

Roll-Tite™



ROLL-TITE OPERATIONS & MAINTENANCE MANUAL

DOT RULING RE: OVERWIDTH

WARRANTY

LOCATIONS IN:
CN, IA, IL, KY, MN, MI, NE, OH, PA, TN, TX, UT, WI

www.roll-tite.com

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Kentucky: (502) 957-4212, Toll-Free: 800-583-8784, Fax: (502) 957-4292

Texas: (972) 449-3770, Toll-Free: 877-439-3770, Fax: (972) 449-3779

Ohio: (330) 479-1550, Toll Free: 800-423-1550, Fax: (330) 479-1579

Illinois: (708) 389-0843, Toll Free: 800-971-8270, Fax: (708) 389-2936



www.roll-tite.com

Norwich, Canada • Louisville, Kentucky • Dallas, Texas • Canton, Ohio • Chicago, IL

Dear Customer,

Roll-Tite Inc. continues improvement and innovation in the Roll-Tite system. In the past year, we have introduced new wheels, new tarpaulin material, new ground closing posts, and new accessories. The Roll-Tite system is the only retractable tarpaulin system that is waterproof. Furthermore – **we offer a two-year front to back warranty with a two-year warranty on all wheels.**

Keep in mind that the **Roll-Tite** system has more content, weighs less and is stronger than any other system on the market. Dollar for dollar, it is your best value. Existing customers claim that savings in loading and unloading time within the first year offsets the cost of a Roll-Tite. Costs are also offset by safety features, which minimize potential for driver injury. How do you put a price on a back injury? The Roll-Tite minimizes opportunities of driver injuries by eliminating lifting of heavy tarps, possibilities of falling off the trailer while loading and unloading, etc.

Our prices are complete and installed at your choice of dealer facility or at our plant in Norwich.

We can also provide custom graphics upon receipt of your logo or art.

For more information, please visit our website at www.roll-tite.com or contact any of our locations.

Thank You,

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[Federal Register: March 29, 2002 (Volume 67, Number 61)]
[Rules and **Regulations**]
[Page 15102-15111]
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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 658

[FHWA Docket No. 1997-2234 (formerly 87-5 and 89-12)]
RIN 2125-AC30

Truck Length and Width Exclusive Devices

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the **regulations** that concern the exclusion of devices from the measurement of vehicle length and width. All previous interpretations related to exclusions from measurements of vehicle length and width are superseded to the extent they are inconsistent with these **regulations**. Also, a technical correction is being made to the information on length limitations for multiple cargo carrying units in appendix C for the State of Michigan. The primary goal of this proceeding is to consolidate the basic information from all previous policy notices on the topic, and to provide regulatory standards for making future judgments on the length and/or width exclusion status of specific devices.

EFFECTIVE DATE: This final rule is effective April 29, 2002.

FOR FURTHER INFORMATION CONTACT: Mr. Tom Klimek, Office of Freight Management and Operations, (202-366-2212); or Mr. Raymond Cuprill, Office of the Chief Counsel (202-366-0791), Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

Tarp Systems

As described earlier in this document, a ``tarp system'' or ``rolling tarp system'' refers to the aftermarket system that encloses the cargo area of a flatbed semitrailer. Such systems are designed to be stowed accordion-style at either end of the trailer during loading, and then rolled out and locked in place.

The Illinois, Maryland, and Oregon DOT's oppose rolling tarp systems as they believe these systems result in wider vehicles, i.e.,

up to 108-inches wide. They claim that the 108-inch bulkheads at the front of the trailer and 108-inch metal doors at the rear, necessary components of certain designs, further support their argument regarding width. Illinois and Maryland also oppose the tarp systems because they provide increased efficiency for only one portion of an industry, an action that these States consider potentially discriminatory in a business sense.

On the other hand, eight motor carriers, seven manufactures, two national associations, one leasing company, and one individual driver, provided support for the continued exclusion of these systems from width enforcement measurement. They argued that (1) national uniformity on treatment of these systems is needed; (2) the tarp systems improve accessibility and safe and efficient loading/unloading; (3) the systems drastically reduce the risk of injury since drivers do not have to climb onto the load to spread and secure heavy tarps; and (4) the systems protect cargo from weather and road debris, as well as protecting surrounding traffic from small bits of the cargo that may work loose. The importance of the driver safety factor has quickly grown to the point where some carriers now use the availability of these systems as a driver recruitment tool.

Rolling tarp systems eliminate the injuries that occur when drivers fall while climbing atop a load to spread and tie down a conventional tarp. This is a very worthwhile improvement in safety. At the same time the agency is cognizant of the potential for misuse of these systems, as the typical design does provide an extra area of flat space, between the support ribs, that could be used to carry cargo. There are several obstacles to loading a flatbed in a manner that would use the extra area provided by the internal rib support rails for cargo. Such a practice would be very time consuming, could damage the tarp fabric and would very likely interfere with the proper operation of the cargo tie down assemblies required for load securement. In addition, once loaded in such a fashion, the support ribs would not slide, thus defeating the efficiency of the system. While we cannot rule out the occasional deliberate misuse of the system, even though that would defeat the purpose of investing in it, the potential for occasional misuse should not disqualify these systems from width-exclusive status, especially in light of the safety advantages accruing daily to the driver/operators using these systems.

These tarp systems qualify as width exclusive if: (1) When the vehicle is in operation, no component of the tarp system extends more than 3-inches laterally beyond the cargo carrying portion of the vehicle, and (2) the only function of the headerboard, a necessary component of these systems, is to provide structural support for the system, and not to comply with the ``front end structure'' cargo support requirements of 49 CFR 393.106. If a tarp system includes rear doors as part of the design, their exclusion from width measurement is based on the same principles as for the headerboard. If the only function of the doors is to complete a seal of the cargo area and anchor the sliding walls, then they would be excluded from width measurement. If however, they are also used to support cargo at the rear, i.e., restrain otherwise unsecured cargo, then they are limited to 102-inches in width. Any wider, and the excludability of the entire system would be nullified. Any cargo being carried on a flatbed equipped with a tarping system must be secured in compliance with the requirements of 49 CFR part 393, subpart I. Any use of these tarping systems for purposes of cargo securement would disqualify the system as width exclusive.

OPENING AND CLOSING SYSTEM

TO OPEN SYSTEM

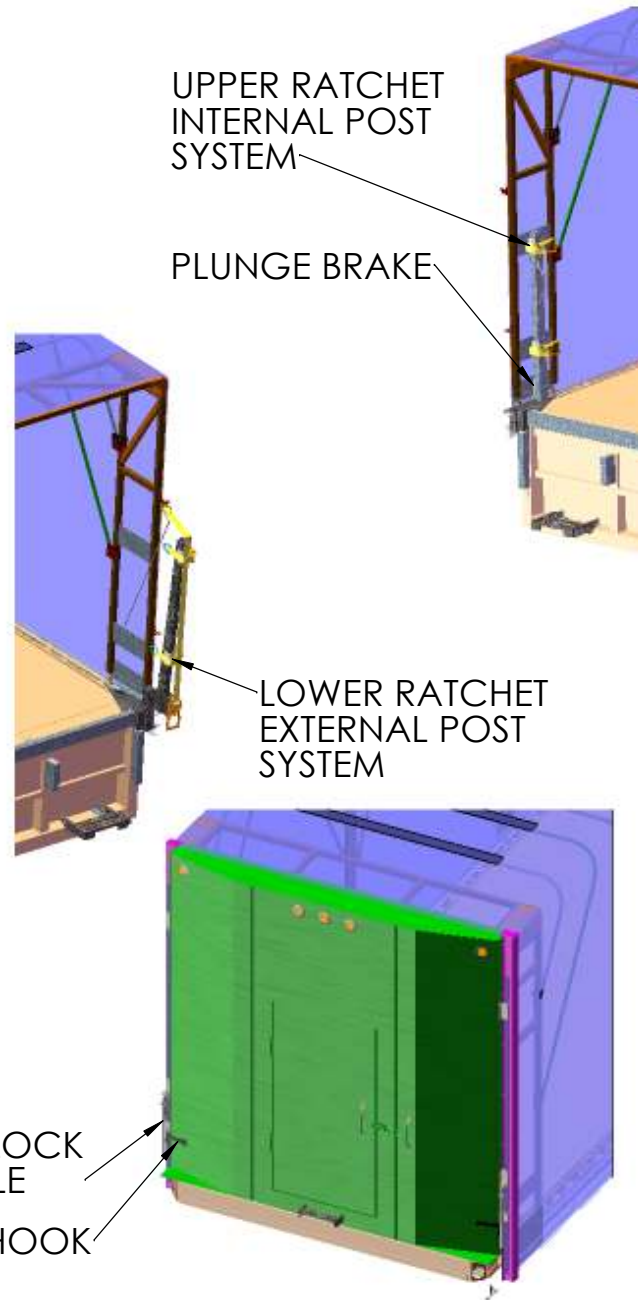
UNDO ALL BUNGEE CORDS ALONG BOTH SIDES OF SYSTEM IF PRESENT.

EXTERNAL POST:

1. RELEASE TOP RATCHETS ON BOTH SIDES.
2. RELEASE LOWER RATCHETS ON BOTH SIDES.
3. UNDO FLAP SWING BUCKLES (4 TOTAL) AND OPEN SWINGS.
4. LOCATE WINDING CRANK UNDER TRAILER AND INSERT SQUARE END INTO 1X1 SQUARE TUBING IN FLAP.
5. CRANK FLAP UP AND OVER REAR BOW.
6. USING THE CHEST HANDLES ON THE REAR BOW PUSH BOWS FORWARD. APPLY PLUNGE BRAKE LOCATED ON ROAD SIDE OF REAR BOW.
7. RELEASE THE LOCKING HOOK ON THE HEADBOARD.
8. RAISE THE SLIDE LOCK HANDLE TO RELEASE THE FRONT BOW.
9. APPLY PLUNGE BRAKE LOCATED ON THE ROAD SIDE OF THE FRONT BOW.
10. PLACE THE TRACK GUARD INTO THE UPPER RAIL OF THE TRACK WHEN TOW MOTORS ARE LOADING FROM THE SIDE. TRACK GUARD IS LOCATED IN THE HEADBOARD.

INTERNAL POST:

1. UNDO FLAP SWING BUCKLES (4 TOTAL) AND OPEN SWINGS.
2. LOCATE WINDING CRANK UNDER TRAILER AND INSERT SQUARE END INTO 1X1 SQUARE TUBING IN FLAP.
3. CRANK FLAP UP AND OVER REAR BOW.
4. RELEASE TOP RATCHETS ON BOTH SIDES.
5. RELEASE LOWER RATCHETS ON BOTH SIDES.
6. USING THE CHEST HANDLES ON THE REAR BOW PUSH BOWS FORWARD. APPLY PLUNGE BRAKE LOCATED ON ROAD SIDE OF REAR BOW.
7. RELEASE THE LOCKING HOOK ON THE HEADBOARD.
8. RAISE THE SLIDE LOCK HANDLE TO RELEASE THE FRONT BOW.
9. APPLY PLUNGE BRAKE LOCATED ON THE ROAD SIDE OF THE FRONT BOW.
10. PLACE THE TRACK GUARD INTO THE UPPER RAIL OF THE TRACK WHEN TOW MOTORS ARE LOADING FROM THE SIDE. TRACK GUARD IS LOCATED IN THE HEADBOARD.



TO CLOSE SYSTEM

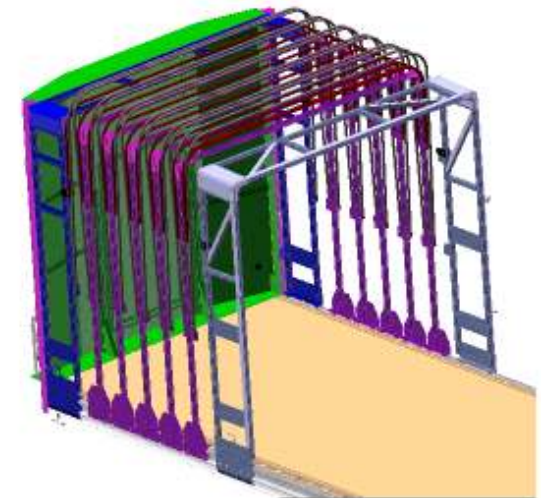
REMOVE TRACK GUARD FROM UPPER RAIL AND PLACE BACK IN THE HEADBOARD.

EXTERNAL AND INTERNAL POST:

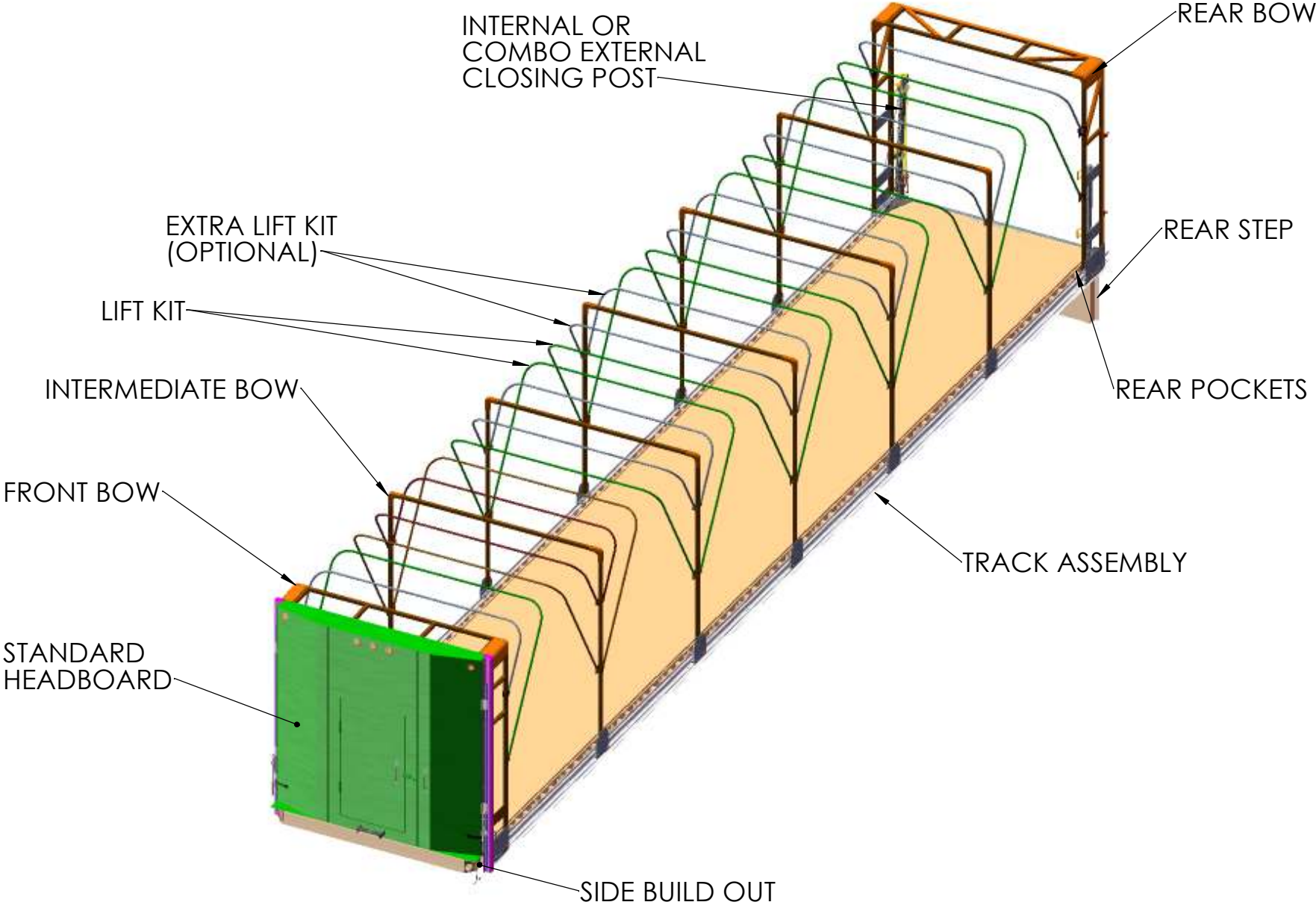
1. RELEASE PLUNGE BRAKE ON FRONT BOW.
2. PUSH FRONT BOW FORWARD INTO HEADBOARD.
3. LOWER SLIDE LOCK HANDLES ENSURING THAT THE INTERNAL HOOKS LATCHED TO THE FRONT BOW.
4. INSERT LOCKING HOOK INTO SLIDE LOCK HANDLE.
5. RELEASE PLUNGE BRAKE ON REAR BOW.
6. USING THE CHEST HANDLES, PULL THE REAR BOW TOWARD THE REAR OF THE TRAILER.
7. TENSION LOWER RATCHETS FIRST THEN TENSION UPPER RATCHETS. DOUBLE CHECK ALL ARE TIGHT.
8. USING THE CRANK HANDLE, LOWER THE REAR FLAP.
9. SWING FLAPS CLOSED AND BUCKLE TO REAR FLAP.
10. PLACE CRANK HANDLE BACK INTO LOCATION AND SECURE WITH BUNGEE CORD.

ATTACH ALL BUNGEE CORDS ALONG BOTH SIDES OF SYSTEM IF PRESENT.

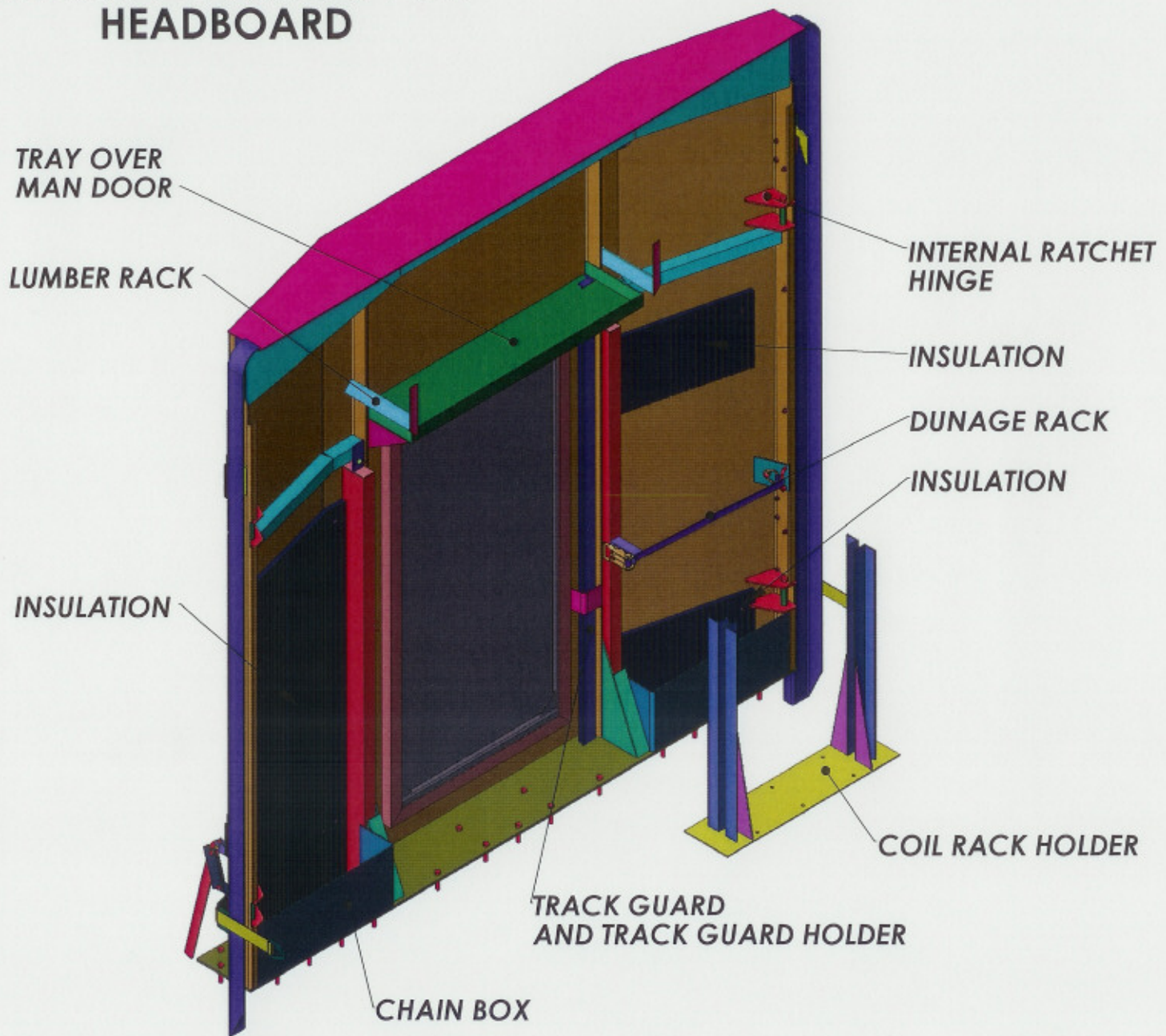
NOTE: DOUBLE CHECK ALL STRAPS AND BUNGEE CORDS ARE TIGHT AND TARP IS TAUNT. CHECK TENSIONING POSTS ARE HELD IN BY CHAINS.



STANDARD FLAT TOP SYSTEM



OPTIONAL FEATURES FOR HEADBOARD



Maintenance and Care of your Roll-Tite System

- ✓ **Keeping the track clean will reduce wheel wear and keep your system rolling smoothly.**
- ✓ **The system must always be kept tight when trailer is in motion. The system cannot be over tightened by hand; a bar or any over device should never be used on the ratchet to tighten the system.**
- ✓ **The wheels on the system are sealed bearing wheels and should never be lubricated. Adding lubricant to the wheels will damage the seals.**
- ✓ **The rear flap must always be down and locked in place before moving the trailer. Running with the flap in the up position can cause premature flap wear.**
- ✓ **Lubricating the ratchets on the system will extend the life of the ratchets and allow you to maximize the tension of the tarp.**
- ✓ **The tarp should only be washed with soap and water. No acid, wax, or harsh chemicals should ever be used to clean the tarp.**
- ✓ **If you have a rip, have the patch heated on, NOT GLUED. The glue will break down the coating that protects the tarp. In the case of a rip, apply tarp tape or duct tape on the rip to prevent further ripping until you can have it properly repaired.**
- ✓ **Never try to adjust any part of the system yourself; if you are having any issues, bring system to one of our authorized facilities for inspections or repairs.**
- ✓ **Never open the system from the front first; this will cause damage to your system. Always release the tension from the rear before opening the system in the front.**

Please feel free to contact one of our Roll-Tite representatives with any questions or concerns that you may have, and they will be glad to assist you.

ROUTINE MAINTENANCE CHECK-LIST

Check Track for cleanliness and/or foreign objects

Check liftkits for tension and tighten accordingly

Check tarp for any holes or rips

Lubricate ratchets and inspect cargo straps for wear (possible fraying)

Insure that locks for rear flap are working properly

Inspect rope on rear flap for cuts or frays

Check pulleys on rear flap to insure they are rolling freely

Inspect wheels

Insure nuts are tight

Check for damaged or broken wheels

Grease slidelocks on headboard

Insure that mandoor locks properly

Check bows and bow corners for any cracks

Make sure all velcros are properly attached

Insure that post chains are used on post in the rear of the system

Check footbolts on bottom of each bow for tension, tighten if necessary

Check bungeeless tarp for missing J-brackets (hockey sticks). (There are 3 located at bottom of tarp between each bow)

www.roll-tite.com

SALES, SERVICE AND INSTALL LOCATIONS

CANADA

Roll-Tite, Inc
345551 Quaker St., R.R. #3
Norwich, Ontario
N0J 1P0
(800) 265-0823
(519) 424-3524 Fax

CANADA

Equipement Romar, Inc
2670, rue Watt Parc Colbert
Sainte-Foy, Quebec Canada
G1P 3T5
(415) 651-2756

ILLINOIS

Roll-Tite, Inc
4450 West 137th Place
Crestwood, IL 60445
(800) 971-8270
(708) 389-2936 FAX

IOWA

HD Equipment
2289 Hwy 30 East
Grand Mound, IA 52751
(563) 847-1895

KENTUCKY

Roll-Tite, Inc
1383 E. Blue Lick Road
Shepherdsville, KY 40165
(800) 583-8784
(502) 957-4292 FAX

MICHIGAN

East Michigan Trailer Sales
3960 West Fort St.
Detroit, MI 48216
(313) 554-4400

MINNESOTA

Longhaul Trucking
6600 Jansen Ave.
Albertville, MN 55301
(800) 255-5153

NEBRASKA

Triple S Repair
1600 E. Walnut
Lexington, NE 68850
(308) 324-5463

OHIO

Roll-Tite, Inc
3406 Navarre Road SW
Canton, OH 44706
(800) 423-1550
(330) 479-1579 FAX

PENNSYLVANIA

Morral Brothers Trucking
13427 Lincoln Highway
Everette, PA 15537
(800) 722-9230

TENNESSEE

Eastbridge Trailer
2000 Eastbridge Blvd.
Mascot, TN 37806
(865) 932-1129

TEXAS

Roll-Tite, Inc
1056 North I-45
Palmer, TX 75152
(877) 439-3770
(972) 449-3779 FAX

UTAH

Great Western Leasing
35 North 700 West
North Salt Lake, Utah 84054
(800) 211-2811

WISCONSIN

Zientara Truck & Trailer
807 N. 25th St.
Wausau, WI 54403
(715) 845-1761

THE ORIGINAL IS BETTER BY THE MILE.