$7.50

# MEDIUM 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 _____

# TABLE OF CONTENTS

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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

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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**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

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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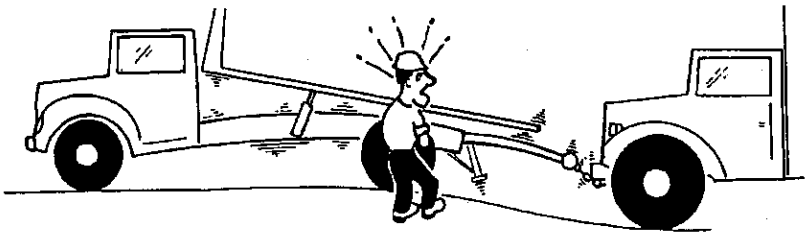
# SAFETY

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

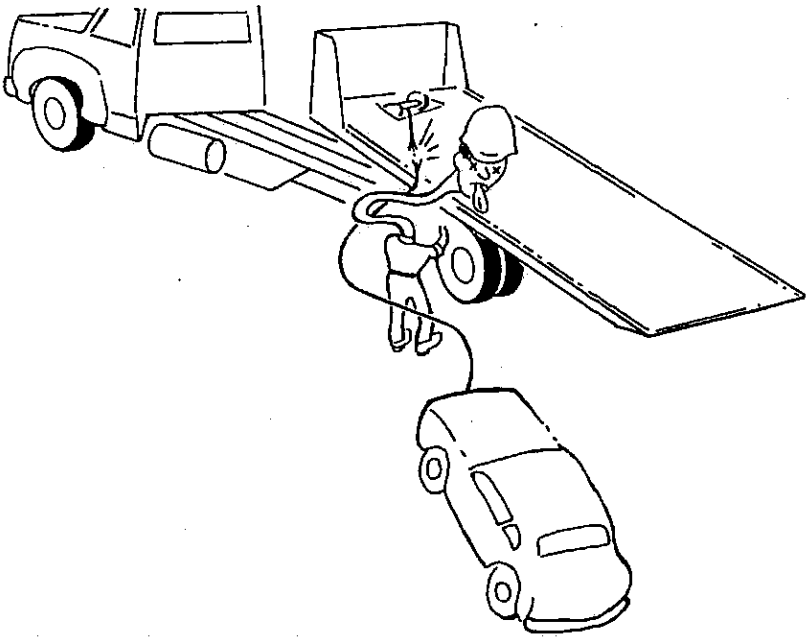
Read and practice all safety points listed in this manual. Safety is the prime responsibility of the operator.

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.



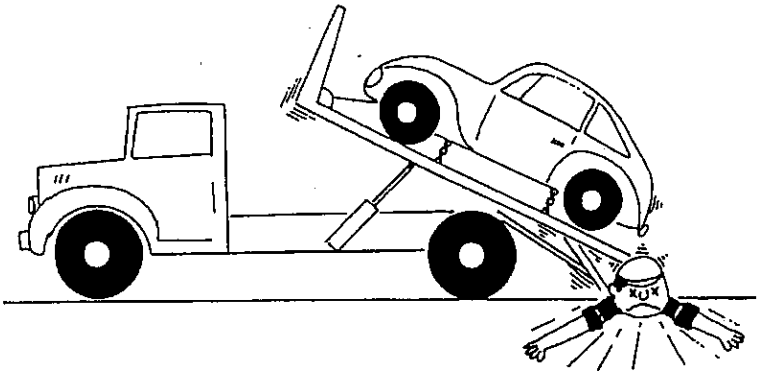
6. Never exceed the rated capacity of the body or truck chassis and it's components or use tow bar/wheel lift without a vehicle on the deck.

7. Nev er 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.

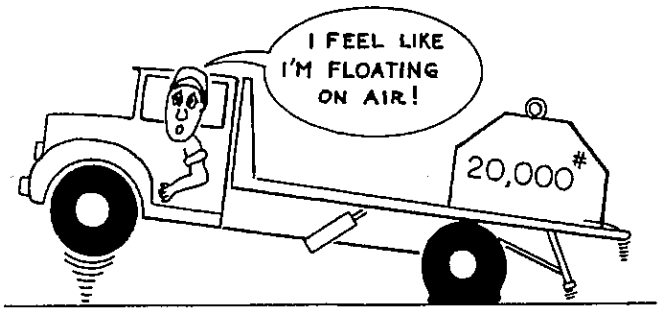


8. Always try to winch from the center of the load.
9. Maintain winch cable in good condition. Replace when worn, kinked or frayed. Do not use cable clamps.

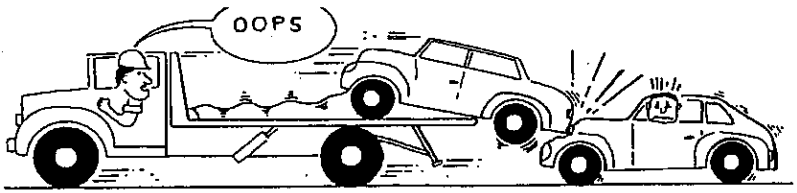
10. When loading or unloading the deck and operating the winch, make certain the area behind the load is clear of personnel and obstacles.



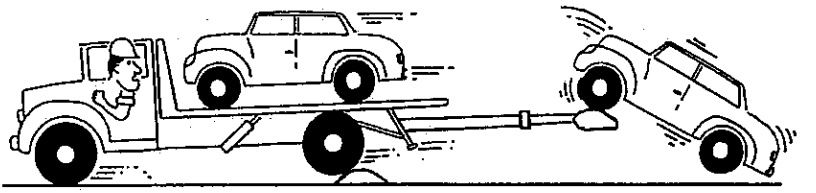
11. Distribute load ev enly on the deck. Do not concentrate the load on one section of the deck, to the rear of the truck axles, or use tow bar/wheel lift without a load on the deck.



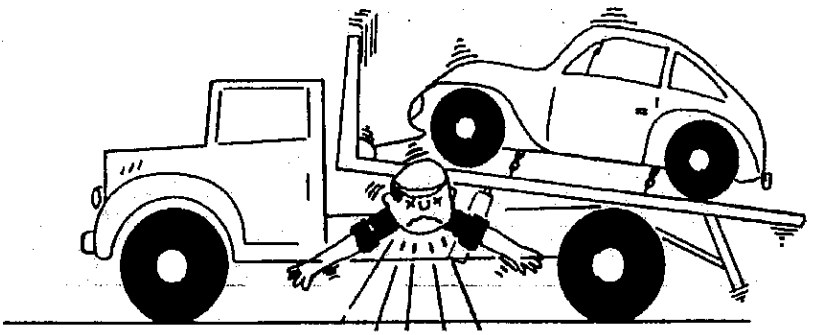

12. Secure cargo to the deck at both the front and rear before the truck is driv en. Do not rely on the winch as the only means of holding the load.



13. Keep alert. Do not be distracted during any operating sequences.
14. Do not work behind truck with v ehicle on deck unless v ehicle 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. Ov erloading 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 v ehicle 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 maneuv er around corners without binding.
19. Insure deck is in the locked position before trav eling.
20. Rev iew operator's pre-transport checklist located on the headboard of the deck each time you mov e a v ehicle.
21. Block up deck before performing any serv ice or maintenance work under deck.

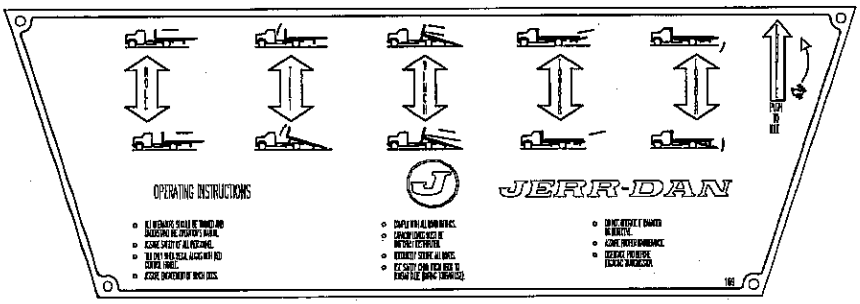


# DECAL GROUP

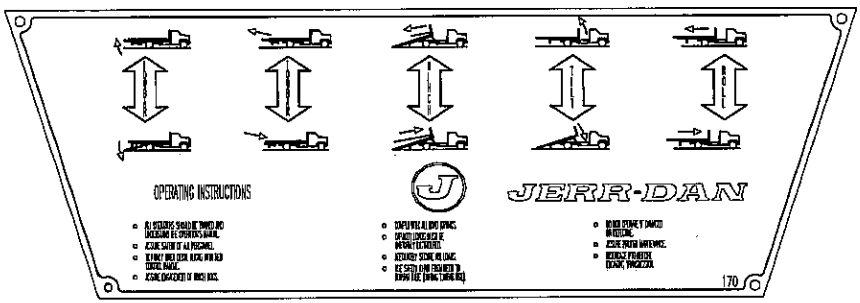
JERR-DAN

An Oshkosh Truck Corporation Company

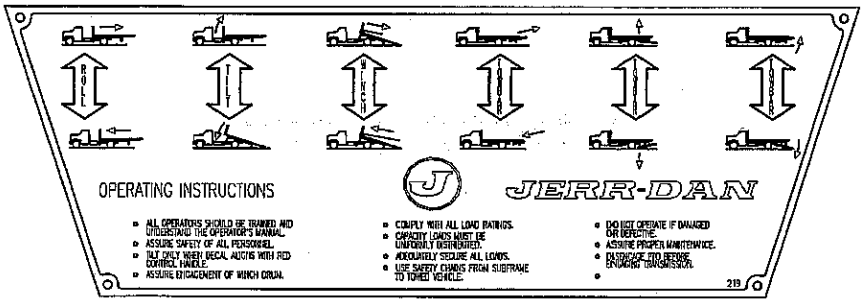
(LOGO)



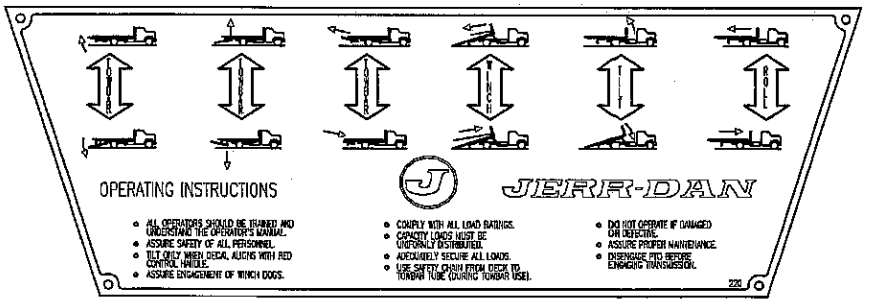

(STANDARD DECAL, LEFT SIDE)




(STANDARD DECAL, RIGHT SIDE)




(ZOD DECAL, LEFT SIDE)




(ZOD DECAL, RIGHT SIDE)

LUBRICATION CHART

JERR-DAN®

STANDARD DUTY ROLLBACK

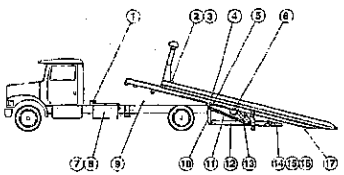



CHART COVERS JERR-DAN DECK SYSTEM ONLY

*INDICATES DUAL RANGE HYD. FLUID 5 W 20
AUTO TRANS FLUID MAY BE SUBSTITUTED IF NECESSARY

273

| 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 |
| 100 OR BIMONTHLY | 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 | 3 |
| 250 OR SEMI-ANNUALLY | 3 | WINCH GEAR BOX | CHECK | GLS #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 | GLS #140 | 1 |
| | 7 | HYD RESERVOIR | DRAIN - FILL | * | 1 |

(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.**

D12

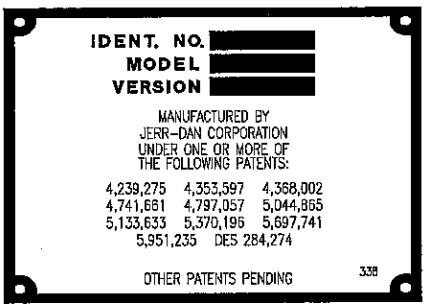
(WINCH)

# CAUTION

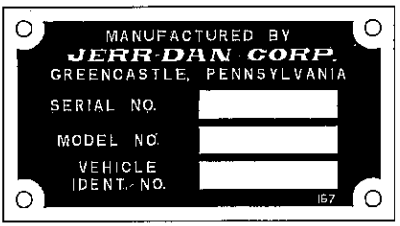
**OIL LEVEL MUST BE MAINTAINED WITHIN 1/2" OF TOP OF SIGHT TUBE WHEN ALL CYLINDERS ARE FULLY RETRACTED**

272

(HYDRAULIC OIL LEVEL)




(SUBFRAME ID)




(SERIAL NUMBER)


(DECK ALIGNMENT)

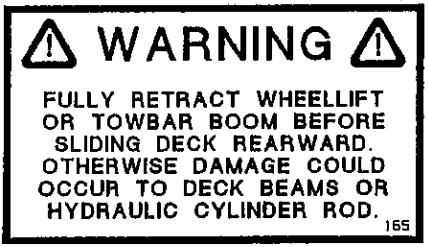
# ⚠ WARNING ⚠

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

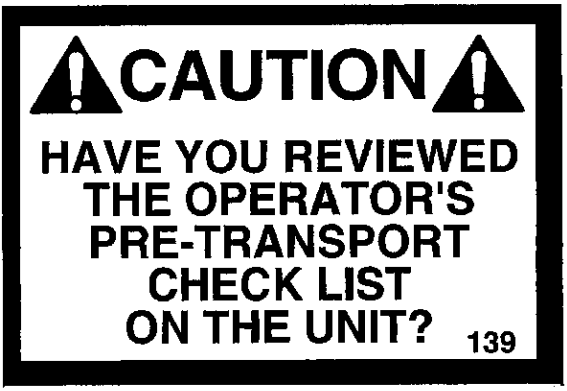
274

(WHEEL LIFT WARNING)


(WHEEL LIFT WARNING)




(WHEEL LIFT WARNING)




(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:

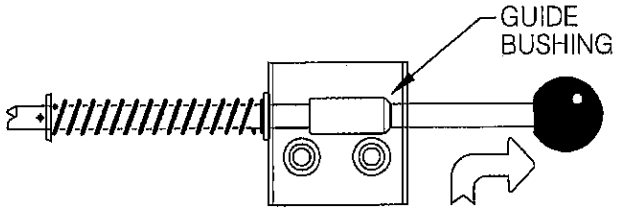
- DO NOT LIFT OR TOW A VEHICLE USING THE WHEELIFT SYSTEM UNLESS THERE IS A VEHICLE ON THE DECK.
- DO YOU HAVE TURNING CLEARANCE ON TOWED VEHICLE?
- IS GROUND CLEARANCE SET FOR PROPER TOWING OF SECOND VEHICLE?
- ARE T-HANDLES TIGHTENED SO THAT GRIDS DO NOT MOVE DURING TRANSPORT?
- ARE BOTH WHEEL STRAPS 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!

 275

(CHECKLIST)

# ⚠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)

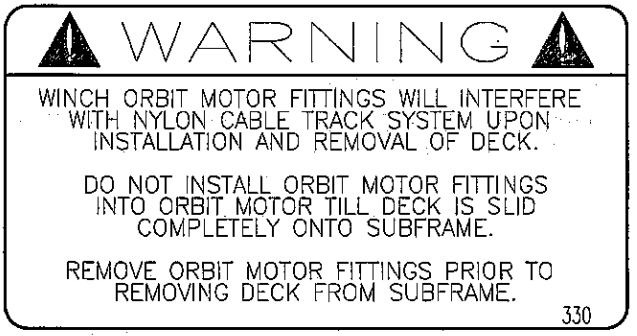
## SLIDE PAD LUBRICATION

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.

317

(SLIDE PAD LUBRICATION)




(ORBIT MOTOR FITTINGS WARNING)

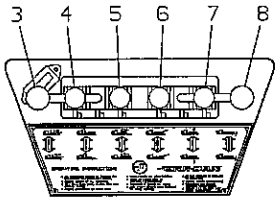
# OPERATION

## 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:

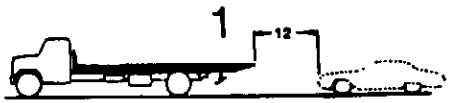
1. Power-take-off (push-pull knob in truck cab)
2. Auxiliary engine throttle control
3. Rollback control (first handle in control box)
4. Tilt control (second handle in control box)
5. Winch control (third handle in control box)
6. Tow bar - Extend/Retract (fourth handle in control box)
7. Tow bar -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

## B. Tilting the Deck/Loading

### 1. Position

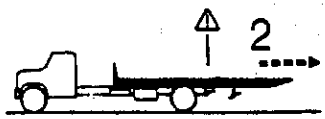
Park the truck with the rear of the deck approximately 12 feet from the object to be loaded and in line with that object.

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.

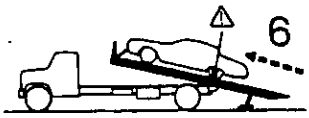
⚠ **CAUTION:** Make sure that the load is side-to-side centered.

⚠ **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.

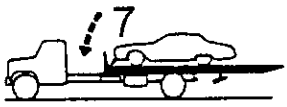
**NOTE:** The alignment decal on the rubrail must be even with the red control handle, or slightly behind that handle, when leveling the deck.





### 7. Tilt

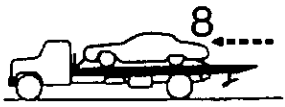
Lower the front of the deck until the deck supports align with the wood strips on the frame.




**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-spooled 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.

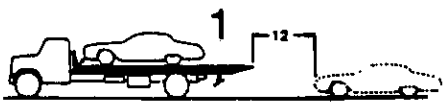
⚠ **CAUTION:** Maintain a minimum of five (5) turns of cable on the spool at all times. Also maintain a uniform wrap of the cable on the spool.

## D. Tilting the Deck/Unloading

### 1. Position

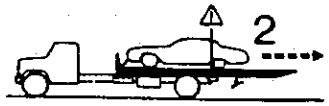
Park the truck with the rear of the deck approximately 12 feet from desired position of vehicle being unloaded.

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**

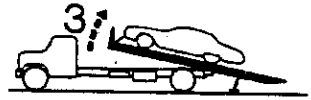
Raise the rollback handle and the deck will slide back. Roll the deck rearward approximately 12 inches to clear the mechanical hold downs at the front of the frame. A decal is provided on the rubrail to aid in determining the amount to roll. Align the decal pointer with the red control handle.





**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**

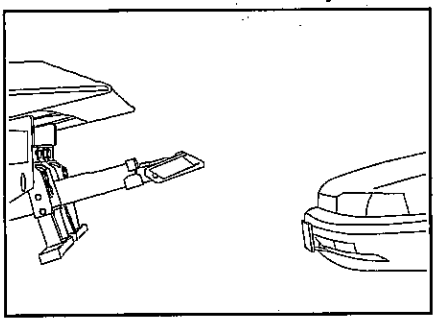
Securely tighten the winch cable and finish unbinding the load. Winch off the load (See winch operating instructions). Store the winch cable by fastening the hook to the deck and winching the cable taut.

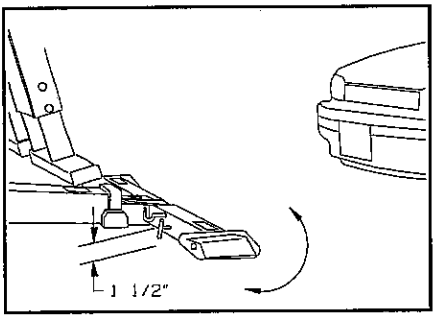
⚠ **CAUTION:** Remain clear of load when unbinding and winching off the deck.

## 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.

**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. Also, never use wheel lift without a vehicle on the deck. Single vehicle recovery should 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.

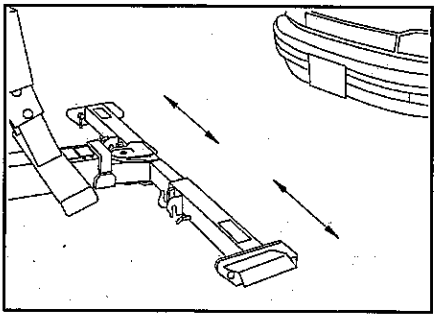
2a. Set the parking brake.

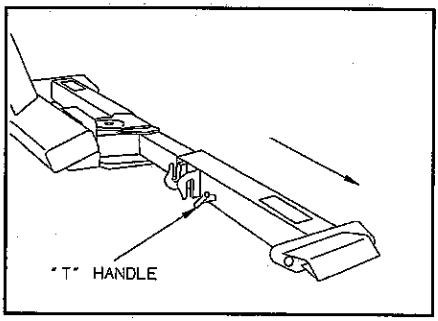
2b. With the engine running, engage the PTO per instructions in the truck cab or in the PTO Operating Manual.

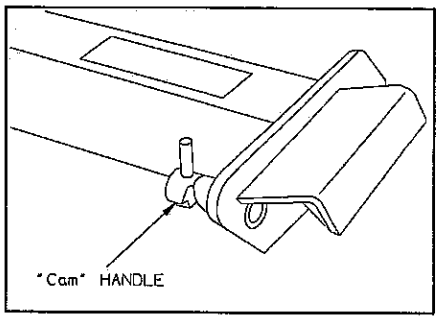
2c. Set the auxiliary throttle. After operating the unit several times, one will establish a feel for the optimum speed. DO NOT OVERSPEED.

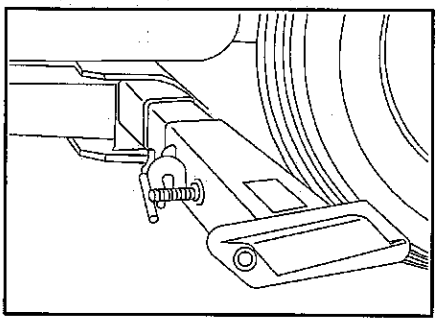
**Be sure the towed vehicle is not in gear or park. Keep the brake set.**

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.

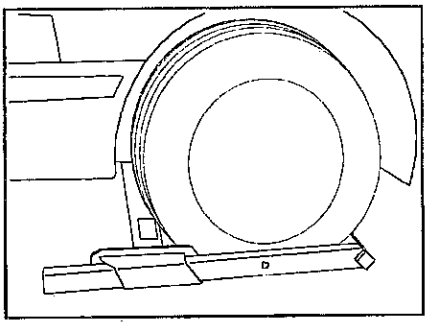
5. To set the grid width, loosen the "T" handles on the front of the grid arms and pull the grids out. Be sure both grids are as close to the center of the boom as possible, and wide enough to allow the "L" arms to slide into their channels. Tighten the "T" handles to secure the grids.

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.**

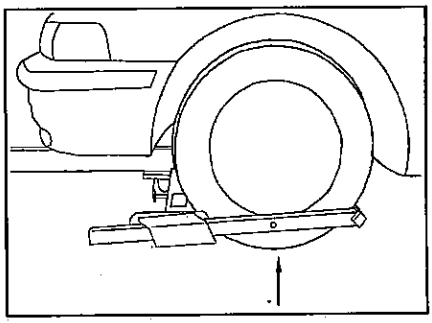
8. Visually inspect the tire to grid contact before proceeding.

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 vehicles 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.

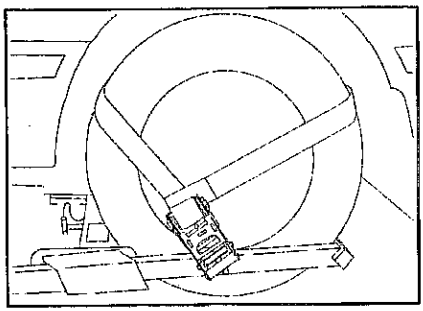
**NOTE:** If vehicle to be towed is on a slope, do not release the brake until the tie-down straps are installed. Observe the wheels in the grid for any slippage.



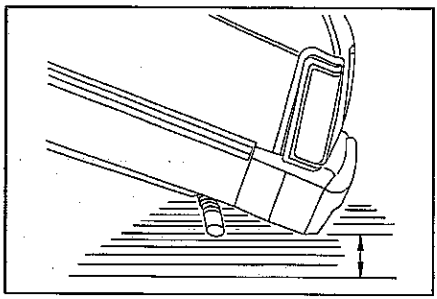
11. It is recommended that the steering wheel of the towed vehicle be secured in the straight position by a steering wheel strap for any tow.

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

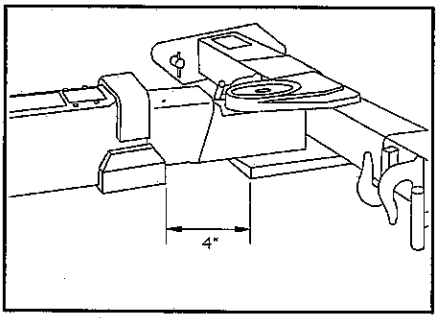
13. Remove the tie-down straps from toolboxes and attach the tie-down straps. (See the following section on the tie-down straps.)



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.

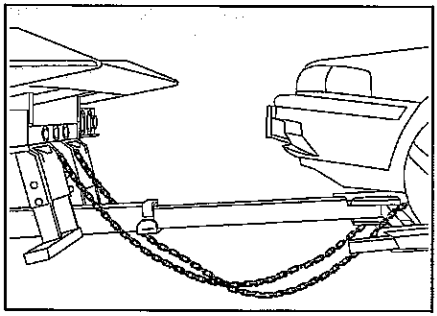


15. Raise the vehicle into the final towing position observing the far end for sufficient ground clearance. It is possible to set the rear of a front lifted vehicle completely onto the ground, causing damage. Take irregular road-surfaces into consideration. Observe the lift function from the side and 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.

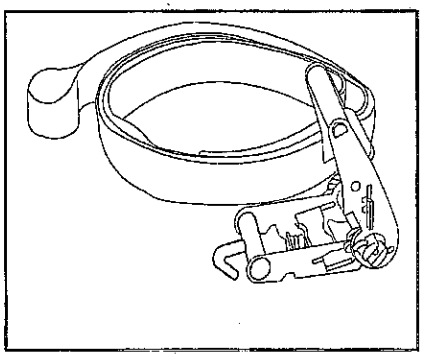
⚠ **CAUTION:** After unloading the vehicle being towed, retract the tow bar before tilting or rolling the deck.

⚠ **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.

# 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.**

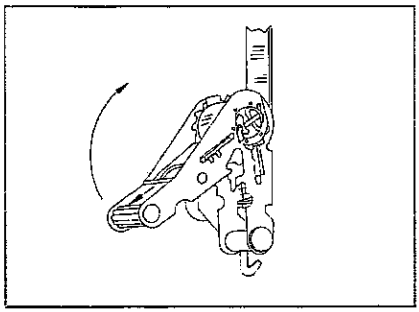


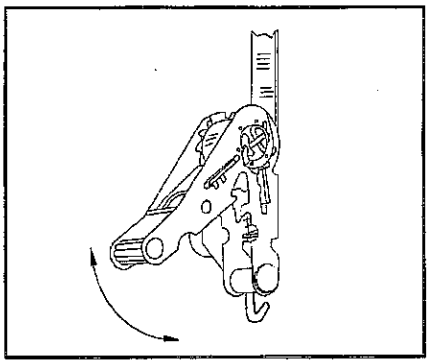
The tie-down strap assembly is comprised of three (2) basic components:

1. The strap
2. The ratchet spool mechanism

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

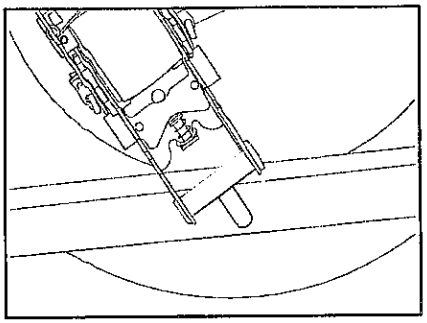
## USING THE RATCHET SPOOL MECHANISM



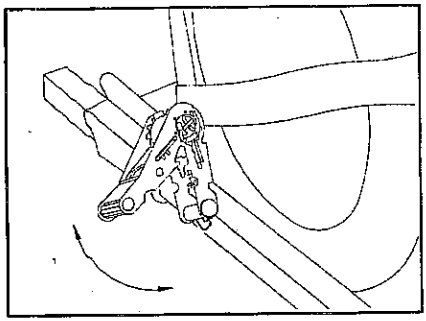


1. First the spool must be set into "free spool". This is done by pulling the lock bar out and swinging the handle upward until it rests in the free spool notch and then simply pulling out the amount of strap required to fit over the tire.
2. Now pull on the lock bar and move it downward until it engages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

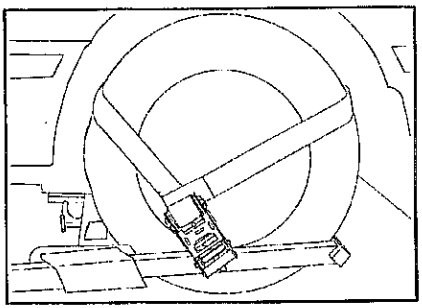


1. With the vehicle lifted just barely off the ground, attach the strap to the wheel grid. Be sure the hook on the ratchet is securely seated in the "L" arm.



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 serv ice with little maintenance. This small amount of maintenance, howev er, is v ery 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. Nev er 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 lev el or greasing under the deck. Maintain a clean shop for safety. Clean up spilled oil immediately.

Inspect the v ehicle and deck system periodically for damage or ev idence of pending failure. Damaged or broken parts should be replaced immediately. Nev er operate a machine which is known to be defectiv e 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 ev ery six (6) months is recommended for normal highway operations, but this frequency will v ary appreciably with the type of serv ice. Sliding on dirty wear surfaces will cause rapid wear. Fittings on linkage piv ots should be greased ev ery two (2) months, again depending upon usage. See Lube Chart.

Check the hydraulic oil lev el 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 lev el 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 mov ing the deck). This will result in a 3/4 full tank with the cylinders fully retracted (deck fully forward). (Proper oil lev el is achiev ed 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 av oid repetition of the trouble. Whenev er any seal replacement is necessary, it is always adv isable to replace all seals in that component. These seals are av ailable in kits. Also, thoroughly clean all components before reassembly.

# LUBRICATION CHART

JERR-DAN

An Oshkosh Truck Corporation Company

## STANDARD DUTY ROLLBACK

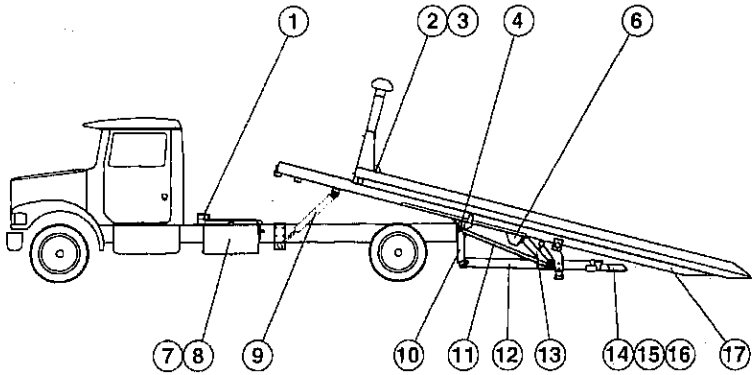



CHART COVERS JERR-DAN DECK SYSTEM ONLY

*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 |
| | 5 | VALVE ROLLER | OIL | ENGINE OIL | 1 |
| 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 | W/L 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. |
| **WINCH FUNCTIONING IMPROPERLY** | | |
| Winch screeches during operation | a. Insufficient lubrication | a. Lubricate per lube chart |
| Winch will not pull load on deck | a. Free spooling dev ice disengaged | a. Engage |
| | b. Insufficient Relief Valv e 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 |
| **VALVE BANK FUNCTIONING IMPROPERLY** | | |
| Valv e bypasses oil or squeals during all operations | a. Insufficient relief v alv e setting | a. Reset to correct setting using gauge |
| | b. Broken relief spring | b. Inspect and replace |
| Valv e handles stick, tight or frozen | b. Broken centering spring or clogged with dirt at bottom of spool | b. Inspect, clean or replace |
| Valv e leaks at top or bottom of spools | a. Defectiv e seals | a. Replace |
| **CYLINDERS FUNCTIONING IMPROPERLY** | | |
| Cylinders leak oil | a. Defectiv e seals or rod | a. Inspect and replace |
| Erratic operation of cylinders | a. Air in hydraulic system | a. Cycle hydraulic system 10-15 times to remov e air |
| | b. Defectiv e pump (Pulsating) | b. Replace if necessary |
| **HYDRAULIC SYSTEM FUNCTIONING IMPROPERLY** | | |
| Slow Operation | a. Low engine RPM | a. Speed up engine |
| | b. Low oil lev el | b. Reserv oir should be 3/4 full with cylinders retracted |
| | c. Blocked, restricted or collapsed hoses | c. Inspect, remov e 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 v alv e in v alv e bank bypassing | f. 1) Reset to correct pressure using gauge<br>2) Check if relief spring is broken. Replace if necessary |

# TROUBLESHOOTING

| PROBLEM | CAUSE | SOLUTION |
|---|---|---|
| **P.T.O. FUNCTIONING IMPROPERLY** | | |
| Cable tight or frozen | a. Cable kinked or bent | a. Straighten or replace |
| | b. Cable and P. T. O. connection not adjusted properly | b. Inspect and adjust |
| | c. Mounting bracket nuts are ov er tightened at P. T. O. knob | c. Loosen if necessary |
| Rattling noise in P. T. O. | a. P. T. O. backlash too loose | a. Shims must be remov ed (Consult P. T. O. manual) |
| Howling noise in P. T. O. | a. P. T. O. backlash too tight | a. Shims must be added (Consult P. T. O. manual) |
| Gear oil leak between P. T. O. and pump | a. Defectiv e shaft seal | a. Remov e and replace |
| P. T. O. will not engage or disengage | a. Cable and P. T. O. connection not adjusted properly | a. Inspect and adjust |
| | b. Defectiv e shifter cov er plate | b. Inspect and replace |
| **HYDRAULIC PUMP FUNCTIONING IMPROPERLY** | | |
| Cav itation: pump unusually noisy | a. Low oil supply | a. Fill to proper lev el |
| | b. Heav y oil | b. Fill with proper oil |
| | c. Dirty oil filter | c. Clean or replace |
| | d. Restriction in suction line | d. Remov e |
| Pump takes too long to respond or fails to respond | a. Low oil supply | a. Fill to proper lev el |
| | b. Insufficient relief v alv e pressure | b. Reset to correct setting using gauge |
| | c. Pump worn or damaged | c. Repair or replace |
| Oil Heating up | a. Foreign material lodged in relief v alv e | a. Inspect and remov e |
| | b. Using too light oil | b. Drain and refill with clean oil |
| | c. Dirty oil | c. Drain, flush, and refill with clean oil |
| | d. Oil lev el too low | d. Fill to proper lev el |
| | e. Insufficient relief v alv e pressure | e. Set to correct setting using gauge |
| | f. Relief v alv e pressure too high | f. Same 'as' |
| | g. Pump worn (slippage) | g. Repair or replace |
| Oil foaming | a. Air leaking into suction line from tank to pump | a. Tighten all connections |
| | b. Wrong kind of oil | b. Drain and refill with non-foaming type hydraulic oil |
| | c. Oil lev el too low | c. Fill to proper lev el |
| Hydraulic oil leak between P. T. O. and pump | a. Defectiv e shaft seal | a. Replace shaft seal |
| Pump leaks at front and rear cov ers | a. Defectiv e seals | a. Replace seals |

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Part Number 5-376-000050
Rev. 0