SRS SIDE RECOVERY SYSTEM (WRECKER)

OPERATIONS AND MAINTENANCE MANUAL



An Oshkosh Corporation Company

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FOREWORD

This manual serves as a guide for the owner and operator in the safe operation and optimum performance of your Jerr-Dan equipment.

For your safety, and the safety of others, you must

- know the proper use of the equipment
- use the equipment within its capability
- · develope consistent habits of proper use
- use good judgement

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

Keep this manual with your equipment at all times. Refer to it if in doubt of proper operation.

Information contained in this manual reflects how your Jerr-Dan equipment was built at the factory. Modifications or additions by the distributor or owner are not reflected in this manual.

This manual does not include operation and maintenance information for the commercial chassis (International, Ford, GM, etc.). That information is provided by the chassis manufacturer.

When inquiring about operation, maintenance or warranty, please have ready your equipment's Sales Order Number, Serial Number and Model Number. This information can be found on the aluminum tag riveted inside the Side Recovery System tool compartment on the drivers side.



0	MANUFACTURED BY
SERIAL NO.	MODEL NO.
STRUCTURAL CAPACITY:	LBS. IDENT. NO.
WINCH RATING:	LBS. WIRE ROPE LBS. UNIT: LBS.
	BOVE STRUCTURAL RATINGS AND CAPACITIES. DLLOW ALL INSTRUCTIONS ON CONTROLS AND UNIT. PATENT PENDING 710

5-376-000114 REV. 2 - 1/17 Jerr-Dan Corporation strives to provide information that is accurate, complete and useful. All information contained in this manual is as accurate as known at the time of publication and is subject to change, without notice, as a result of continuous product improvements. Jerr-Dan reserves the right to amend the information in this document at any time without prior notice.

Should you find inadequacies in the text, please send your comments to the following address:

Jerr-Dan Corporation Attn: Technical Publications 13224 Fountainhead Plaza Hagerstown, MD 21742

or by e-mail at technicalpublications@jerr-dan.com.

Always keep this manual in your vehicle so the operator can study it as needed before a recovery. Remember to replace the manual if lost.

Additional or replacement manuals or replacement safety warning labels can be ordered by calling Jerr-Dan Parts at 717-597-7111.

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Patents Pending.

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SAFETY

The safe operation of your Jerr-Dan Wrecker is your responsibility. Read this manual and the truck manufacturer's manual and thoroughly understand them. You can be held legally responsible for injuries or damage resulting from unsafe operating practices.

Our recommendations for operating your equipment can help you avoid unsafe practices and their bad consequences. These recommendations are contained in this manual.

Jerr-Dan Corporation is not responsible for the results of any unsafe practice of tow operators or for the failure of your equipment or its accessories resulting from improper use or maintenance.

The danger from a vehicle continues after it is disabled or wrecked. Recovering or towing vehicles can be dangerous too! The danger threatens tow operators and everyone else close by. As a tow operator you must develop an awareness of the hazards involved. You must use every safeguard to prevent injuries.

Careful consideration of the immediate surrounding conditions such as the weather, terrain, type or condition of the vehicle to be recovered and the condition and experience of the operator is foremost to the safety and success of the operation.

Wire rope cables wear out or can become damaged. Periodically inspect the wire rope cable for any signs of fatigue or damage. Check the hooks to be sure they have not been bent or deformed. Replace immediately when damaged. **Refer to the Wire Rope Handling and Inspection Section.**

For each step in operating your equipment develop the habit of asking yourself "is it safe to proceed?" Carefully check your set up before starting a lift or tow.

Because recoveries can be so different, we cannot warn you of all the possible hazards you will encounter, but we will tell you of the most common hazards that we know about. We also strongly recommend that you receive specialized and advanced training from a professional Towing and Recovery instructor before operating any recovery equipment.

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To alert personnel to hazardous operating practices, safety messages are used throughout the manual. Each safety message contains a safety alert symbol and a signal word to identify the hazard's degree of seriousness.



CAUTION:

Identifies when a potentially hazardous situation exists and may result in a minor or moderate injury or property damage.



Identifies when a potentially hazardous situation exists and could result in death or serious injury.



Identifies when an imminently hazardous situation exists and can result in death or serious injury.



DO NOT EXCEED THE FOLLOWING RATINGS:

SRS-W25

SRS-W25
MAXIMUM STRUCTURAL RATING:
WINCH RATING: (Dp Planetary Gear) ¹ Each Drum (Single Speed, Variable Control)25,000 lbs
WIRE ROPE: 11,770 lbs Working Limit Each Line 11,770 lbs Nominal Breaking Strength 41,200 lbs Construction 6 x 37 EIPS RRL IWRC Diameter 5/8 inch Standard Length 200 Feet
SRS-W35S
MAXIMUM STRUCTURAL RATING:
WINCH RATING: (Dp Planetary Gear) ¹ Each Drum (Single Speed, Variable Control)35,000 lbs
WIRE ROPE: (Standard) 11,770 lbs Working Limit Each Line 11,770 lbs Nominal Breaking Strength 41,200 lbs Construction 6 x 37 EIPS RRL IWRC Diameter 5/8 inch Standard Length 250 Feet
WIRE ROPE: (Optional) Working Limit Each Line
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<u>NOTE</u>

These ratings apply to the structural design of the Side Recovery System only. They might be limited by the axle rating and gross vehicle weight rating of the truck chassis.

The payload and towing capacity of any towing vehicle must meet the following: • The actual payload on the towing vehicle must not exceed the posted rating and the towed vehicle load must not exceed the posted lift /

towing ratings.

 The total weight of the towing vehicle (cab chassis, body, payload, driver, passenger(s), tools, fuel, etc.) and the towed vehicle load must not exceed the GVWR (Gross Vehicle Weight Rating) of the towing vehicle.

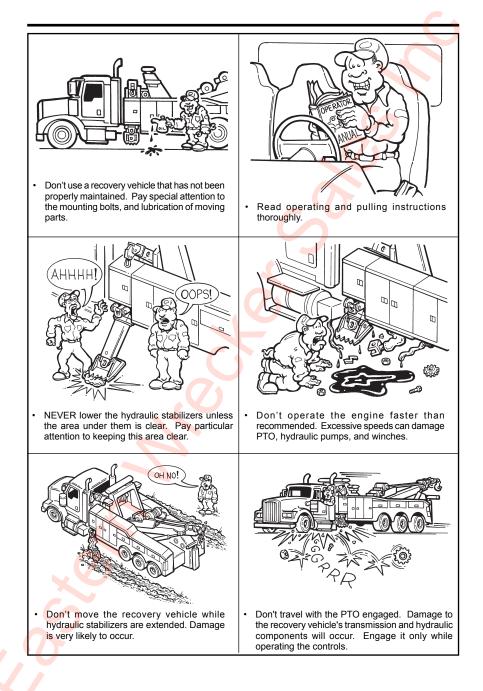
• The total weight of the towing vehicle and a towed vehicle load must be distributed so that each axle's GAWR (Gross Axle Weight Rating) is not exceeded.

• The total weight of the towing vehicle and towed vehicle (everything that moves with the towing vehicle) must not exceed the GCWR (Gross Combination Weight Rating) of the towing vehicle.

Staying within these ratings is necessary to maintain the safety and performance of the towing vehicle.

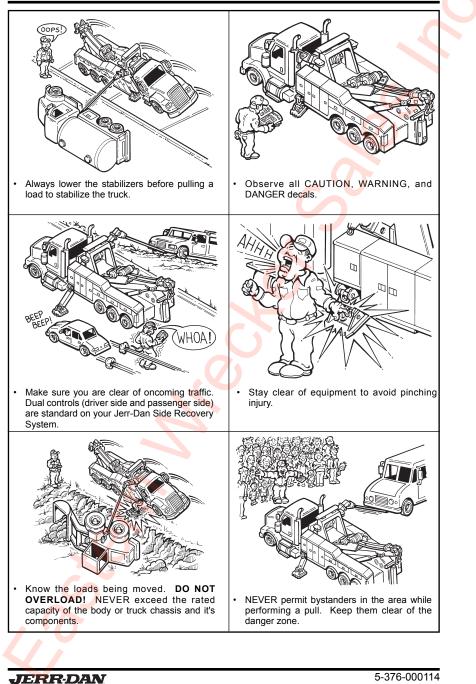
CHECK TRUCK MANUAL FOR SPECIFIC GVW & AXLE RATINGS. ALSO LOOK AT THE CERTIFICATION DECAL AFFIXED TO DRIVER'S SIDE DOOR JAMB, HINGE PILLAR OR LATCH POST AND THE STRUCTURAL CAPACITIES PLACARD INSIDE THE SIDE RECOVERY SYSTEM TOOL COMPARTMENT ON THE DRIVERS SIDE.





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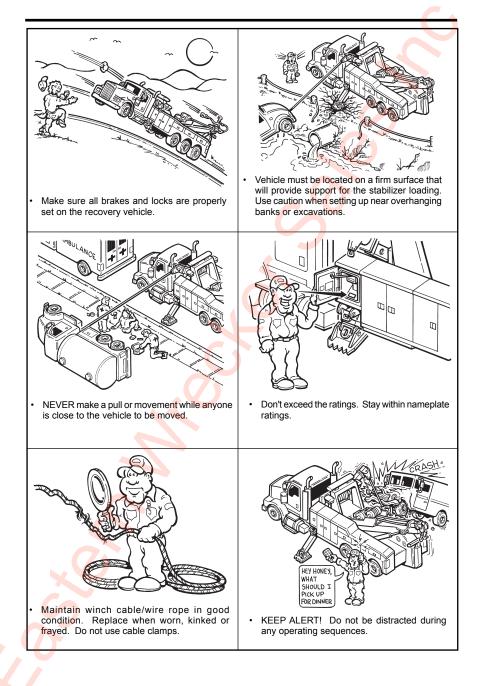
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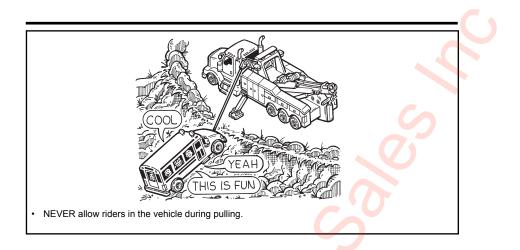
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CAPACITY/RATING INFORMATION PLACARDS

These placards provide information about Side Recovery System ratings, capacities and load limits. You must stay within these ratings/capacities when using the Jerr-Dan Side Recovery System. These placards must not be obliterated, removed or painted over. They are there to remind and protect the operator. (Not all placards are used on all units) If a placard becomes lost or unreadable, it should be replaced. Replacements are available through the Service Parts Department.



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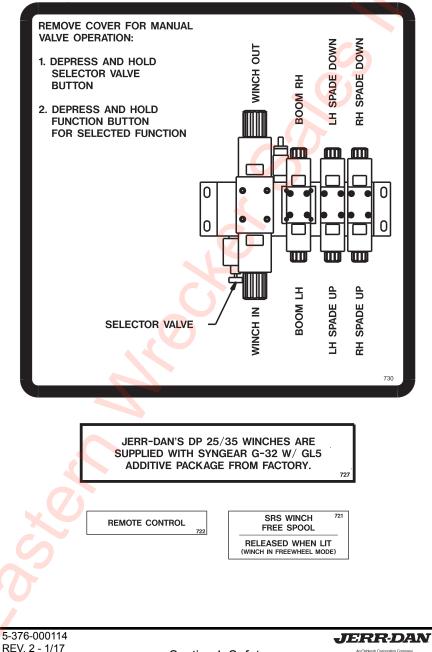
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SAFETY WARNING LABELS

These safety warning labels describe hazards and what happens if you encounter them. Read each safety warning lable and figure out how to avoid the hazard. These lables must not be obliterated, removed or painted over. They are there to remind and protect the operator. (Not all decals are used on all units) If a decal becomes lost or unreadable, it should be replaced. Replacements are available through the Service Parts Department.

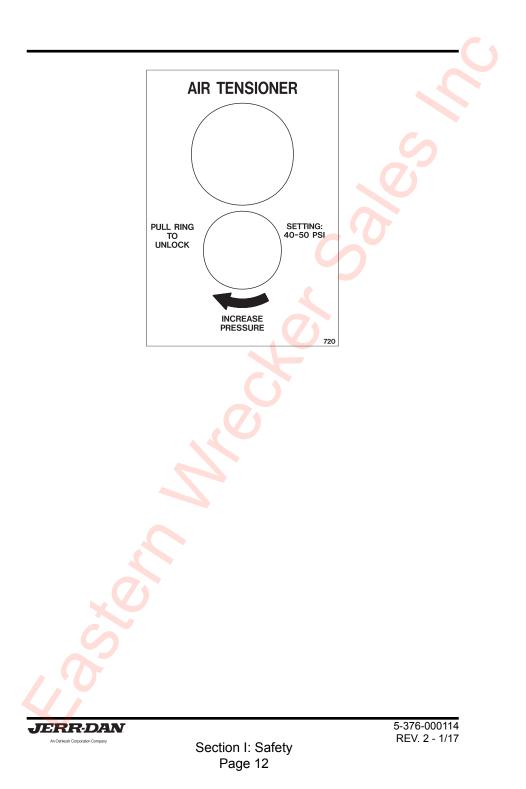


OPERATION PLACARDS AND LABELS



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REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Jerr-Dan Corporation.

If NHTSA receives similar complaints, it opens an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Jerr-Dan Corporation.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to:

Administrator NHTSA 400 Seventh Street S.W. Washington, DC 20590

You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

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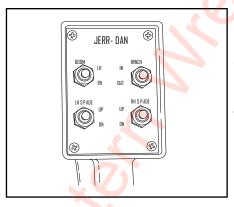
OPERATION

OPERATION

The safe operation of your Jerr-Dan wrecker is your responsibility. You can be held legally responsible for any injuries or damage caused by the unsafe operation of your equipment. If you follow our tested and proven procedure you will operate the equipment properly. Remember you alone are always responsible for your actions.

Always know the weight distribution of your load and ensure you are within your truck's Gross Axle Weight Rating (GAWR), Gross Vehicle Weight Rating (GVWR) and Gross Combination Weight Rating (GCWR) as well as any federal or state roading regulation. In addition, be aware of your truck's overall loaded height to be sure that you are under the federal bridge law height of 13 feet 6 inches.

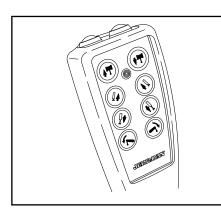
The operating controls for your wrecker are conveniently located on both the driver and passenger sides of the deck to keep you safe and out of harms way. Always operate the controls from the side away from traffic. Also, all of the hydraulic functions of the SRS are conveniently operated by a hand held wireless remote controller.



The following wired remote controls are provided:

- 1. Winch Controls
- 2. Stabilizer Up Controls
- 3. Stabilizer Down Controls
- 4. Boom Controls



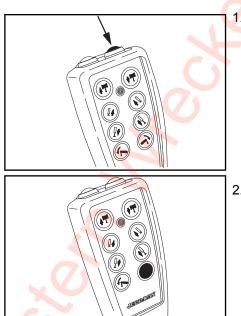


The following wireless remote controls are provided:

- 1. Power (Green) ON
- 2. Power (Red) OFF
- 3. Indicator Light
- 4. Winch Controls
- 5. Stabilizer Up Controls
- 6. Stabilizer Down Controls
- 7. Boom Controls

Follow these simple steps to operate the controller:

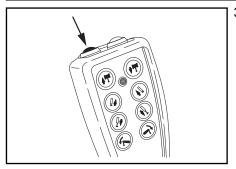
- 1. With the trucks engine running and the PTO engaged, press the green button on the hand controller to turn the power on to the hand controller. The red light on the controller will illuminate and flash.
- Depress the appropriate yellow button on the hand controller for the desired function(s). The red light will stop flashing whenever a function is being operated.



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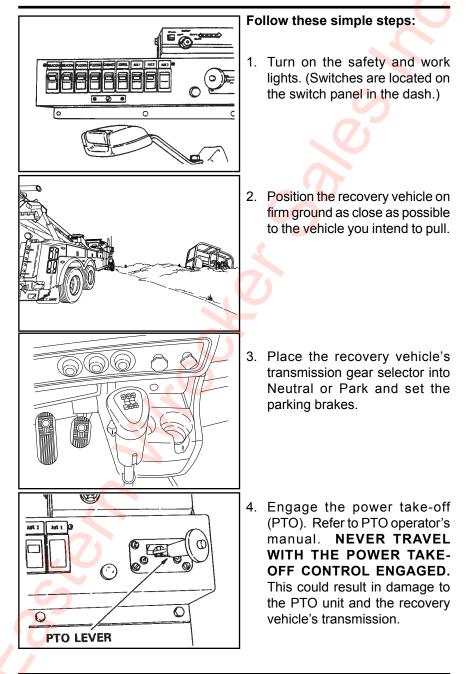
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 To turn off the power to the hand controller, simply press the red button. The red light will stop illuminating.

In the event of a hand controller malfunction, the SRS hydraulic functions can be operated using the valve manual override buttons. Refer to the decal located in the passenger side tool compartment on the access cover to the control valve.

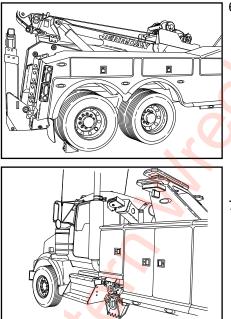




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Section II: Operation Page 17 JERR-DAN. An Oshkash Corporation Company 5. Adjust the electronic or manual throttle control to set the engine speed to approximately 1000-1200 R.P.M. Refer to chassis operator's manual for proper operation of the auxiliary throttle. If your chassis is equipped with the remote throttle up option from the chassis manufacturer there is no need to set the throttle up control in the cab because the throttle will automatically increase when any of the carrier hydraulic functions are operated.

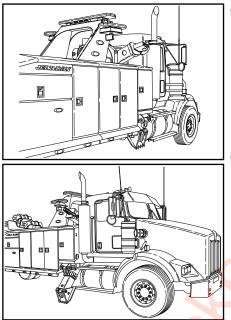
NEVER exceed 1400 R.P.M. When your hook up is complete, reset engine idle to normal.



 Block the recovery vehicle's rear tires with wheel chocks to prevent accidental carrier movement. Check the area around the recovery vehicle and the vehicle to be pulled for obstructions or hazards.

 The recovery boom can hydraulically flip from the left side to the right side or right side to the left side of the vehicle.



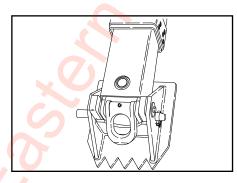


 Using the hand controller, flip the recovery boom to the side of the recovery vehicle that is necessary to make the recovery.

- 9. Next, lower the stabilizers to the ground.
- 10. The left and right stabilizers operate independently of each other. The stabilizers only need to touch the ground to support the load. Do not attempt to use the stabilizers to level or raise the truck.



Stand clear of the outrigger/stabilizers to avoid crushing injury. Area should be clear of feet when lowering the stabilizers. Also, never move the recovery vehicle with the stabilizers on the ground or damage to the stabilizers can occur.

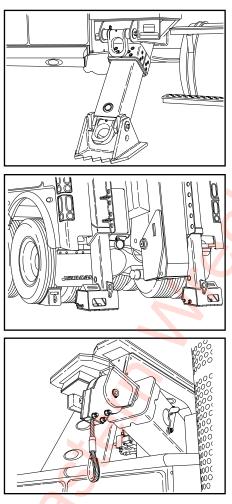


11. If you are on gravel or a soft surface the integral spades can give you more gripping power.

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Do not use spades on pavement or concrete. Damage to the pavement or concrete may occur.



12. If you are on concrete or pavement and can't use the integral spades, pull the spade retaining pin allowing the stabilizer pad to level out flat before completely lowering the stabilizers.

NOTE:

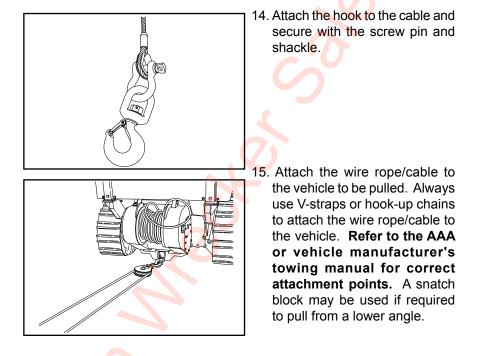
Jerr-Dan also recommends that the rear stabilizers are lowered to help stabilize the recovery vehicle. (See Heavy Duty Wrecker Operation Manual)

13. Next, remove the wire rope/ cable from the tie back and unreel enough of the wire rope/ cable from the winch to make your hookup. This can be done using the winch control on the hand controller and unreeling the wire rope/cable from the winch while keeping the wire rope/cable taut. You can also use the remote winch free spool device. This allows for rapid unspooling of the wire rope/ cable from the winch. (See winch operation)



WARNING:

Maintain a minimum of five (5) wraps of wire rope/cable on the winch drum at all times. Also maintain a uniform wrap of wire rope/cable on the drum.

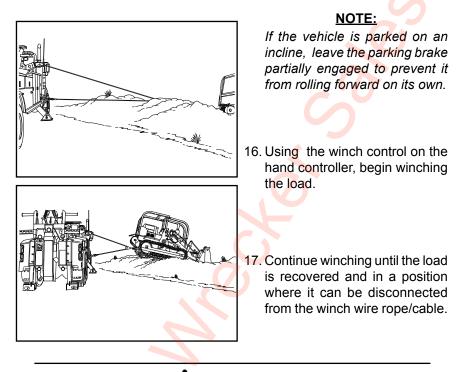


Always use V-straps or hook-up chains. Never connect the wire rope/cable hook directly to vehicle. Never hook the wire rope/cable back onto itself because damage to the wire rope/cable will occur.

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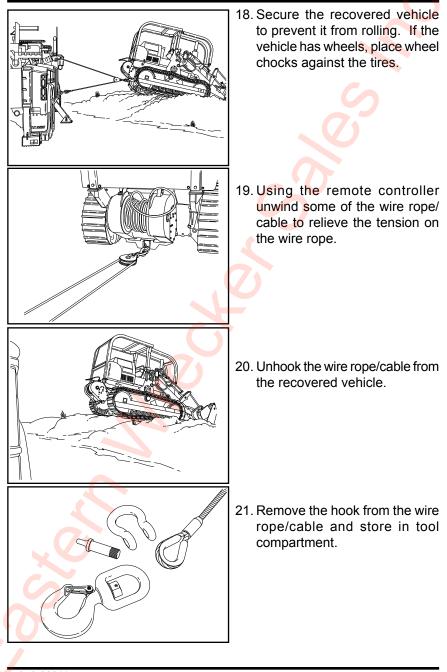
Always attach the wire rope/cable with the hook pointing up.



Remain clear of the load while winching. Never walk between the winch and its load when the winch and wire rope/cable is under tension.

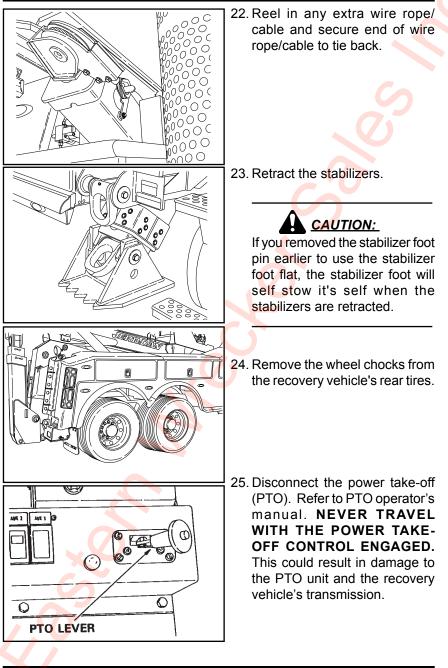


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WINCH OPERATION - AIR REMOTE FREE-SPOOL



Follow these simple steps to disengage the winch:

- To disengage the winch "freespool", toggle the Free Spool switch to the "free-spool" position. The red light will illuminate. Never pull the free spool knob while the wire rope/cable is under load.
- 2. The winch clutch is now released and the wire rope/cable may be pulled off by hand.

WARNING:

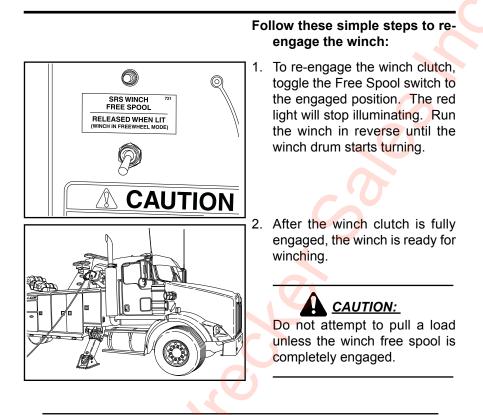
Maintain a minimum of five (5) wraps of wire rope/cable on the winch drum at all times. Also maintain a uniform wrap of wire rope/cable on the drum.

Always wear gloves when handling wire rope/cable.





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Jerr-Dan does not recommend that the winch air tensioner pressure be adjusted. If you do adjust the air tensioner pressure to assist in "free-spooling" the wire rope/cable from the winch drum, make sure to adjust the pressure back to the factory setting of 40-50 PSI after "free-spooling". Birdnesting of the wire rope/cable may occur and cause damage to the wire rope/cable and or the winch.



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MAINTENANCE MAINTENANCE AND LUBRICATION

Your Jerr-Dan equipment has been designed to give you excellent service and long life, but like all equipment, it requires proper and periodic maintenance. The truck chassis itself is on a maintenance schedule recommended by the manufacturer. Follow these guidelines and protect your vehicle warranty. There are a number of different lubricants used on your Jerr-Dan equipment. The following Lubricant Chart shows the proper lubricant and the most common brands and specification which meet the requirements.

Use only safe practices when maintaining this equipment. Always shut off the engine before reaching into pinch areas.

Inspect your equipment periodically for damage or evidence of pending failure. Damaged or broken parts should be replaced immediately. Never operate the carrier or any of its components if they are defective or operating improperly. The cause of any binding or leakage should be determined immediately and the problem promptly fixed.

Most of the pivot joints utilize high strength composite bearings with hardened and plated pins to drastically reduce maintenance, down-time and the cost of lubrication over the life of the product. There are however a few areas that still require some lubrication or maintenance. The Lubrication Chart and diagram shows the location of these points, lubrication schedules, and what type of lubricant to use.

If a cylinder seal leaks, disassemble the cylinder and find the cause of the leak. Small scores caused by chips or contaminated fluid can usually be worked out with fine emery 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.

The Side Recovery System is mounted to the truck chassis by bolts. We recommend that these bolts be inspected within the first 30 days and inspected and retorqed every 90 days thereafter. Replace any broken or damaged bolts immediately. **Refer to chart on the following page.**

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FASTENER TORQUE SPECIFICATIONS

TIGHTENING TORQUES (FOOT-POUNDS) FOR SCREWS AND NUTS					
SIZE INCHES (MM)	GRADE 2	GRADE 5			
1/4 (6.350)	6	8	10		
5/16 (7.938)	10	14	19		
3/8 (9.525)	17	27	33		
7/16 (11.112)	28	45	60		
1/2 (12.700)	45	68	90		
9/16 (14.288)	63	100	120		
5/8 (15.875)	90	135	180		
3/4 (19.050)	145	230	310		
7/8 (22.225)	145	380	500		
1 (25.400)	220	570	760		

- All torque values shown are for bolts (cap screws) and nuts that are either zinc-plated or lubricated.
- Torques shown above apply only to screws and nuts used for assembly and installation of all components, not to the chassis.
- Different torque values may be given in instructions for certain components due to short thread engagement or low-strength internal threads.
- When nuts are used, tighten nuts to torques shown (screws or bolts should be held but not turned). Always use a calibrated torque wrench.
- Retighten <u>nuts</u> of all mounting screws that secure the carrier and carrier-body within 30 days after putting the vehicle into service. Thereafter, inspect and retorque such screws and nuts every 90 days and after each job that imposes extremely heavy loads on the equipment.
- Convert ft/lbs to Nm (Newton metres) by using the following formula:

 Multiply:
 by:
 to get:

 ft/lbs
 x
 1.3558
 =
 Nm (Newton metres)



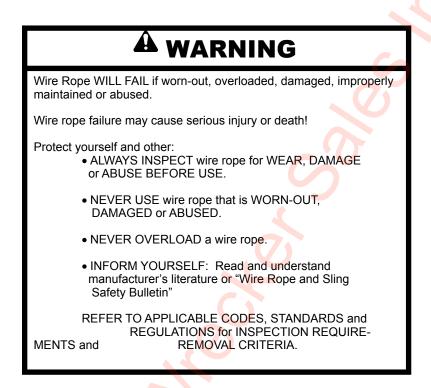
OILS AND GREASES

The following oils and greases are suitable for use with your Jerr-Dan. Company Product HYDRAULIC OILS AW Hydraulic Oil MV 1. Chevron 2. Exxon Univis N32 3. Mobil DTE13 4. Texaco Rando DHZ-32 5. Shell Tellus Oil T 32 6. Citgo A/W All Temp 7. Amoco Rycon Oil 32 8. Conoco AW Hydraulic Fluid MV 46 9. Mobil DTE11M (for cold weather use) 10. Conoco AW Hydraulic Fluid MV 32 (for cold weather use) GREASES 1. Drydene HD Lithium EP2 2. Gulf Crown EP2 3. Amoco Amolith EP2 4. Shell Alvania EP2 5. Texaco Marfax EP2 6. Mobil Mobilux EP2 7. Sunoco Prestige EP2 WINCH AND GEAR LUBE 140 wt. EP Gear Lube 93301 1. Phillips (or approved equivalent) 2. Mobil Mobil SCH624 (or approved equivalent for cold weather use)

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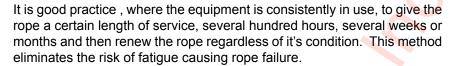
WIRE ROPE HANDLING AND INSPECTION



A new wire rope requires a break-in period. Run the wire rope through several cycles at low speeds gradually increasing the load on the wire rope. Make sure that the wraps of the wire rope are tight and evenly wound on the winch drum. A loose wire rope on the winch drum will cause crushing of the wire rope when heavy loads are applied.

All wire rope in continuous service should be observed during normal operation and visually inspected on a weekly basis. A complete and thorough inspection of all ropes in use must be made at least once a month and all rope which has been idle for a period of a month or more should be given a thorough inspection before it is put back into service. All inspections should be the responsibility of and performed by an appointed competent person with the training and experience to look for deterioration of the wire rope.





Any deterioration, resulting in a suspected loss of original rope strength, should be carefully examined and a determination made as to whether further use of the wire rope would constitute a safety hazard.

There are certain points along any given rope which should be given more attention than others, since some areas will be subjected to greater stresses, forces, and hazards. Some of these areas include at the winch drum, at the boom sheaves and at the end attachments.

All products are subject to age, wear and deterioration, all of which cause a reduction in the products breaking strength capacity.

Probably the most common sign of rope deterioration and approaching failure is broken wires. Inspection criteria are specific as to the number of broken wires allowable under various circumstances. It is important that a diligent search be made for broken wires, particularly in critical areas. Inspection of wire rope ends should include hooks and thimbles.

Replace any wire ropes that have been abraded, crushed, kinked or twisted.

Wire rope should be routinely cleaned monthly of any and all debris. Grit and gravel can quickly reduce a wire ropes life. A wire rope should be well lubricated so that it can act and perform as it was designed. Lubrication keeps a wire rope flexible and free from rust.

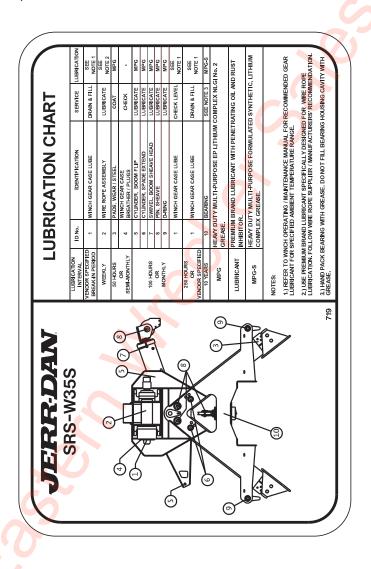
Consult the manufacturer or your local distributor for the proper replacement wire rope.

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LUBRICATION POINTS

The following lubrication chart is located on the inside of the drivers side tool compartment door.



TROUBLESHOOTING

You probably won't require anything but preventive maintenance to keep your equipment running, however, the following chart should help you isolate and correct minor problems if they occur with use. Any service work on the hydraulic system should be performed by qualified mechanics. For a more comprehensive troubleshooting guide refer to Jerr-Dan's "Hydraulic Troubleshooting Guide", part number 5-377-000013, which is available through the Service Parts Department.

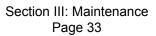
HYDRAULIC SYSTEM

Problem

Cause

Solution

Slow operation	 a. Low engine RPM b. Low oil level c. Blocked or restricted hoses d. Dirty hydraulic oil e. Hydraulic pump worn f. Clutch Pump belt slipping 	 a. Speed up engine b. Check dipstick and fill with the specified oil c. Inspect: remove blockage d. Drain, flush and refill with clean oil, replace filter e. Rebuild or replace f. Tighten or Replace belt
Valve Solenoid(s) sticking or frozen	 a. Broken centering spring or clogged with foreign material b. Low Amperage/Voltage at Solenoid 	a. Inspect, clean or replace b. Check Amperage/Voltage
Valve leaks	a. Defective seals	a. Replace
Cylinder leaks b.	a. Defective seals or rods Dirty or Defective CounterBalance Valve	a. Inspect and replace b. Clean or Replace CounterBalance Valve
Erratic cylinder function	 a. Air in the system b. Defective pump (pulsating) 	a. Cycle hydraulic system 10 to 15 times to remove airb. Replace if necessary
Remote hand controller fails to respond	 a. Electric power turned off b. Bad or discharged battery c. Faulty Remote Hand Controls d. Loss of program memory 	 a. Turn on controller power on controller b. Replace battery c. Use Manual override d. Reprogram memory





HYDRAULIC CLUTCH PUMP		
Problem	Cause	Solution
No oil flow from pump	a. No oil in reservoir b. Pump not "primed"	a. Fill hydraulic reservoir b. Fill inlet hose from pump end
	c. Clutch not engaging	c. Check wiring/fuse
Pump will not build or hold pressure	a. Relief valve improperly set b. Relief valve stuck open	a. Adjust relief valve to man- ufacturers specifications b. Remove, clean and reset
Pump is noisy - whines	a. Air in the system b. Cavitation	a. See "Oil Foaming" b. Check Hoses, Reservoir breather or strainer
Pump is noisy - squeals	 a. Belts are worn/loose b. System horsepower demand exceeds belt capacity c. Clutch is slipping 	 a. Inspect, adjust and/or replace b. Review application c. Check voltage/ground
Pump 'throws" belts	 a. Engine and pump pulley alignment b. System horsepower demand exceeds belt capacity c. High-speed engagement 	a. Check installation b. Review application c. Reduce start-up RPM
Pump leaks at shaft seal	a. Damaged seal b. Damaged pump body	a. Replace seal b. Replace pump body
Pump leaks at body section	a. Damaged seal b. Damaged pump body c. Body section bolt torque	a. Replace seal b. Replace pump body c. Torque to specification
Pump leaks at fittings	a. Loose fitting b. Damaged fitting c. Damaged pump body	a. Inspect and/or tighten b. Replace fitting c. Replace pump body
Pump is overheating	a. Low oil level b. Dirty oil c. Relief valve stuck open d. Relief valve improperly set e. Improper weight oil	 a. Fill hydraulic reservoir b. Replace oil and filter c. Remove, clean and reset d. Adjust relief valve to manufacturers specifications e. Replace with correct oil
Oil foaming	a. Low oil lever b. Improper oil	a. Fill hydraulic reservoir b. Fill with correct oil



P.T.O. FUNCTIONING IMPROPERLY

Problem

Cause

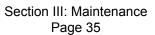
Cable tight or frozen a. Cable kinked or bent a. Straighten or replace b. Cable and P.T.O. connecb. Inspect and adjust tion not adjusted properly c. Mounting bracket nuts c. Loosen if necessary are over tightened at P.T.O. Rattling noise in a. P.T.O. backlash too loose a. Shims must be removed P.T.O. (Consult P.T.O. Manual) Howling Noise in a. P.T.O. backlash too tight a. Shims must be added P.T.O. (Consult P.T.O. Manual) Gear oil leak between a. Defective shaft seal a. Remove and replace P.T.O. and pump a. Cable and P.T.O. conneca. Inspect and adjust P.T.O. will not engage tion not adjusted properly or disengage b. Defective shifter cover b. Inspect and replace plate

Solution

HYDRAULIC PUMP

Problem	Cause	Solution
Pump noisy (Cavitation)	a. Low oil supply b. Heavy oil c. Dirty oil filter d. Restriction in suction line e. Pump worn	 a. Fill to proper level b. Fill with proper oil (See chart) c. Replace filter d. Clean out and remove e. Repair or replace
Pump/Clutch Pump slow or fails to respond	a. Low oil supply b. Worn or Loose Belt(s)	a. Fill to proper level b. Tighten or Replace Belt(s)
Oil heating up	 a. Foreign material lodged in relief valve b. Using too light oil c. Dirty oil d. Oil level too low e. Pump worn (slippage) 	 a. Inspect and remove/ replace filter b. Drain and refill with clean oil c. Drain, flush and refill with clean oil/replace filter d. Fill to proper level e. Repair or replace







HYDRAULIC PUMP - con't			
Problem	Cause	Solution	
Oil foaming	a. Air leaking into suction lineb. Wrong kind of oilc. Oil level too low	a. Tighten all connections b. Drain and refill with non-foaming type of hydraulic oil (See lube chart) Replace filter c. Refill to proper level	
Hydraulic oil leak between P.T.O. and pump	a. Defective shaft seal	a. Replace shaft seal	
Clutch Pump leaks at Pulley Shaft	 a. Defective Shaft Seals b. Hydraulic Supply/Return lines connected incorrectly 	a. Replace seals or Pump b. Check hydraulic line connections	
Pump leaks at front and rear covers	a. Defective seals	a. Replace seals	

WINCH FUNCTIONING IMPROPERLY

Problem	Cause	Solution
Winch screeches during operation	a. Insufficient lubrication	a. Lubricate per lube chart
Winch will not pull load or take in cable	a. Free spooling device not engaged	a. Engage
	b. Sheared keys or broken coupling	b. Inspect or replace
	c. Hydraulic pump worn	c. Inspect and replace
	d. Insufficient pump	d. Check hydraulic pump
	pressure	and hydraulic fluid level
	e. Overload	e. Install snatch block in the rigging line



GLOSSARY OF TERMS

Α

Anchoring Device - Used to attach cable ends, snatch blocks, safety chains, and tie-down assemblies to the towing vehicle.

- Approach Angle Angle between the plane of the platform and the ground.
- Attachment Any device that can be added to a basic unit or assembly.
- Auxiliary Braking Device A device which attaches to the disabled vehicle to assist the tow truck's brakes in retarding or stopping both vehicles.
- Auxiliary Equipment Equipment that is not necessary to perform the basic function of the primary equipment.
- Auxiliary Towing Lights Stop, tail, and turn signal lights attached to the trailing end of the towed vehicle and operated as part of the towing vehicle lighting system.

В

- **Bending Moment** The force times the distance from a reference point to the point the force is applied causing bending.
- Bird Nesting The tangling and intertwining of wraps and layers on a drum.
- Body The structure mounted on a chassis cab or that portion of the vehicle that carries the load.
- **Body Hinge** The attachment mechanism connecting the body to the hinge pin at the pivot axis about which the body rotates into the tilt position.
- Body Subframe Another term for body understructure or mounting frame.
- Body Weight Unmounted weight of a body with applicable options.
- **Boom** The structure member that supports the load.
- **Boom Angle** The boom angle is measured between a horizontal line and a line through the boom pivot and center of sheave.
- **Boom Head** The structural member at one end of the boom which can swivel and support the load lifted through the sheave and sheave support device.
- **Boom Length** The straight line distance from center of the revolving base to the center of the boom head.



Brakes - Parking - A system used to hold a stopped machine in a stationary position.

- Brakes Service A primary brake system used for retarding and stopping the truck.
- **Bumper DOT** A bumper designed to provide rear-end protection that meets the requirements of FMCSR 393.86.
- **Bus Bar Grid** A device used for towing vehicles by lifting one end of the towed vehicle by the wheels.

С

- CA (Cab to Axle) The distance from the back of the truck cab to the center of the rear axle.
- **CG (Center of Gravity)** The point at which the weight of the chassis, body/ equipment and payload, if collectively or individually supported, would balance vertically, horizontally, and laterally.
- **CT (Cab to Tandem)** The distance from the back of the truck cab to a point midway between the tandem axles.
- Cable Steel wire rope used for pulling.
- **Car Carrier** Vehicles equipped to transport other vehicles mounted on a flat platform and/or with an additional assembly attached to the rear to facilitate towing a second vehicle. These units are also known as slidebacks, rollbacks, transporting equipment carriers and flatbeds. See Carrier.
- Carrier A platform body with a winch for loading.
- Casualty Vehicle The damaged or disabled vehicle.
- Capacity The load that a machine can lift at any given point.
- **CAUTION** A signal word used when a potentially hazardous situation exists that might result in minor injury or property damage.
- Certification Label Required by Public Law 89-563, which states that a motor vehicle or item of motor vehicle equipment complies with all applicable Federal Motor Vehicle Safety Standards (FMVSS) in effect on the date of manufacture.

Chain Assemblies - Chain with all hardware and coupling devices.



- **Chassis Cab** A vehicle consisting of a chassis upon which is mounted a cab; capable of being driven by the addition of wheel or other items of running gear, but lacking a body or load-carrying structure.
- **Completed Vehicle** A vehicle that requires no further manufacturing operations to perform its intended function, other than minor finishing operations such as painting.
- Component Any part of an assembly on a machine when referred to individually.
- Control A device used to control the functions of a unit.
- Control Lever- A device for imparting motion into a control linkage.
- **Crossbar** A transverse horizontally pivoting member attached to the boom of a wheel-lift or underlift for attaching towing accessories.
- **Curb Side** The right or passenger side of the vehicle when viewed from the rear, opposite side from *ROADSIDE*.
- **Curb Weight** The weight of a vehicle in operational status, with all standard and commonly installed equipment and the fuel tank(s) filled to capacity.
- **Cylinder** A device which converts fluid power into a linear mechanical force and motion usually consisting of a movable piston and piston rod within a cylinder bore.

D

- **DANGER** A signal word used when an imminently hazardous situation exists that can result in death or serious injury.
- Disabled Vehicle Any vehicle that cannot operate under its own power.
- **Dolly** A four-wheeled carriage used in towing to support the trailing end of the towed vehicle.
- **DOT (Department of Transportation)** A federal agency dealing with regulations concerning both the manufacture and operation of motor vehicles and motor vehicle equipment. See NHTSA.

Driveline - The driveshaft and associated joints.

Drum - Any spool on which are wrapped ropes used in machine operation.



Ε

Extend Cylinder - Cylinders used to extend or retract boom structures.

F

- Filter- A device whose primary function is the retention by a porous media of insoluble contaminants from a fluid.
- Final Stage Manufacturer A person, firm, or corporation who performs such manufacturing operations on an incomplete vehicle that it becomes a completed (end-user) vehicle.
- FMVSS (Federal Motor Vehicle Safety Standards) Regulations promulgated by NHTSA under Public Law 89-563, which are mandatory and must be complied with when motor vehicles or items of motor vehicle equipment are manufactured and certified thereto.
- Frame Structure on which either the upper or lower equipment is located.
- Frame Cutoff Centerline of rear axle(s) to the rearmost point of the chassis frame as modified for body installation.
- Frame Lift See Underlift.
- **Frame Section Modulus** The engineering term that indicates the relative strength of frames as it relates to shape. It takes into account frame depth, flange width, and material thickness. All other things being equal, the frame with the largest section modulus will have the greatest strength and stiffness, i.e., the ability to more effectively resist deflection under load.
- **Free Spool** The operation of unspooling wire rope from a drum by pulling on the end of the wire rope while the winch is stationary. The drum is disconnected (declutched) from its powertrain during this operation.
- **Forks** A device attached to the lift bar for lifting a vehicle by the tires, axle, frame, or structural member. May be classified as chain, axle, or frame forks.
- FW (Frame Width) The overall width of the chassis frame measured outside to outside behind the cab.



G

- **GAWR (Gross Axle Weight Rating)** The value specified by the manufacturer as the load-carrying capacity of a single-axle system as measured at the tire-roadway interface.
- **GCWR (Gross Combination Weight Rating)** Represents the entire weight of a vehicle on the ground with a trailer or trailers including vehicle, equipment, driver, fuel, and payload (everything that moves with the vehicle.) Gross combination weights published represent maximum allowed.
- Grab Hook For use with chains and some tow-sling hookups.
- Grid A device that attaches to the lift bar for engaging the tires of a towed vehicle.
- GVWR (Gross Vehicle Weight Rating) The maximum total vehicle rated capacity, measured at the tire ground interface, as rated by the chassis manufacturer.
- GVW (Gross Vehicle Weight) Value specified by the manufacturer as the maximum loaded weight of a single vehicle including all equipment, fuel, body, payload, driver, etc.

Η

- Headboard Structure on which an emergency light bar is mounted.
- Hook-up Chains Length of chain used to connect a recovery vehicle to a casualty vehicle.
- Horizontal Center of Gravity (HCG) The point at which half of the gross weight is forward and half is aft.
- Hydraulic Control Valve A mechanical device to divert or control the flow of fluid in a hydraulic system.
- Hydraulic Hose Flexible oil lines used to transmit fluid.
- Hydraulic Oil Fluid used in operation of hydraulic systems.
- Hydraulic Relief Valve A mechanical device used to limit the pressure in a hydraulic circuit.



I

- **Incomplete Vehicle** As assemblage consisting, as a minimum, of a frame and chassis structure, powertrain, steering system, suspension system and braking system to the extent that those systems are to be part of the complete vehicle that requires further manufacturing operations.
- Independent The Wrecker Boom and Underlift Boom are separate (independent) from each other.
- Integrated The Wrecker Boom and Underlift Boom are combined together as a complete unit.

J

J-Hook - Attachment device used for towing/recovery.

L

- L-Arm See Wheel Arm
- Layer All wraps of the same diameter on a drum.
- Lift Bar A traverse horizontally pivoting member attached to the boom of a wheellift or underlift for attaching towing accessories.
- Lift Cylinder Cylinders used to raise or lower boom structures.
- Lift Forks See Forks.
- Lifting Capacity The load that a machine can lift at any given point.
- Lift Tow Rating Maximum Steering Towing Load.
- Light Bar (Emergency) An array of lamps used in accordance with local ordinances.
- Light Pylon Structure on which an emergency light bar is mounted.
- Line Pull The maximum wire rope pull, in pounds, at the drum, at full-load engine speed, with specified lagging diameter.
- Line Speed Speed in feet per minute of a single rope, based on full load engine speed with specified lagging diameter.



Μ

- Marker Lights Small amber and red lights attached to bodies to indicate overall clearance at night.
- Maximum Loaded Vehicle Weight The sum of curb weight, passengers and cargo.
- Motor A rotary motion device which changes hydraulic energy into mechanical energy.
- Motor Vehicle Safety Standards See FMVSS.
- Mud Flap Splash-Deflecting shields at rear of wheel.

Ν

NHTSA (National Highway Traffic Safety Administration) - The federal agency responsible for promulgating and insuring compliance of regulations dealing with the manufacture and certification of motor vehicles or items of motor vehicle equipment. See DOT.

0

- **Outriggers** A beam type device attached to frame of a truck or rubber tired carrier, to provide maximum stability by reducing load on tires and increasing width of operating base.
- **Overall Vehicle Height** Distance from the ground to the highest point on the vehicle with equipment in stowed position.
- **Overall Vehicle Width** The design dimension ot the widest part of the vehicle, exclusive of signal lamps, outside rearview mirrors, flexible fender extensions, and mud flaps, determined with doors and windows closed and the wheel in the straight ahead position.
- **Overhang** The horizontal distance for the centerline of a single rear axle or center point of a tandem rear axle to a point where the vertical component is imposed.

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Ρ

- **Payload** The weight of the commodity being hauled. Payload capacity is computed by subtracting the completed weight of the vehicle (including driver and passengers) from the GVWR.
- Pintle Hook Hook mounted on a truck or semitrailer used to couple a full trailer.
- **PTO (Power Takeoff)** Mechanical device used to transmit engine power to auxiliary equipment. Power takeoffs can be mounted on either a main or auxiliary transmission. Front mounted and flywheel mounted power takeoffs are also used in various applications.
- **Push Bumper** Device used to push a vehicle, sometimes equipped with a rubber face.

R

- Rating The specified design operating limit of a device.
- Rear Jack One or more devices designed, when used, to stabilize chassis.
- Recovery Act of moving a vehicle to a position from which it can be driven or towed.
- Recovery Vehicle Vehicle to retrieve and if necessary lift and tow other vehicles.
- **Resisting Bending Moment (RBM)** A calculation used to compare frames of different section modulus and of different material. It is the product of the section modulus times the yield strength of the frame material.
- **Roadside** The left or driver's side of the vehicle when viewed from the rear, opposite side from *Curbside*.
- Rolling Resistance The restraining forces contributed to the load when rolling on wheels.
- Rollback See Car Carrier
- Rope See Wire Rope
- Rub Rail Member running longitudinally providing rub service on side of body.



S

- **SAE** Society of Automotive Engineers.
- Safety Chain(s) Used to connect the towing and towed vehicle as a secondary coupling system to prevent separation of a vehicle trailer, converter dolly, or towed vehicle, should the primary coupling become detached.
- Safety Wrap Wrapping the tow chain(s) around the grab hooks of the tow bar inboard of chain.
- Scotch Blocks A device used to prevent chassis movement.
- Serial Number An identification number stamped on a metal plate by the passenger car, van, or truck manufacturer (see VIN), or the towing equipment manufacturer, and placed on chassis, body, or components for identification purposes.
- Sheave A wheel grooved for a wire rope to transfer power.
- **Shipping Weight** The dry weight of a complete truck with all standard equipment including grease and oil but without and fuel or coolant.
- Side Rail Horizontal extensions of the body sides, either sheet or tubular metal.
- Slew A rotating super structure about a vertical axis.
- Snatch Block A single or multiple pulley used to reduce line tension or change cable direction.
- **Spacer Blocks** Used in conjunction with wood beams to provide additional clearance between the tow bar, chains, and the body of the casualty vehicle.
- **Spade** One or more ground penetrating devices designed primarily, when used, to stabilize rearward chassis movement.
- Stabilizers A hydraulic or manually operated leg device (i.e., outboard legs, outriggers, or jack legs) attached to trucks to give additional support down to the ground for improved stability.
- Steering Wheel Securing Device Used to secure front wheels in lieu of standard steering column lock.
- Stroke The length of travel of a cylinder rod or piston.
- Suction Line A tubular connection line to convey fluid between a reservoir or tank and the inlet of a hydraulic pump.

Supply Tank - An oil reservoir used in the hydraulic system.

Swivel Head - See Boom Head.

Т

T-Hook - Attachment device used for towing.

Tail Plate - Rearmost part of the towing vehicle body.

- **Tail Swing** Clearance distance from center of rotation to the extreme rear extension of the revolving superstructure.
- **Tie-Down Assemblies** Device(s) used to restrain cargo or vehicles (i.e., strap, bridle, chain, or cable.)
- Tie-Down Chains Chains used to restrain cargo or vehicles.
- Tilt Cylinder Cylinders used to change the attitude of a structure or body.
- **Tire Clearance** Necessary space between tires and the nearest component to allow operation of truck without damage to tires.
- **Tire Lift** A device used for towing vehicles by lifting one end of the towed vehicle by the wheels.
- Tow Act of transporting a vehicle form one point to another by a second vehicle.
- Towed Vehicle The vehicle being towed.
- Towing See Tow.
- Tow Bar A device for positioning a towed vehicle behind a towing vehicle.
- Tow Chain Length of chain used to connect the sling with the towed vehicle.
- **Tow Sling** A device used for lifting and towing vehicles with a partial load supported on rubber straps.
- Tow Vehicle Vehicle used to lift-tow other vehicles.
- Towing Light/Bar See Auxiliary Towing Lights.
- **Trailer 5th Wheel Plate** A plate attached to a tow truck-lifting device that captivates the kingpin on trailers allowing a trailer to be towed in the same manner as intended by the trailer manufacturer.



U

- **Underlift** A device used for towing vehicles by lifting one end of the towed vehicle from under the axle or structural member.
- Unloaded Vehicle Weight The weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants. Also referred to as curb weight.

V

- Valve A device which controls fluid flow direction, pressure, or flow rate.
- VIN (Vehicle Identification Number) The number assigned to a vehicle by the manufacturer primarily for registration purposes. It may consist of numerals, letters, or a combination thereof.

W

- **WARNING** A signal word used when a potentially hazardous situation exists and could result in death or serious injury.
- Weight Distribution The portion of total weight of the vehicle on each axle.
- Wheel Arm A device that attaches to the lift bar for engaging the tires of a towed vehicle.
- Wheelbase Horizontal dimension from centerline of front axle to the effective centerline of the rear axle(s).
- Wheel Chock A device used to prevent chassis movement.
- Wheel Fork See Wheel Arm.
- Wheel-Lift A device used for towing vehicles by lifting one end of the towed vehicle by the wheels.
- Wheel Securing Device A strap or mechanical device, when attached to the lift-bar, which limits the potential for separation of the towed vehicle from the underlift, during operating conditions.



- Wheel Straps Used to tie down wheels of the towed vehicle when using wheel-lift, car carrier, or dolly towing equipment to limit the potential for separation of the towed vehicle from the towing apparatus.
- Winch A device for winding and unwinding cable.

Wire Rope - See Cable

- Working Load Limit Minimum breaking strength divided by the factor of safety.
- Wrap A single coil of wire rope wound on a drum.

Wrecker - See Tow Vehicle, or Recovery Vehicle.



L.

