe threads.
DO NOT USE TEFLON TAPE!!!**

Follow the HR2073 hydraulic schematic and make the proper connections between:

- 1) The pump to the flow diverter (IN port)
- 2) From the diverter SYS port to the **hoist** control valve inlet
- 3) From the diverter (REG- regulated flow port) to the **cover control valve** inlet
- 4) From the diverter valve (T-port) to the tank return line
- 5) From the **cover control valve** outlet to tank return line

1	HR1505	-8 SAE-M x -6 JIC-M	2
2	HR4628	-4 x 1.4 HOSE, CRIMP 1 END	4
3	HR4685	-6 JIC-F x -0.4 HOSE, REUSABLE FITTING	4
4	H7048	3/8 NPT X -6 JIC-M 90° ELL	6
5	HR4681	-6 SAE-M x -6 JIC-M 90° ELL	5
6	HR4682	-6 SAE-M x -6 JIC-M ADAPTOR	4
7	HR4683	-6 JIC-M x -6 JIC-F 90° ELL	6
8	HR4684	-6 x -6 x -6 JIC TEE	1
9	H7039	2" STROKE HYDRAULIC CYLINDER	2
10	HR4520	3" STROKE GANTRY CYLINDER	1
11	HR1508	HYD MOTOR/GEAR BOX ASSY	1
12	H7040-1	FLOW DIVIDER/COMBINER VALVE	1
13	HR4729	-4 SAE-M x -8 JIC-M STRAIGHT ADP	2
14	HR4535A	COVER CONTROL VALVE-3 SPOOL	1
15	HR2065	FLOW DIVERTER, 5 GPM	1
16	HR2021	-8 SAE-M x -8 JIC-M 90° ELL	1
17	HR4551A	-6 HOSE x 9", CRIMP 2 ENDS	1
18	HR4552	-6 HOSE x 6", CRIMP 2 ENDS	1
19	HR1504	-6 HOSE x 12", CRIMP 2 ENDS	2



REV	ECO NO.	DESCRIPTION	DATE	ENGINEER
A		INITIAL RELEASE	4/6/2017	RDS

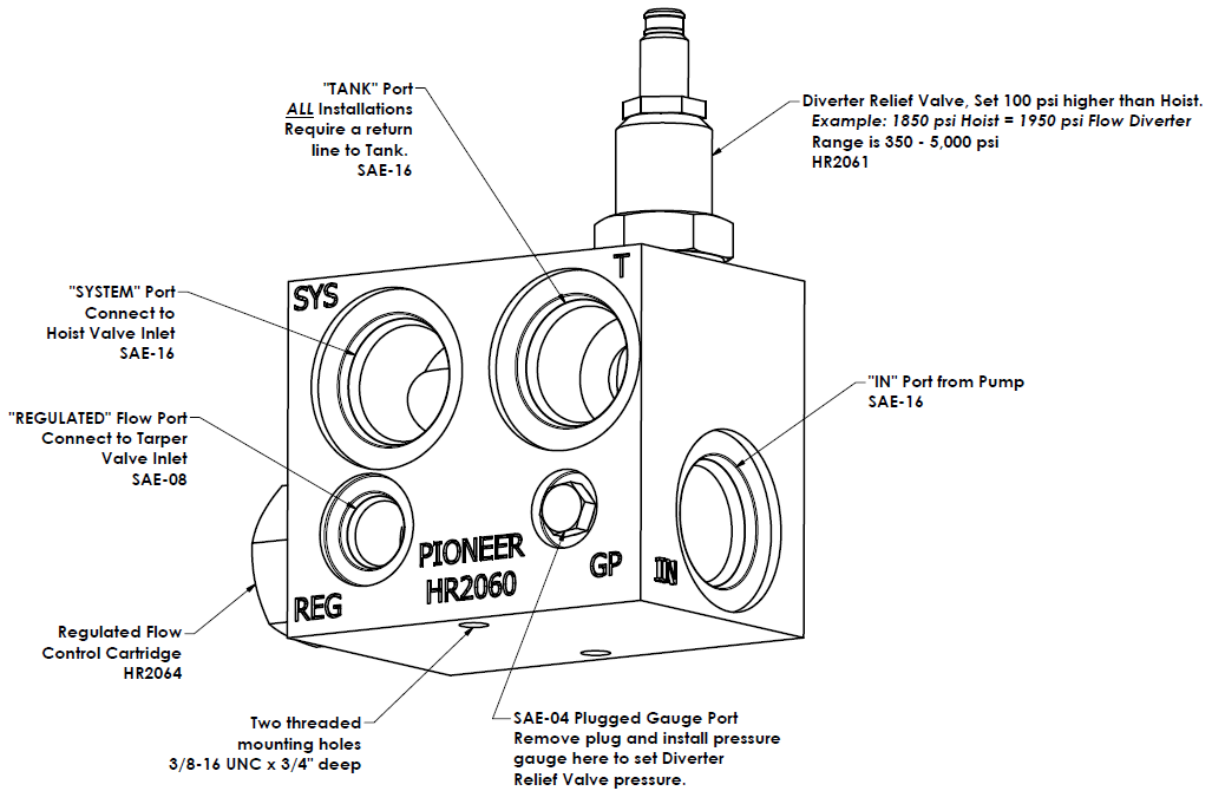
PROJECT	HR2500	SCALE	DWG NO.	REV
MATERIAL	N/A	SIZE B	HR2073	A
FINISH	N/A	TOLERANCES	HYDRAULIC SCHEMATIC	
APPROVED		XXX.XX.XX	HR2500	
CHECKED		XXX.XX.XX	ALL DIMENSIONS IN INCHES	
DRAWN		XXX.XX.XX	SHEET 1 OF 1	

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PROJECT	HR2500	SCALE	DWG NO.	REV
MATERIAL	N/A	SIZE B	HR2073	A
FINISH	N/A	TOLERANCES	HYDRAULIC SCHEMATIC	
APPROVED		XXX.XX.XX	HR2500	
CHECKED		XXX.XX.XX	ALL DIMENSIONS IN INCHES	
DRAWN		XXX.XX.XX	SHEET 1 OF 1	

Hoses that are used to make these connections must be equivalent to the original equipment provided by the hoist manufacturer. Set the flow diverter valve relief valve 100 PSI higher than the hoist main relief valve setting. There is a (GP) gauge port in the diverter valve body that is plugged with an SAE number 4 o-ring plug that must be used to set the relief valve pressure.



7. ACTIVATING THE GANTRY LIFT CYLINDER

Follow the hydraulic schematic and install the proper fittings into the gantry lift cylinder and valve as shown in the photo later in this section.

Attach one 9' hose to the rod end fitting on the cylinder and attach one 6' hose to the base end fitting on the cylinder. The valve section labeled "UP – DOWN" is used to control the vertical motion of the gantry. Route the hoses from the gantry cylinder toward the cover control valve using nylon zip ties or clamps to secure the hoses along the way. Connect the hoses to the elbows on top of the valve. At this point it doesn't matter which hose goes to which side of the valve. They can be swapped later on.

To bleed the lines, start the truck and engage the PTO. Operate the "UP-DOWN" valve in the down (cylinder retract) position first to fill the top side of the cylinder with oil. Hold the control valve in the down position until you hear the hydraulic

relief valve open for 5 seconds. Operate the valve so the cylinder moves upward to the end of its stroke and hold in the raise position until the valve has gone over relief for 5 seconds. Run the gantry up and down a few times and holding the lever open for a few seconds at the end of each stroke to force any air in the cylinder or lines back to tank. If the hoses are reversed, that is, if the gantry goes up when the handle is moved to the down position, exchange the hoses. Re-bleed if necessary.

Apply a dry film lubricant (Dry Moly) to the telescopic gantry legs to cut down on friction when moving up and down.

The relief valve on the left front of the cover control valve has been factory pre-set. If the gantry does not move smoothly or if the hydraulic motor does not wind the cover onto the roller smoothly or all the way to the end of the operation when the cover control valve has been engaged, the relief valve may need to be adjusted. This is done as follows:

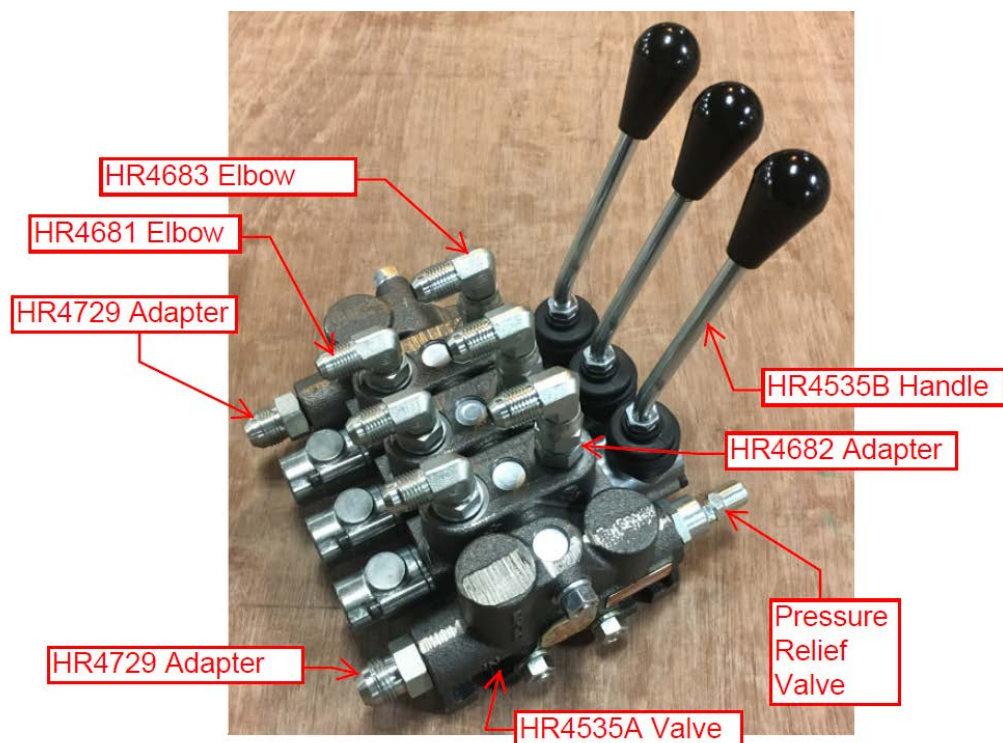
Remove the acorn cap that covers the adjusting screw.

Loosen the Jam Nut.

Turn the screw ¼ turn clockwise and try the system.

Repeat until the motor winds the cover smoothly and fluid is not dumping over the relief valve.

Tighten the Jam Nut and replace the acorn nut.



NOTE: The relief valve should only be turned in enough to make the motor roll the cover smoothly. Increasing the operating pressure beyond this point will not

make the motor go faster. If the relief valve is set too high, damage to the unit or personal injury could result.

8. ACTIVATING THE FORE/AFT CYLINDERS

Follow the hydraulic schematic and install the proper fittings and valves as shown to the fore/aft cylinders.

To bleed the lines, start the truck and engage the PTO. Operate the “IN-OUT” valve in the “OUT” (cylinder retract) position first to fill the front side of the cylinder with oil. Hold the control valve in the “OUT” position until you hear the hydraulic relief valve open for 5 seconds. Operate the valve so the cylinder moves forward to the end of its stroke and hold in the “IN” position until the valve has gone over relief for 5 seconds. Run the carriages fore and aft a few times and holding the lever open for a few seconds at the end of each stroke to force any air in the cylinder or lines back to tank. If the hoses are reversed, that is, if the carriage moves forward when the handle is moved to the “Out” position, exchange the hoses at the control valve. Re-bleed if necessary.

9. ACTIVATING THE HYDRAULIC MOTOR

The valve labeled “COVER – UNCOVER: is used to control the Hydraulic Motor which winds and unwinds the cover from the roller. Follow the hydraulic schematic and install the proper fittings into the Cover Control Valve and the Hydraulic Motor. The hoses that connect to the motor and valve are already connected to the Gantry. The lower ends go to the Cover Control Valve and the upper ends connect to the motor. Make the proper connections and secure the hoses to keep them from catching during gantry movement. Make sure that the hoses connected to the hydraulic motor have a nice loop in them and there are no kinks in the hoses. It is advisable to run the Gantry up and down to make sure the hoses track properly from the collapsed position of the gantry to the extended position of the gantry. The hoses should have enough slack in them to allow the gantry to extend and retract completely without kinking the hoses. If adjustments need to be made to the hoses, they can be slid through the clamps securing them to the gantry. It is important that the hoses have enough slack in them to allow for full vertical movement of the gantry, but no so much slack that they flop around when the gantry is collapsed.

Operate the “COVER – UNCOVER” section of the control valve to make sure the roller is turning in the proper direction. With the valve in the UNCOVER position, the roller should turn in a counterclockwise direction as viewed from the driver’s side. The tarp is always wound onto the roller in a clockwise direction as viewed from the driver’s side. Swap the hoses if necessary to make the roller turn in the proper direction. Make sure the hoses are secured and no chafe points are evident.

10. OPERATING THE UNIT

The controls used to operate this unit are a VALVE SECTION Labeled COVER-UNCOVER which controls the arms and cover, and a VALVE SECTION labeled UP-DOWN which controls the vertical motion of the Gantry. The control labeled IN-OUT controls the fore and aft movement of the Power Glide sliding carriages.

TO COVER THE CONTAINER:

1. Make sure the truck is clear of overhead wires.
2. Make sure that there is nobody inside the container or in the path of the arms.
3. Move the arms upward from the roll approximately 2-3 feet by using the COVER-UNCOVER Valve. If necessary to clear the front of a tall container, move the Power Glide carriages forward by using the IN-OUT valve so that the tarp cross bar clears the front of the container.
4. Raise the Gantry to its maximum height using the UP-DOWN Valve.
5. Move the arms to the rear of the container to cover the load. Release the valve when the rear section is almost touching the top of the container.
6. Use the IN-OUT valve section to adjust the tarp cross bar so that it is at the rear of the container.
7. Use the Cover valve to firmly place the tarp arm cross bar securely on top of the container.
8. Lower the Gantry so that the top of the windscreen is even with the top of the container. This stretches the cover taut, preventing wind from getting under the cover and the bellowing and whipping that may occur.

TO UNCOVER THE CONTAINER

1. Make sure that the truck is clear of overhead wires.
2. Make sure that nobody is in the container or in the path of the arms.
3. Raise the Gantry up to its maximum height.
4. Using the Uncover valve, move the arms to the front of the truck stopping 4-6 feet from the roll.
5. Lower the Gantry to its rest/travel position.
6. Move the Power Glide pivots fore or aft to align the tarp cross tube with the top of the gantry.
7. Wind the cover onto the roller and release the valve when the Arms and Bows contact the Bearing Plates.

MAINTENANCE TIPS

1. Keep the torsion spring at the base of the arms free from debris.
2. Periodically apply a spray lubricant such as WD-40 to the bearings.

3. Replace any worn or broken parts immediately.
4. Check all fittings and connections weekly. Correct as required.
5. Apply a dry film lubricant (Dry Moly) to the telescopic Gantry legs weekly.

TIPS FOR THE OPERATOR

1. Make sure the truck is clear of overhead obstructions before operating the unit.
2. Do not operate under any overhead wires.
3. Keep Hands clear of any moving parts.
4. Make sure nobody is inside the container, or in the path of the arms before operating the unit.
5. Pay attention to safety decals.
6. Release the valve as soon as the Rear Section contacts the rear of the container, or when the Arms are seated on the top of the Roll Rest.
7. Release the valve when the Gantry has been fully extended or retracted.

SPECIAL NOTE

NOT MANUFACTURED OR INTENDED FOR USE WITH HAZARDOUS WASTE

Pioneer, A Wastequip Company will not be held responsible for damages to, or caused by their container covering systems when they have not been installed or used in the manner prescribed in this manual. Any modifications to the unit or deviations from the procedures outlined in this manual must be authorized in writing by Pioneer, A Wastequip Company.

WARRANTY

Pioneer, A Wastequip Company warrants this automatic container covering system for a period of twelve (12) months, against proven defective parts and workmanship. Excluded from this warranty is the fabric tarp. Our liability is limited to the replacement parts and does not include freight, labor or lost time due to or in connection with the failure of the parts. Any part will be replaced under the conditions of this warranty when Pioneer, A Wastequip Company has authorized a return and has received satisfactory evidence that the part(s) is(are) defective.

CUSTOMER SERVICE DEPARTMENT

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