

\$7.50

**STANDARD DUTY
OPERATIONS, MAINTENANCE,
AND PARTS MANUAL**

JERR-DAN

An Oshkosh Truck Corporation Company

1080 Hykes Road
Greencastle, PA 17225

Phone (717) 597-7111

www.jerr-dan.com

FOREWORD

This manual is intended to serve as a guide to the owner and operator in the safe operation and optimum performance of this Jerr-Dan equipment.

Establishment of good operating habits and familiarity with the equipment and its capabilities combined with good judgement are essential.

Before attempting to operate the unit carefully read all sections of this manual.

Rev. _____

Date _____

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LIMITED WARRANTY

Coverage and Procedures

Like our wheel lift and car carrier products, Jerr-Dan warranty programs are designed for the long haul.

Whether you own a wheel lift or car carrier, you are assured that your equipment is of the highest quality, and is covered under this limited warranty.*

Our one-year unlimited mileage plan is offered for wheel lifts and car carriers. This warranty is designed for the most comprehensive protection of your specific equipment.

WHEEL LIFT:

The Jerr-Dan one-year warranty covers material and workmanship including the following:

- I. Body
- II. Substructure
- III. Wheel lift assembly
- IV. Wrecker boom assembly
- V. Winch and winch components (excluding cable)
- VI. Hydraulics
- VII. Electrical wiring assembly.

CAR CARRIERS:

The Jerr-Dan one-year warranty covers material and workmanship including the following:

- I. Deck
- II. Winch and winch components (excluding cable)
- III. Substructure
- IV. Hydraulics
- V. Electrical wiring assembly

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Procedures for warranty coverage:

1. Contact Jerr-Dan for the distributor nearest you - Call 1-800-926-9666.
2. If there is not an authorized Jerr-Dan warranty service center nearby, find a convenient, qualified non-Jerr-Dan service center and send in their estimate of repair cost before any work is performed to:

Jerr-Dan Corporation
Warranty Department
1080 Hykes Road
Greencastle, PA 17225

Be sure to include your daytime phone number.

3. Authorization for repairs under this limited warranty will be provided by telephone within 24 hours of receipt of valid warranty claims.
- *4. This outlines the Jerr-Dan One-Year Warranty Plan. For exact coverages, please consult your limited warranty and/or vehicle service contract. Coverage does not include damages caused by excessive abuse or consequential damages resulting from the lack of proper service, maintenance or need for repairs. All plans begin at original retail purchase date.

LIMITED WARRANTY

JERR-DAN

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1080 Hykes Road Greencastle, PA 17225
(717) 597-7111

Manufacturer's Warranty. Manufacturer's sole warranty shall be the following, which Distributor shall make on behalf of Manufacturer by conspicuous notice in writing accompanying each contract or memorandum of sale:

1. Warranty. Jerr-Dan Corporation, ("Manufacturer") warrants each new product made by it to be free from defects in material or workmanship for one year from the date of initial sale, lease, rental, or other disposition of such product, and agrees only to repair or replace at its own expense, f.o.b. the place or places of manufacture, at manufacturer's option, any part or parts of the product found to be defective in material or workmanship, provided Manufacturer is notified of such defect or defects within the one year warranty period and given a reasonable time to correct the defect. In no case, shall the warranty extend to defects in materials, components, or services furnished by third parties. Defects caused by chemical action, or the presence of abrasive materials and defects arising following the operation beyond rated capacity or the improper use or application of any Products shall not be considered defects within the scope of the foregoing warranty. If any repairs or alterations are made or any parts are replaced during the period covered by any warranty above mentioned by other than an authorized Manufacturer's Distributor in accordance with authorized Manufacturer's service manuals or with other than parts, accessories, or attachments authorized by Manufacturer for use in its products, customer shall pay for all such repairs or parts without recourse against Manufacturer, and Manufacturer shall be relieved of responsibility for fulfillment of this warranty with respect to parts or components of all repairs, alterations or replacements so made. No claims for labor shall be considered unless authorized by Manufacturer.

2. Disclaimer as to Consequential or Special Damages. Under no circumstances shall Manufacturer be liable for any consequential or special damage which any person, firm, corporation, or other entity may suffer or claim to suffer or incur or claim to incur as a result of any defect in the product or in any correction or alteration thereof made or furnished by Manufacturer or others. "Consequential" or "special damages" as used herein includes but is not limited to costs of transportation, lost sales, lost orders, lost profits, lost income, increased overhead, labor and material costs and cost of manufacturing variances and operational inefficiencies.

3. Maximum Liability. The maximum liability of Manufacturer under the exclusive warranty set forth herein shall be the amount paid to Manufacturer by the vendor of the component with respect to the product to which such vendor warranty applies.

4. Limitation of Liability. The limitation of liability provisions herein shall apply to any and all claims or suits brought against Manufacturer, including any claim based upon negligence, breach of contract, breach of warranty, strict liability or any other theories upon which liability may be asserted against Manufacturer.

5. Exclusive and Entire Warranty. The warranty constitutes Manufacturer's entire warranty as to the product and it is expressly agreed that the remedies of dealer and those

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claiming under dealer as stated in this warranty are exclusive. Manufacturer does not assume (and has not authorized any other person to assume on its behalf) any other warranty or liability in connection with any product covered by this warranty.

MANUFACTURER EXPRESSLY DISCLAIMS ANY AND ALL OTHER WARRANTIES OF ANY KIND WHATSOEVER AS TO THE PRODUCT FURNISHED HEREUNDER, INCLUDING BUT NOT LIMITED TO EXPRESS OR IMPLIED WARRANTIES AS TO MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSES SOLD, DESCRIPTION OR QUALITY OF THE PRODUCT FURNISHED HEREUNDER.

6. Notice of Occurrence. This warranty shall be void if, upon the occurrence of any incident involving any product made by Manufacturer, and resulting in any personal injury or property damage, customer shall fail to notify Manufacturer within 24 hours of such occurrence or permit Manufacturer audit representatives to have immediate access to such product and to all records of and within the control of the customer and/or distributor relating to the product and the occurrence.

7. Filling of Warranty Claim. Upon notifying the Manufacturer of a failure, the Manufacturer or its representative will verbally authorize and confirm by letter the repairs to be made. Verbal authorization will require the following information:

- A) Owner's name and telephone number.
- B) The dealer's name from whom it was purchased.
- C) The Manufacturer's unit serial number.
- D) Telephone number of the party making the repairs.
- E) The part numbers needed to make repairs.
- F) Owner to be informed of C.O.D. on parts, 50% to assure return of defective parts.

At this time, the Manufacturer will ship as soon as practical the parts needed to make the repair. Included with the parts will be the invoice for the parts and a Request for Warranty form, with the Warranty Return Tags.

The vehicle owner/dealer will complete the Request for Warranty form and the Warranty Return Tag marked "Return with Shipping Notice." Both documents should be attached to the shipping notice and returned to the Manufacturer by mail. The parts to be returned shall be tagged with the Warranty Return Tag (more than one part pertaining to the same warranty claim shall be identified with the same warranty claim number - see number on Warranty Return Tag). All parts under this claim shall be returned to the Manufacturer pre-paid for warranty evaluation.

Upon receiving the part or parts for warranty evaluation, the part will be inspected and tested. After being inspected and tested, the decision to honor or deny warranty claim shall be based on analysis of all available information.

When warranty is honored, the Manufacturer will reimburse the owner/dealer in the amount agreed to by both parties.

If warranty is denied, the owner and distributor will be notified in writing of the decision and a full explanation for the decision will be given.

8. Manufacturer may at any time amend the foregoing form of warranty without prior notice.

NOTICE

MANUFACTURED BY:
DATE OF MANUFACTURE _____mo. _____yr.
INCOMPLETE VEHICLE MANUFACTURED BY:
DATE INC. VEH. MFD. _____mo. _____yr.
GVWR _____
GAWR FRONT _____with _____ tires,
_____rims, @ _____psi cold _____
GAWR INTERMEDIATE (1) _____with _____ tires,
_____rims, @ _____psi cold _____
GAWR INTERMEDIATE (2) _____with _____ tires,
_____rims, @ _____psi cold _____
GAWR REAR _____with _____ tires,
_____rims, @ _____psi cold _____

Conformity of the chassis-cab to Federal Motor Vehicle Safety Standards, which have been previously fully certified by the incomplete vehicle manufacturer or intermediate vehicle manufacture, has not been affected by final-stage manufacture. The vehicle has been completed in accordance with the prior manufacturer's instructions, where applicable. This vehicle conforms to all other applicable Federal Motor Vehicle Safety Standards in effect in:

_____mo.
_____yr.

VEHICLE IDENTIFICATION NUMBER:
VEHICLE TYPE: _____

This certification sticker appears on every Jerr-Dan unit mounted on a new chassis and is required by law. Jerr-Dan Corporation will not certify any unit for a capacity greater than the chassis manufacturer's specified rating. **The capacity ratings of Jerr-Dan units do not imply that vehicles can be used without regard to gross vehicle weight ratings (GVWR) or gross axle rating limitations.**

The payload carrying capacity of any truck is determined by the GVWR of the cab chassis, the curb weight of the cab chassis and the weight of the body. It is important that you determine that your truck has satisfactory carrying capacity and axle ratings for your specific application. Jerr-Dan's authorized sales representatives are available to assist you in this regard.

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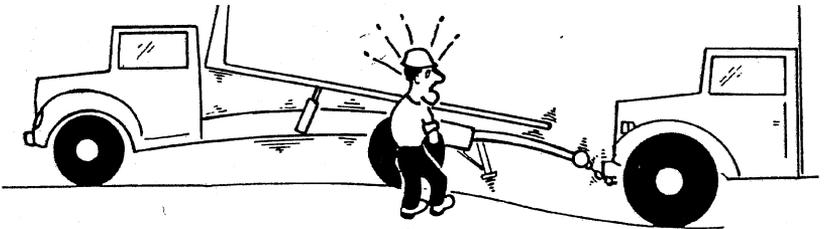
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SAFETY

Safety is all-important when working with machinery. Accidents happen when established safety practices have been overlooked.

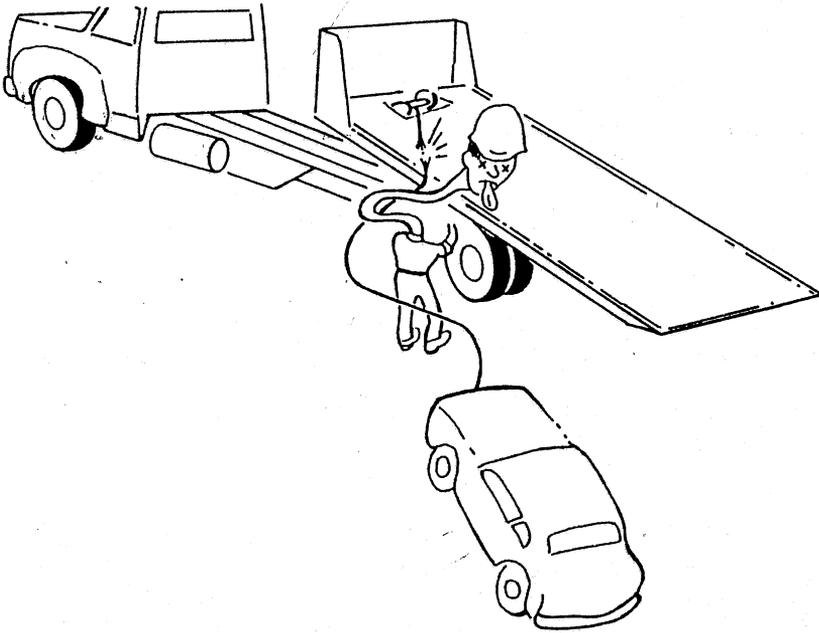
Read and practice all safety points listed in this manual. Safety is the prime responsibility of the operator.

1. Read operating and loading instructions thoroughly.
2. Become familiar with the loads that your unit can safely transport without exceeding the structural capacity of the Jerr-Dan equipment or the gross axle weight ratings, gross vehicle weight rating, and gross combined vehicle weight rating of your chassis.
3. Observe all warning decals.
4. Make sure you are clear of oncoming traffic. Dual controls (driver's side and passenger's side) are standard on your Jerr-Dan roll back.
5. Always put bumper on the ground to support the body and truck frame.



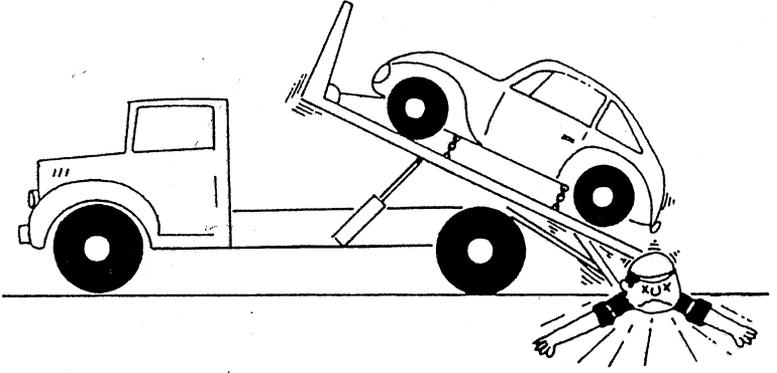
6. Never exceed the rated capacity of the body or truck chassis and it's components or use tow bar/wheel lift without a vehicle on the deck.

7. Never winch from the side of the bed. Winch only from the rear with load in line with the winch. Failure to do so can result in winch or wire rope damage. JERR-DAN DOES NOT RECOMMEND THE USE OF SIDE PULLING DEVICES.

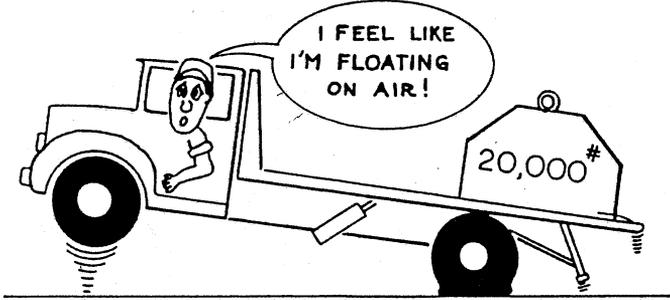


8. Always try to winch from the center of the load.
9. Maintain winch cable in good condition. Replace when worn, kinked or frayed. Do not use cable clamps.

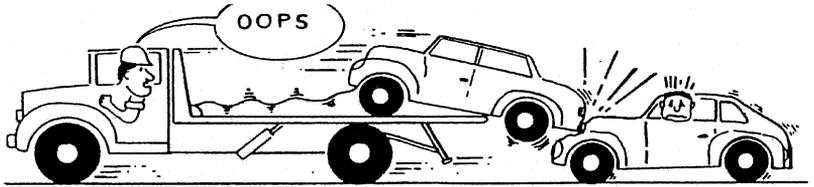
10. When loading or unloading the deck and operating the winch, make certain the area behind the load is clear of personnel and obstacles.



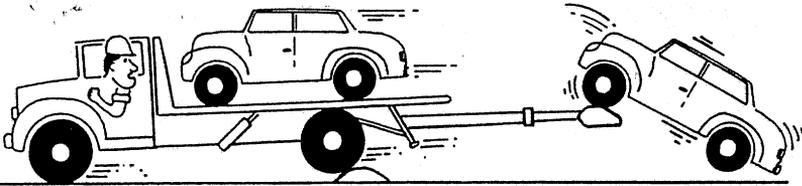
11. Distribute load evenly on the deck. Do not concentrate the load on one section of the deck, to the rear of the truck axles, or use tow bar/wheel lift without a load on the deck.



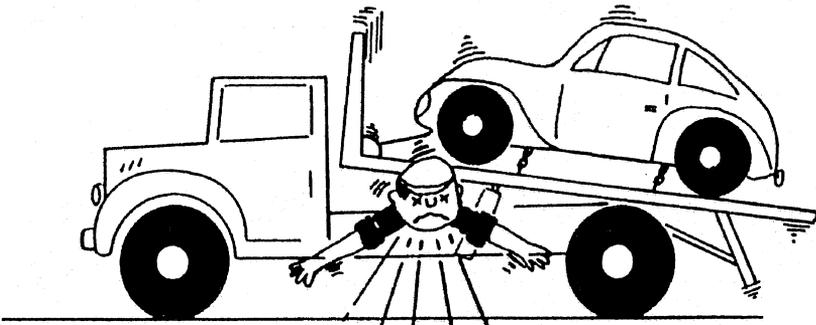
12. Secure cargo to the deck at both the front and rear before the truck is driven. Do not rely on the winch as the only means of holding the load.



13. Keep alert. Do not be distracted during any operating sequences.
14. Do not work behind truck with vehicle on deck unless vehicle is secured at front of deck. (Do not rely on winch.)
15. Read and follow tow bar instructions for proper towing.
16. Do not exceed tow bar/wheel lift ratings. Overloading can cause unsafe steering and braking conditions.
17. Always use both wheel straps on wheel lift tow bar.



18. Use separate safety chains from towed vehicle to subframe for standard tow bar and wheel lift tow bar. Always attach safety chains to the opposite side of the attaching point, crossing chains under the tow bar. Allow enough slack in the chains to maneuver around corners without binding.
19. Insure deck is in the locked position before traveling.
20. Review operator's pre-transport checklist located on the headboard of the deck each time you move a vehicle.
21. Block up deck before performing any service or maintenance work under deck.

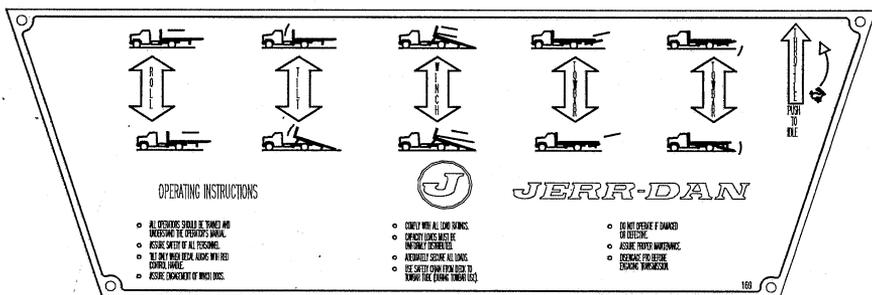


DECAL GROUP

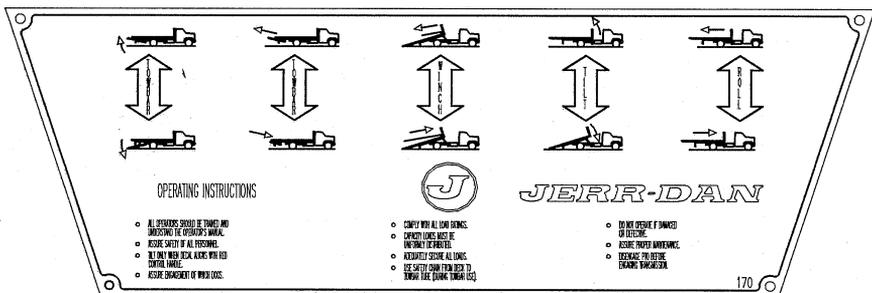
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(LOGO)



(STANDARD DECAL, LEFT SIDE)



(STANDARD DECAL, RIGHT SIDE)

JERR-DAN

An Oshkosh Truck Corporation Company

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Rev. _____

Date _____

OPERATING INSTRUCTIONS

- ALL OPERATORS SHOULD BE TRAINED AND UNDERSTAND THE OPERATOR'S MANUAL.
- ASSURE SAFETY OF ALL PERSONNEL.
- TILT ONLY WHEN DECAL ALIGNS WITH RED CONTROL HANDLE.
- ASSURE ENGAGEMENT OF WINCH DRUM.

- COMPLY WITH ALL LOAD RATINGS.
- CAPACITY LOADS MUST BE UNIFORMLY DISTRIBUTED.
- ADEQUATELY SECURE ALL LOADS.
- USE SAFETY CHAINS FROM SUBFRAME TO TOWED VEHICLE.

- DO NOT OPERATE IF DAMAGED OR DEFECTIVE.
- ASSURE PROPER MAINTENANCE.
- RECHECK PTO BEFORE ENGAGING TRANSMISSION.

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(ZOD DECAL, LEFT SIDE)

OPERATING INSTRUCTIONS

- ALL OPERATORS SHOULD BE TRAINED AND UNDERSTAND THE OPERATOR'S MANUAL.
- ASSURE SAFETY OF ALL PERSONNEL.
- TILT ONLY WHEN DECAL ALIGNS WITH RED CONTROL HANDLE.
- ASSURE ENGAGEMENT OF WINCH DOGS.

- COMPLY WITH ALL LOAD RATINGS.
- CAPACITY LOADS MUST BE UNIFORMLY DISTRIBUTED.
- ADEQUATELY SECURE ALL LOADS.
- USE SAFETY CHAIN FROM DECK TO TOWBAR TUBE (DURING TOWBAR USE).

- DO NOT OPERATE IF DAMAGED OR DEFECTIVE.
- ASSURE PROPER MAINTENANCE.
- RECHECK PTO BEFORE ENGAGING TRANSMISSION.

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(ZOD DECAL, RIGHT SIDE)

LUBRICATION CHART

JERR-DAN
STANDARD DUTY ROLLBACK

INTERVAL (HOURS)	REF. NO.	IDENTIFICATION	SERVICE	LUBRICANT	NO. OF POINTS
50 OR MONTHLY	2	CABLE	OIL	ENGINE OIL	1
	16	T - HANDLE	OIL	ENGINE OIL	2
	5	VALVE ROLLER	OIL	ENGINE OIL	1
	9	TILT CYLINDER	LUBE	MPG	4
	10	CYLINDER / LINK	LUBE	MPG	2
100 OR BIMONTHLY	11	WHEEL / LIFT LINK	LUBE	MPG	4
	13	HYD. CYLINDER	LUBE	MPG	4
	2	WINCH	LUBE	MPG	1
	4	SUB-FRAME PIVOT	LUBE	MFC	2
	6	VALVE SPOOLS	CLEAN - OIL	ENGINE OIL	3, 6
	8	HYD RESERVOIR	CHECK	*	1
	14	CAM LOCK	LUBE	MPG	2
	15	TOW BAR PIVOT	LUBE	MPG	1
250 OR SEMI-ANNUALLY	3	WINCH GEAR BOX	CHECK	GLS #140	1
	8	HYD FILTER	CHANGE	---	1
	17	DECK / BEAM	COAT	ENGINE OIL	2
	1	HOLD DOWN GUIDE	COAT	MPG	2
1000 OPERATING HOURS	3	WINCH GEAR BOX	DRAIN - FILL	*GLS #140	1
	7	HYD RESERVOIR	DRAIN - FILL	*	1

CHART COVERS **JERR-DAN** DECK SYSTEM ONLY
* INDICATES DUAL RANGE HYD. FLUID 5 W 20
AUTO TRANS FLUID MAY BE SUBSTITUTED IF NECESSARY

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(LUBRICATION CHART)

WARNING

5 WRAPS MIN. OF CABLE MUST BE LEFT ON DRUM TO ACHIEVE RATED LOAD.

NOT TO BE USED IN THE MOVING OR LIFTING OF PERSONS.

012

(WINCH)

CAUTION

OIL LEVEL MUST BE MAINTAINED WITHIN 1/2" OF TOP OF SIGHT TUBE WHEN ALL CYLINDERS ARE FULLY RETRACTED

272

(HYDRAULIC OIL LEVEL)

IDENT. NO.		
MODEL		
VERSION		
MANUFACTURED BY JERR-DAN CORPORATION UNDER ONE OR MORE OF THE FOLLOWING PATENTS:		
4,239,275	4,353,597	4,368,002
4,741,661	4,797,057	5,044,865
5,133,633	5,370,196	5,697,741
5,951,235	DES 284,274	
OTHER PATENTS PENDING		338

(SUBFRAME ID)

MANUFACTURED BY JERR-DAN CORP. GREENCASTLE, PENNSYLVANIA	
SERIAL NO.	
MODEL NO.	
VEHICLE IDENT. NO.	
	167

(SERIAL NUMBER)

JERR-DAN

An Oshkosh Truck Corporation Company

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Rev. _____

Date _____



(DECK ALIGNMENT)

! WARNING !

**DO NOT EXCEED
WHEELIFT / TOWBAR
CAPACITIES AS
OVERLOADING MAY RESULT
IN AN UNSAFE STEERING
AND / OR BRAKING
CONDITION**

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(WHEEL LIFT WARNING)

⚠ WARNING ⚠
VEHICLE MUST BE SECURED
TO WHEEL GRID USING BOTH TIE DOWN
STRAPS PRIOR TO LEAVING LOADING SITE. 036

(WHEEL LIFT WARNING)

⚠ WARNING ⚠
FULLY RETRACT WHEELLIFT
OR TOWBAR BOOM BEFORE
SLIDING DECK REARWARD.
OTHERWISE DAMAGE COULD
OCCUR TO DECK BEAMS OR
HYDRAULIC CYLINDER ROD. 165

(WHEEL LIFT WARNING)

⚠ CAUTION ⚠
**HAVE YOU REVIEWED
THE OPERATOR'S
PRE-TRANSPORT
CHECK LIST
ON THE UNIT? 139**

(CHECKLIST REMINDER)

OPERATOR'S
PRE-TRANSPORT CHECKLIST



CAUTION



REVIEW THIS CHECKLIST BEFORE EACH TOW. FAILURE TO FOLLOW CHECKLIST COULD CREATE A DANGEROUS CONDITION FOR YOU, OTHER MOTORISTS AND PEDESTRIANS, AND MIGHT RESULT IN SERIOUS INJURY OR DEATH.

VEHICLE ON DECK - CHECKLIST:

- HEED ALL WARNINGS ON EQUIPMENT AND CONTROLS.
- DO NOT HOOK CABLE HOOK DIRECTLY TO VEHICLE. USE A HOOK-UP CHAIN, V-STRAP/V-CHAIN ASSEMBLY.
- IS VEHICLE ON DECK ENGINE FORWARD TO AVOID UNLOADING FRONT AXLE OF CHASSIS?
- ARE TWO (2) REAR TIE-DOWN J-HOOKS OR CHAINS SECURELY ATTACHED TO VEHICLE AND DECK?
- IS TOWED VEHICLE IN PARK OR IN GEAR WITH EMERGENCY BRAKE APPLIED?
- DID YOU ATTACH FRONT SAFETY CHAIN/STRAPS TO VEHICLE?
- DO NOT OVERLOAD! SEE LOAD RATING PLACARD ON UNIT. STOP VEHICLE AT ONCE AND REARRANGE LOAD IF YOU NOTICE FRONT END OF TRUCK FEELS LIGHT OR BOUNCES EXCESSIVELY OR IF STEERING FEELS EXCESSIVELY LIGHT. LOSS OF VEHICLE CONTROL CAN RESULT FROM AN OVERLOAD AND CAN CAUSE A SERIOUS ACCIDENT.

VEHICLE ON TOW BAR - CHECKLIST:

- DO NOT LIFT OR TOW A VEHICLE USING THE WHEELIFT SYSTEM UNLESS THERE IS A VEHICLE ON THE DECK.
- DO YOU HAVE TURNING CLEARANCE ON TOWED VEHICLE?
- IS GROUND CLEARANCE SET FOR PROPER TOWING OF SECOND VEHICLE?
- ARE T-HANDLES TIGHTENED SO THAT GRIDS DO NOT MOVE DURING TRANSPORT?
- ARE BOTH WHEEL STRAPS ON TOWED VEHICLE AND TIGHTENED DOWN?
- ARE BOTH SAFETY CHAINS ATTACHED FROM TOWING TRUCK TO TOWED VEHICLE?
- ARE AUXILIARY TOWING LIGHTS ATTACHED TO TOWED VEHICLE?
- DO NOT OVERLOAD YOUR VEHICLE!

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(CHECKLIST)

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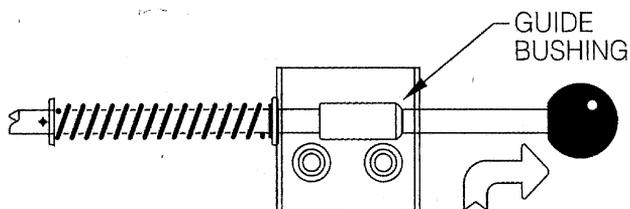
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WARNING

BEFORE OPERATION, WINCH CLUTCH
MUST BE COMPLETELY ENGAGED WITH
BUSHING POSITIONED AS SHOWN



TO ENGAGE: LIFT UP KNOB
THEN RELEASE. OPERATE
WINCH TO LATCH IN.

TO DISENGAGE: LIFT
UP KNOB AND PULL
OUT, LOCK IN PLACE.

(FREE-SPOOL OPERATION)

SLIDE PAD LUBRICATION

INITIAL LUBRICATION:
LIGHT COAT OF ENGINE OR HYDRAULIC OIL
ON SLIDE PADS OR BEAM SURFACES.

MAINTENANCE:
NO FURTHER LUBRICATION OF SLIDE PADS IS
NECESSARY. KEEP DECK BEAM SURFACES CLEAN.

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(SLIDE PAD LUBRICATION)



WARNING



WINCH ORBIT MOTOR FITTINGS WILL INTERFERE WITH NYLON CABLE TRACK SYSTEM UPON INSTALLATION AND REMOVAL OF DECK.

DO NOT INSTALL ORBIT MOTOR FITTINGS INTO ORBIT MOTOR TILL DECK IS SLID COMPLETELY ONTO SUBFRAME.

REMOVE ORBIT MOTOR FITTINGS PRIOR TO REMOVING DECK FROM SUBFRAME.

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(ORBIT MOTOR FITTINGS WARNING)

OPERATION

A. Controls

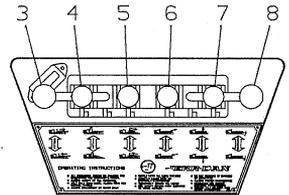
The operating controls for the deck are conveniently located in the control box at the sides of the deck on both the driver's and passenger's side.

All operators must be trained and understand the contents of the operator's manual before operating any controls.

Assure adequate operating clearance and the safety of all personnel before operating the rollback deck.

The following controls are provided:

1. Power-take-off (push-pull knob in truck cab)
2. Auxiliary engine throttle control
3. Rollback control (first handle in control box)
4. Tilt control (second handle in control box)
5. Winch control (third handle in control box)
6. Tow bar - Extend/Retract (fourth handle in control box)
7. Tow bar - Raise/Lower (fifth handle in control box)
8. Tow bar - Raise/Lower (sixth handle in control box)

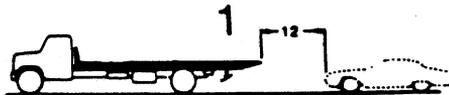


B. Tilting the Deck/Loading

1. Position

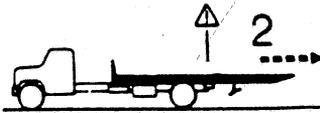
Park the truck with the rear of the deck approximately 12 feet from the object to be loaded and in line with that object.

- 1a. Set the parking brake.
- 1b. With the engine running, engage the PTO per instructions in the truck cab or in the PTO Operating Manual.
- 1c. Set the auxiliary throttle. After operating the unit several times, one will establish a feel for the optimum speed. **DO NOT OVERSPEED.**



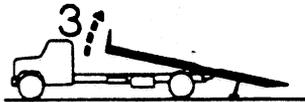
2. Roll

Raise the rollback handle and the deck will slide back. Roll the deck rearward approximately 12 inches to clear the mechanical hold downs at the front of the frame. A decal is provided on the rubrail to aid in determining the amount to roll. Align the decal pointer with the red control handle.



3. Tilt

Raise the tilt control lever, raising the forward end of the deck until the rear bumper rests firmly on the ground.



4. Roll

Raise the roll handle and the deck will slide back. Continue this operation until the approach plate of the deck has contacted the ground.

Make sure that the rear bumper and the approach plate are both in firm contact with the ground before loading. There should be an equal weight distribution between the rear bumper and the end of the deck.



5. Winch

Attach winch cable to the vehicle. **Refer to the AAA or vehicle manufacturers towing manual for correct attachment points.** With the towed vehicle's transmission in neutral and brakes released, winch the vehicle onto the deck to its transport position (See winch operating instructions). Secure the load against movement in all directions.



⚠ CAUTION: Leave winch cable attached and taut. Anchor front of vehicle or load with safety tie-downs to keyslots provided in front of the deck. Winch cable is not intended to tie down and hold load.

⚠ CAUTION: Always winch load onto deck, never drive a vehicle onto the tilted deck.

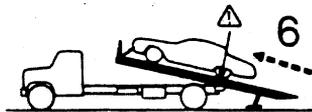
⚠ CAUTION: Make sure that the load is side-to-side centered.

⚠ CAUTION: Remain clear of load when winching onto deck.

6. Roll

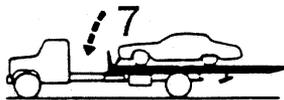
Lower the roll control handle to roll the deck up the incline until the deck is in the proper position for tilting.

NOTE: The alignment decal on the rubrail must be even with the red control handle, or slightly behind that handle, when leveling the deck.



7. Tilt

Lower the front of the deck until the deck supports align with the wood strips on the frame.



NOTE: The deck must **not** be fully forward when tilting or it will damage the hold downs.

8. Roll

Roll the deck forward until it is in the full forward position and under the hold downs.



9. Secure Load

Securely fasten the load to be transported with safety tie-downs to keyslots provided in rear of deck. Set brakes (if a vehicle) and use wheel blocks and tie-downs for safe transport. **Refer to the AAA or vehicle manufacturers towing manual for correct attachment points.**

⚠ CAUTION: Use safety tie-downs at front of load. Do not rely on winch cable alone.

10. Disconnect PTO

Disconnect the power-take-off before engaging the transmission. Overspeeding of the pump and or PTO will greatly shorten its life and can cause damage to the pump, PTO and transmission.

C. Operating the Winch

1. Raise the winch control handle to power unreel the cable while a second person keeps the cable taut.

NOTE: If a one-man operation exists, disengage the spool and unreel the cable while keeping it taut. Re-engage the spool after unreeling and attaching the cable.

NOTE: The winch clutch allows rapid unspooling of the cable from cable drum, for hooking onto the load. The clutch is operated by the remote free-spool knob located on the front driver's side of the headboard.

NOTE: TO DISENGAGE CLUTCH, run the winch in the reverse (reel out) direction until the load is off the cable. Lift up knob and pull out, lock in place. The cable may now be free-spoiled from the drum.

NOTE: TO ENGAGE CLUTCH, lift up knob then release. Run the winch in reverse until the shifter knob snaps fully in or until the cable drum starts turning. The winch is now ready for pulling. DO NOT attempt to pull a load unless the knob is fully at the "IN" position.

2. Lower the winch control handle to wind the cable and pull the load onto the deck.

⚠ CAUTION: Clutch must be totally engaged operating the winch under load.

⚠ CAUTION: Do not disengage clutch under load.

⚠ CAUTION: Also remember that cables can break, winches fail and hooks become disengaged. **DO NOT WORK BELOW THE LOAD!**

⚠ CAUTION: Replace cable when worn or damaged. Always wear gloves when handling cable. **DO NOT USE CABLE CLAMPS.**

⚠ CAUTION: Maintain a minimum of five (5) turns of cable on the spool at all times. Also maintain a uniform wrap of the cable on the spool.

D. Tilting the Deck/Unloading

1. Position

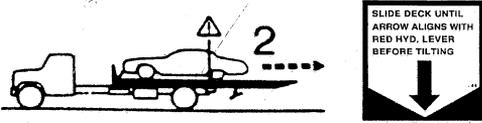
Park the truck with the rear of the deck approximately 12 feet from desired position of vehicle being unloaded.

- 1a. Set the parking brake.
- 1b. With the engine running, engage the PTO per instructions in the truck cab.
- 1c. Set the auxiliary throttle. After operating the unit several times one will establish a feel for the optimum speed. **DO NOT OVERSPEED.**
- 1d. Partially release bindings of the load but maintain restraint against movement of the load in any direction.



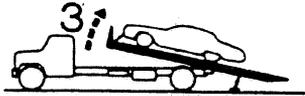
2. Roll

Raise the rollback handle and the deck will slide back. Roll the deck rearward approximately 12 inches to clear the mechanical hold downs at the front of the frame. A decal is provided on the rubrail to aid in determining the amount to roll. Align the decal pointer with the red control handle.



3. Tilt

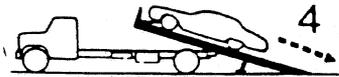
Raise the tilt control handle, raising the forward end of the deck until the rear bumper rests firmly on the ground.



4. Roll

Raise the roll handle and the deck will slide back. Continue this operation until the approach plate has contacted the ground.

Make sure that the rear bumper and the approach plate are both in firm contact with the ground before unloading. There should be an equal weight distribution between the rear bumper and the end of the deck.



5. Winch

Securely tighten the winch cable and finish unbinding the load. Winch off the load (See winch operating instructions). Store the winch cable by fastening the hook to the deck and winching the cable taut.

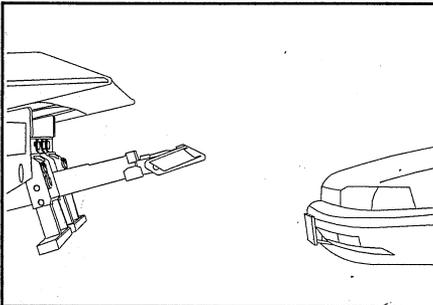
CAUTION: Remain clear of load when unbinding and winching off the deck.



E. Operation of the Wheel Lift Tow Bar (Option)

The wheel lift tow bar allows a second vehicle to be towed damage free on its own suspension by utilizing a wheel grid similar to the Jerr-Dan HPL wheel lift. The wheel lift cross bar may also be used as a conventional tow bar for badly damaged or heavier vehicles. **Refer to the AAA or vehicle manufacturers towing manual for correct towing procedures and attachment points.**

CAUTION: Because of the additional boom extension and load point of the towed vehicle, the wheel lift tow bar places more load on the rear axle and unloads the front axle more than a conventional tow bar. Overloading wheel lift tow bar may result in unsafe steering and braking conditions and may damage truck frame.



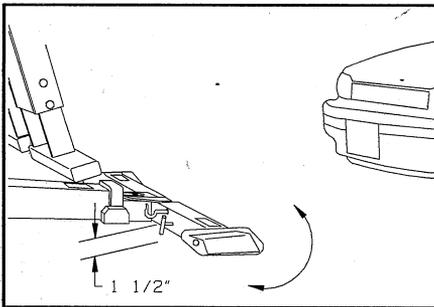
without a vehicle on the deck. Single utilize the deck only.

1. Position the truck within three (3) to four (4) feet of the subject vehicle and as close to the direction of the pull as possible.

- 2a. Set the parking brake.

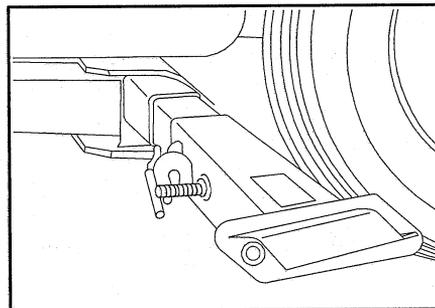
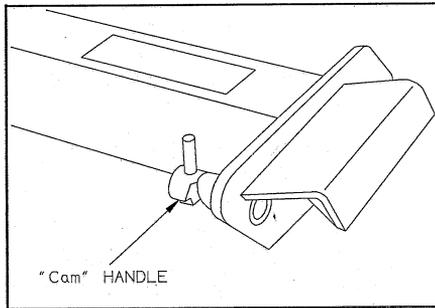
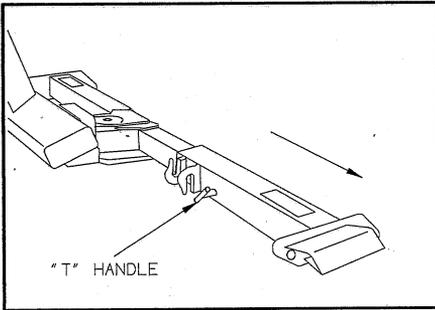
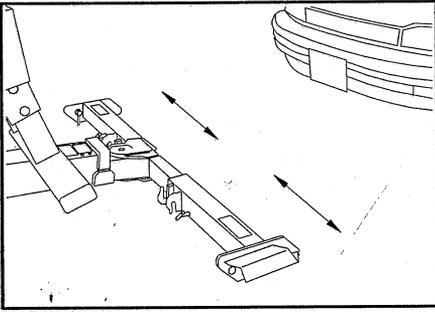
- 2b. With the engine running, engage the PTO per instructions in the truck cab or in the PTO Operating Manual.

- 2c. Set the auxiliary throttle. After operating the unit several times, one will establish a feel for the optimum speed. **DO NOT OVERSPEED.**

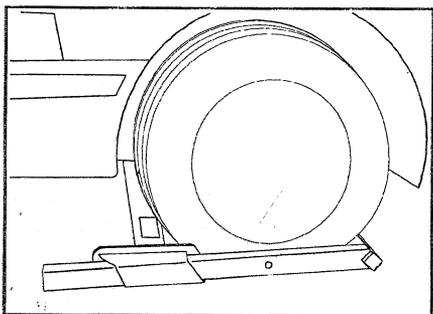


Be sure the towed vehicle is not in gear or park. Keep the brake set.

3. Lower the lift arm to about 1-1/2 inches from the ground and swing the cross bar parallel to the tires.

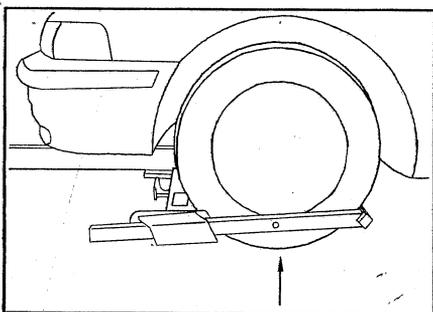


4. Set the grid width as required for the vehicle to be towed. Be sure both grids are as close to the center of the boom as possible.
5. To set the grid width, loosen the "T" handles on the front of the grid arms and pull the grids out. Be sure both grids are as close to the center of the boom as possible, and wide enough to allow the "L" arms to slide into their channels. Tighten the "T" handles to secure the grids.
6. Retract the "Cam" handle locking pin on the grid by turning it a half turn. It should remain in the open position.
7. Extend the lift arm under the vehicle being sure that all under carriage parts are cleared and that the front portion of the grid is in contact with both tires. Lower the grid fully to the ground. **There is no reason for the operator to get under the vehicle.**
8. Visually inspect the tire to grid contact before proceeding.
9. Take the "L" arms and slide them into the channels on the side of the grid. Insure that they are resting snugly against the tires, with the "L" arms in close contact with the tires, reset the locking pin by turning the "Cam" handle back to the original position. **Be sure that the pin seats in one of the holes.** The tires are now confined front and back.



10. After securing the grid arm around the towed vehicle's tires and before making the actual lift, check to be sure the towed vehicle's parking brake is released, the transmission is in neutral, and the wheels are straight.

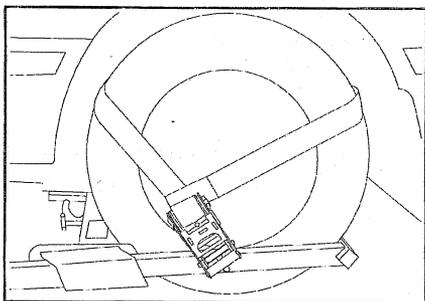
NOTE: If vehicle to be towed is on a slope, do not release the brake until the tie-down straps are installed. Observe the wheels in the grid for any slippage.



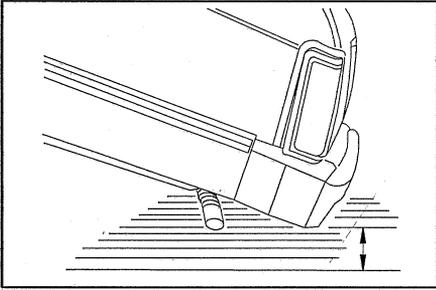
11. It is recommended that the steering wheel of the towed vehicle be secured in the straight position by a steering wheel strap for any tow.

12. Lift the vehicle high enough to allow tires to clear ground.

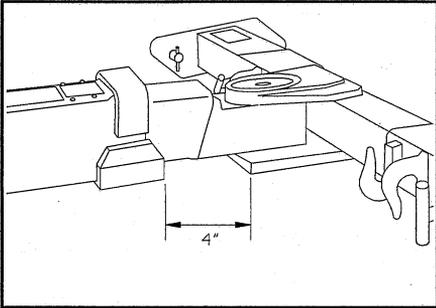
13. Remove the tie-down straps from toolboxes and attach the tie-down straps. (See the following section on the tie-down straps.)



14. With the straps in place, the vehicle in neutral and the parking brake released, you can move the vehicle safely up, down, in or out. All of these movements are hydraulically controlled.

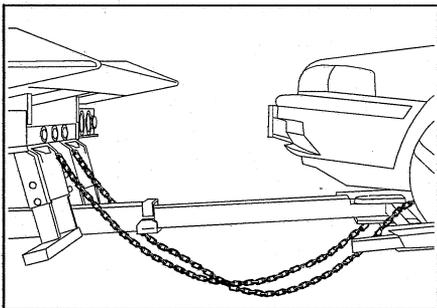


15. Raise the vehicle into the final towing position observing the far end for sufficient ground clearance. It is possible to set the rear of a front lifted vehicle completely onto the ground, causing damage. Take irregular road-surfaces into consideration. Observe the lift function from the side and away from both vehicles if possible. Make sure that there are no under body components of the towed vehicle in contact with the "L" arms or wheel grid device. Readjust if necessary.



16. Power retract the grid boom until the towed vehicle is about three (3) to four (4) feet from the back of the truck. Leave enough room to maneuver around corners without corner binding or causing contact between the two (2) vehicles. **Be sure that the boom is extended at least 4 inches to insure unobstructed crossbar pivoting.**

17. Be sure to maintain sufficient clearances with the bottom of the towed vehicle.



18. Attach the safety chains and magnetic towing lights. **SAFETY CHAINS MUST BE CROSSED.**

⚠ CAUTION: Always tow with the tow bar extended so that adequate clearance is maintained between deck and towed vehicle.

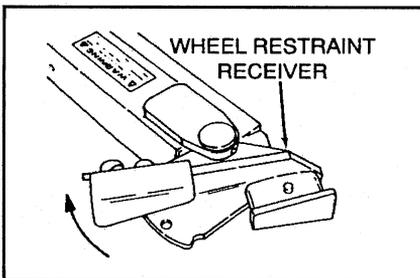
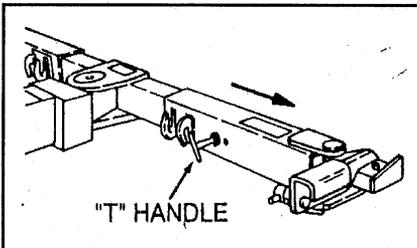
⚠ CAUTION: Properly secure the vehicle being towed. Use separate safety chains from towed vehicle to truck sub-frame.

⚠ CAUTION: After unloading the vehicle being towed, retract the tow bar before tilting or rolling the deck.

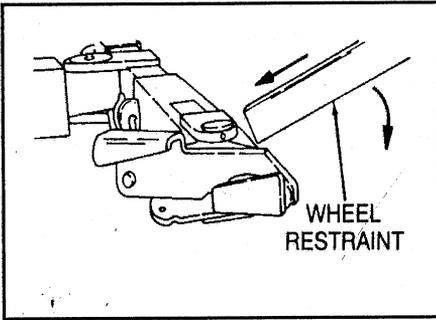
⚠ CAUTION: When not in use, tow bar must be in upper position and fully retracted.

⚠ CAUTION: The tow bar option is designed for the transport of a second vehicle only. Under no circumstances should a single vehicle recovery be transported on the tow bar as it may cause unsafe steering and braking conditions. Single vehicle recovery should be on the deck only.

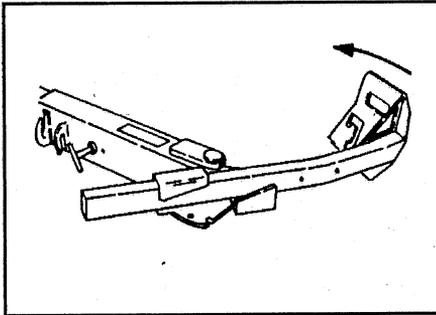
T37 PIVOTING WHEEL RESTRAINT OPERATION



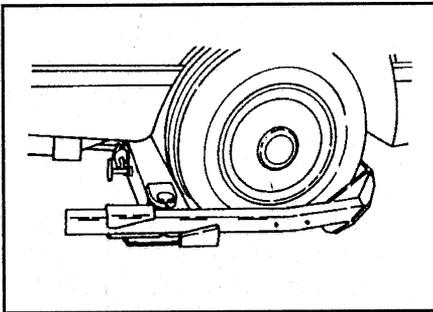
1. Set the grid width as required for the vehicle to be towed.
2. To set the grid width, loosen the "T" handles on the front of the grid arms and pull the grids out. Be sure both grids are as close to the center of the boom as possible, and wide enough to allow the wheel restraints to slide into their receivers. Tighten the "T" handles to secure the grids.
3. Pivot the wheel restraint receivers on the end of the grid arms outward by lifting up on the receiver. Rotate the "Cam" handles on the receivers 180° to the open position. This will allow for easier placement of the restraint into the receiver.



4. Lower the lift arm to the ground and extend under the ehicle to be towed.
5. Take the wheel restraints and place them into their receivers on the side of the grid. The restraints should be place in a position as close as possible to fit the tire. **Be sure that the holes in the bottom of the restraints lock over the retaining pin on the receivers.**

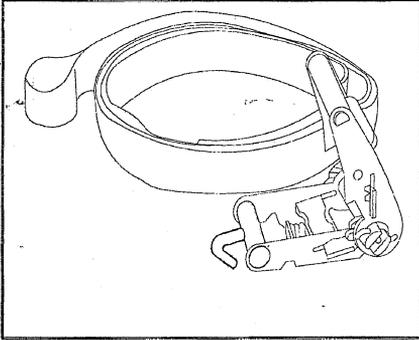


6. Pivot the receivers and wheel restraints in line with the tires. Make any necessary adjustments to the wheel restraints making sure tht you clear any body and undercarriage components. **Be sure that the holes in the bottom of the restraints lock over the retaining pin on the receivers.** Rotate the "Cam" handles back to their original positions making sure that they fully retract to the closed position. The tires are now confined front and back. Radjust the wheel restraints if necessary to insure that they are resting snugly against the tires.
7. Remove the tie down straps from the toolbox and attach the tie down straps.



TIE-DOWN STRAPS

Your carrier is supplied with a set of high strength polyester web tie-down straps. They are to be used to secure wheels of the towed vehicle to the wheel lift grid. **NEVER TOW A VEHICLE WITHOUT THE TIE-DOWN STRAPS INSTALLED.**

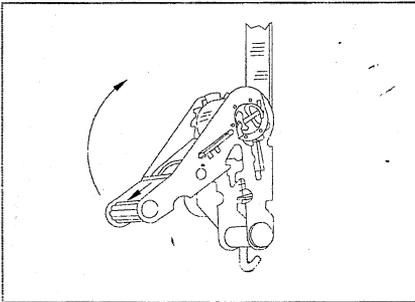


The tie-down strap assembly is comprised of three (2) basic components:

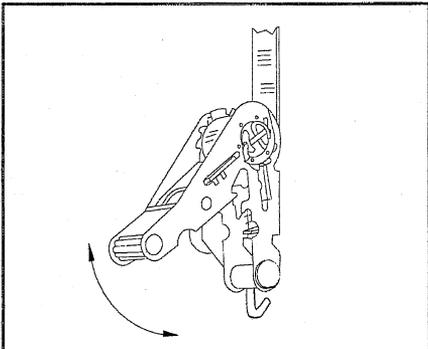
1. The strap
2. The ratchet spool mechanism

The following steps should be followed to properly install the tie-down straps:

USING THE RATCHET SPOOL MECHANISM

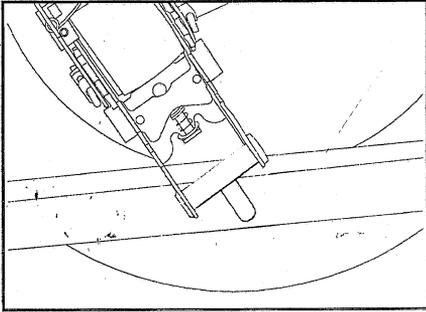


1. First the spool must be set into "free spool". This is done by pulling the lock bar out and swinging the handle upward until it rests in the free spool notch and then simply pulling out the amount of strap required to fit over the tire.

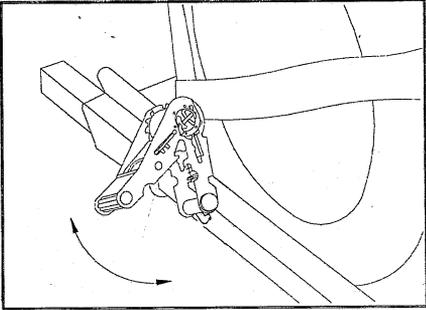


2. Now pull on the lock bar and move it downward until it engages the ratchet teeth on the take up spool. By pushing and pulling the handle up and down, the strap will be wound onto the spool.
3. To release the ratchet, simply pull on the locking bar, disengaging the teeth and raise the handle to the "free spool" position.

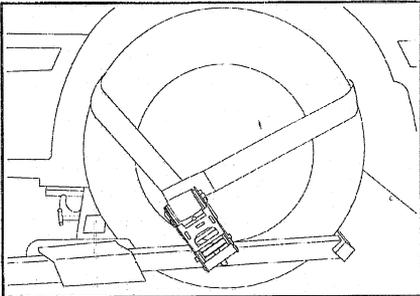
INSTALLING THE TIE-DOWN STRAP



1. With the vehicle lifted just barely off the ground, attach the strap to the wheel grid. Be sure the hook on the ratchet is securely seated in the "L" arm.



2. Set the ratchet spool in "free spool" position and pull the webbed strap out and form a loop which will wrap around the tire. Be sure the loop is over a minimum of 1/3 of the tire.



3. Take up the slack in the strap by ratcheting the takeup spool arm. Continue until the tires show some compression.

4. Raise the wheel grid to the towing position. **RE-TIGHTEN THE RATCHET PERIODICALLY AS TIRE SETTLES IN GRID FROM TOWING.**

MAINTENANCE AND LUBRICATION

Jerr-Dan rollback truck decks are designed for years of service with little maintenance. This small amount of maintenance, however, is very important for durability and for safe operation of the deck.

Maintenance is an owner/user responsibility as neither the manufacturer nor the distributor can normally control this function.

Use only safe practices when maintaining this equipment. Never get under a tilted deck unless it is adequately supported (don't rely on the hydraulic system). Always shut off the engine before reaching into pinch areas as when checking the hydraulic oil level or greasing under the deck. Maintain a clean shop for safety. Clean up spilled oil immediately.

Inspect the vehicle and deck system periodically for damage or evidence of pending failure. Damaged or broken parts should be replaced immediately. Never operate a machine which is known to be defective or operating improperly. The cause of any binding or leakage should be determined immediately and the problem promptly fixed.

Sliding surfaces of deck beams are to be cleaned and coated with engine oil periodically. Cleaning every six (6) months is recommended for normal highway operations, but this frequency will vary appreciably with the type of service. Sliding on dirty wear surfaces will cause rapid wear. Fittings on linkage pivots should be greased every two (2) months, again depending upon usage. See Lube Chart.

Check the hydraulic oil level bimonthly or after any leakage. Use 5W20 Dual Range hydraulic oil. (Automatic transmission fluid may be used in the hydraulic system if necessary.)

The proper oil level is best checked by rolling the deck back enough to gain access to the fill plug (unless the chassis configuration caused the oil tank to be mounted abnormally far to the rear). The oil tank should be about 2/3 full with the deck so positioned (shut off the engine after moving the deck). This will result in a 3/4 full tank with the cylinders fully retracted (deck fully forward). (Proper oil level is achieved when the hydraulic oil is within 1/2 inch of top of sight tube.)

The hydraulic filter located on the return side of the hydraulic tank comes equipped with a restriction indicator gauge. This gauge shows the operator the condition of the filter element. When the needle reaches the red band (25 psi), the filter is starting to bypass and the element needs to be changed. Failure to change the element will result in premature wear and/or failure of any or all of the hydraulic components. **Only check gauge with hydraulic fluid at operating temperatures. Cold oil is more dense and will give a false indicator gauge reading.**

If a cylinder seal leaks, disassemble the cylinder and ascertain the cause of the leak. Small scores caused by chips or contaminated fluid can usually be worked out with fine emory cloth to avoid repetition of the trouble. Whenever any seal replacement is necessary, it is always advisable to replace all seals in that component. These seals are available in kits. Also, thoroughly clean all components before reassembly.

LUBRICATION CHART

JERR-DAN

An Oshkosh Truck Corporation Company

STANDARD DUTY ROLLBACK

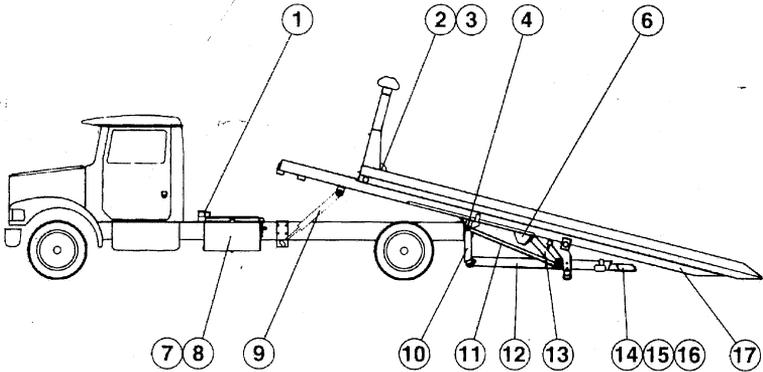


CHART COVERS **JERR-DAN** DECK SYSTEM ONLY
 * INDICATES DUAL RANGE HYD. FLUID 5 W 20
 AUTO TRANS FLUID MAY BE SUBSTITUTED IF NECESSARY

INTERVAL (HOURS)	REF. NO.	IDENTIFICATION	SERVICE	LUBRICANT	NO. OF POINTS
50 OR MONTHLY	2	CABLE	OIL	ENGINE OIL	1
	16	T - HANDLE	OIL	ENGINE OIL	2
100 OR BI-MONTHLY	9	TILT CYLINDER	LUBE	MPG	4
	10	CYLINDER/LINK	LUBE	MPG	2
	11	WHEEL LIFT LINK	LUBE	MPG	4
	13	IRL CYLINDER	LUBE	MPG	4
	2	WINCH	LUBE	MPG	1
	4	SUBFRAME PIVOT	LUBE	MPG	2
	6	VALVE SPOOLS	CLEAN & OIL	ENGINE OIL	3 - 6
	8	HYD RESERVOIR	CHECK	*	1
	14	CAM LOCK	LUBE	MPG	4
	15	TOW BAR PIVOT	LUBE	MPG	1
12	WL EXT CYL	LUBE	MPG	2	
250 OR SEMI-ANNUALLY	3	WINCH GEAR BOX	CHECK	GL5 # 140	1
	8	HYD FILTER	CHANGE	—	1
	17	DECK I BEAM	COAT	ENGINE OIL	2
	1	HOLD DOWN GUIDE	COAT	MPG	2
1000 OPERATING HOURS	3	WINCH GEAR BOX	DRAIN/FILL	GL5 # 140	1
	7	HYD RESERVOIR	DRAIN/FILL	*	1

TROUBLESHOOTING

PROBLEM

CAUSE

SOLUTION

PROBLEMS ENCOUNTERED WHILE UNIT IS IN TRANSIT

Looseness and rattling of deck	a. Loose Hold Down Blocks	a. Shim Hold Down Blocks as required.
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WINCH FUNCTIONING IMPROPERLY

Winch screeches during operation	a. Insufficient lubrication	a. Lubricate per lube chart
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Winch will not pull load on deck	a. Free spooling device disengaged	a. Engage
	b. Insufficient Relief Valve pressure	b. Reset to correct setting using gauge
	c. Sheared keys or broken chain at coupling	c. Inspect and replace
	d. Hydraulic pump worn	d. Inspect and replace

Cable build-up on one side of spool or other	a. Off centered load	a. Recenter load if possible
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VALVE BANK FUNCTIONING IMPROPERLY

Valve bypasses oil or squeals during all operations	a. Insufficient relief valve setting	a. Reset to correct setting using gauge
	b. Broken relief spring	b. Inspect and replace

Valve handles stick, tight or frozen	a. Broken centering spring or clogged with dirt at bottom of spool	a. Inspect, clean or replace
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Valve leaks at top or bottom of spools	a. Defective seals	a. Replace
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CYLINDERS FUNCTIONING IMPROPERLY

Cylinders leak oil	a. Defective seals or rod	a. Inspect and replace
Erratic operation of cylinders	a. Air in hydraulic system	a. Cycle hydraulic system 10-15 times to remove air
	b. Defective pump (Pulsating)	b. Replace if necessary

HYDRAULIC SYSTEM FUNCTIONING IMPROPERLY

Slow Operation	a. Low engine RPM	a. Speed up engine
	b. Low oil level	b. Reservoir should be 3/4 full with cylinders retracted
	c. Blocked, restricted or collapsed hoses	c. Inspect, remove blockage or reposition hoses affected
	d. Dirty hydraulic oil	d. Drain, flush and refill with clean oil
	e. Hydraulic pump worn	e. Rebuild or replace
	f. Relief valve in valve bank bypassing	f. 1) Reset to correct pressure using gauge 2) Check if relief spring is broken. Replace if necessary

TROUBLESHOOTING

PROBLEM

CAUSE

SOLUTION

P.T.O. FUNCTIONING IMPROPERLY

Cable tight or frozen	<ul style="list-style-type: none"> a. Cable kinked or bent b. Cable and P.T.O. connection not adjusted properly c. Mounting bracket nuts are over tightened at P.T.O. knob 	<ul style="list-style-type: none"> a. Straighten or replace b. Inspect and adjust c. Loosen if necessary
Rattling noise in P.T.O.	<ul style="list-style-type: none"> a. P.T.O. backlash too loose 	<ul style="list-style-type: none"> a. Shims must be removed (Consult P.T.O. manual)
Howling noise in P.T.O.	<ul style="list-style-type: none"> a. P.T.O. backlash too tight 	<ul style="list-style-type: none"> a. Shims must be added (Consult P.T.O. manual)
Gear oil leak between P.T.O. and pump	<ul style="list-style-type: none"> a. Defective shaft seal 	<ul style="list-style-type: none"> a. Remove and replace
P.T.O. will not engage or disengage	<ul style="list-style-type: none"> a. Cable and P.T.O. connection not adjusted properly b. Defective shifter cover plate 	<ul style="list-style-type: none"> a. Inspect and adjust b. Inspect and replace

HYDRAULIC PUMP FUNCTIONING IMPROPERLY

Cavitation: pump unusually noisy	<ul style="list-style-type: none"> a. Low oil supply b. Heavy oil c. Dirty oil filter d. Restriction in suction line 	<ul style="list-style-type: none"> a. Fill to proper level b. Fill with proper oil c. Clean or replace d. Remove
Pump takes too long to respond or fails to respond	<ul style="list-style-type: none"> a. Low oil supply b. Insufficient relief valve pressure c. Pump worn or damaged 	<ul style="list-style-type: none"> a. Fill to proper level b. Reset to correct setting using gauge c. Repair or replace
Oil Heating up	<ul style="list-style-type: none"> a. Foreign material lodged in relief valve b. Using too light oil c. Dirty oil d. Oil level too low e. Insufficient relief valve pressure f. Relief valve pressure too high g. Pump worn (slippage) 	<ul style="list-style-type: none"> a. Inspect and remove b. Drain and refill with clean oil c. Drain, flush, and refill with clean oil d. Fill to proper level e. Set to correct setting using gauge f. Same as "e" g. Repair or replace
Oil foaming	<ul style="list-style-type: none"> a. Air leaking into suction line from tank to pump b. Wrong kind of oil c. Oil level too low 	<ul style="list-style-type: none"> a. Tighten all connections b. Drain and refill with non-foaming type hydraulic oil c. Fill to proper level
Hydraulic oil leak between P.T.O. and pump	<ul style="list-style-type: none"> a. Defective shaft seal 	<ul style="list-style-type: none"> a. Replace shaft seal
Pump leaks at front and rear covers	<ul style="list-style-type: none"> a. Defective seals 	<ul style="list-style-type: none"> a. Replace seals

JERR-DAN.

An Oshkosh Truck Corporation Company

1080 Hykes Road
Greencastle, PA 17225

Phone (717) 597-7111

www.jerr-dan.com