

\$35.00

MPL TOW SLING OPERATION SUPPLEMENT MANUAL

MARYLAND
CARRIER & WRECKER
SALES

JERR-DAN[®]

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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.

This manual should be kept with the equipment at all times and referred to whenever in doubt of proper operation.

Information contained in this manual reflects how this vehicle 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.). This 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 to the back inside right corner of the toolbox on the driver's side.

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
1080 Hykes Road
Greencastle, PA 17225

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

Always keep this manual in the 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. Price and availability will be quoted at time of the request.

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Manufactured under one or more of the following patents: 5,575,606; 5,722,810; 5,782,596; 5,839,775; 6,120,235; 6,290,450 B1 and 6,315,515 B1; 6,527,495 B1 with other Patents Pending.

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OPERATION

TOW SLING OPERATION (OPTIONAL)

Sling Rating: (50 M.P.H. Transport Speed) 4,000 lbs.

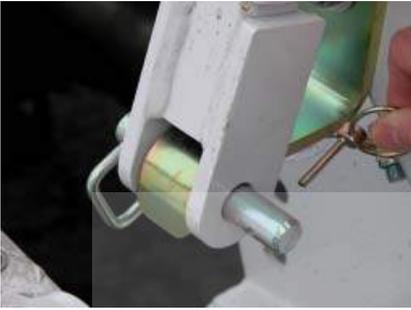
If your MPL is equipped with a towing sling, consult the AAA Towing Manual for hook up and follow these steps:



1. Position the truck within 9 ft. of the casualty vehicle and as close to the direction of the tow as possible.



2. Lower the boom and unfold the underlift.



3. Remove the tow sling hold back bar retaining pins allowing the hold back bars to swing out of its retaining brackets on the sides of the boom.

4. Lift the anchor assembly out of the cradle bracket and set it aside.



5. Fold the underlift up a few feet and open the underlift grid fully.



6. Take the underlift sheave assembly from the toolbox and install it onto the underlift crossbar using the pins provided.



7. Route the winch wire rope/cable over the sheave and install the guide pin in the outer most hole to retain the cable.



8. Fold the underlift up until the alignment indicators on the underlift and on the knee boom match up.



9. CLOSE the underlift lockout valve located on the tilt/fold cylinder on the back side of the knee boom..



WARNING:

The underlift must be locked out to prevent the cable tension from folding the underlift back into the knee boom.



10. Raise the knee boom to its fully elevated position.



11. Position the lower anchor assembly on the ground behind the truck and turn the "CAM" handles on the back bars 90°.



12. Connect the hold back bars to the tow sling lugs using the pins that you removed earlier.



13. Remove the right hand and left hand tow sling straps for the toolbox and lay them out next to the hold back bars on their respective sides.



14. Install the lower heads of the strap assemblies onto the ends of the lower anchor crossbar. Be certain that the hook opening faces toward the truck and away from the casualty vehicle. Wrap the straps under the crossbar from front to rear. Secure the heads with the snap pins provided.



15. Remove the upper anchor assembly from the toolbox and install the hook on the winch wire rope/cable through the lug on the crossbar.



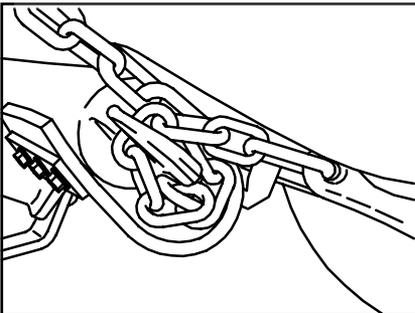
16. Install the upper heads of the strap assemblies onto the ends of the upper anchor assembly securing the heads with the snap pins provided.

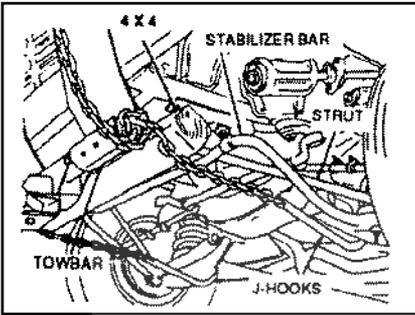


17. Maneuver the sling under the vehicle to be towed, and far enough under so the vehicle will ride on the rubber belts.



18. Attach hook-up chains. The chain J hooks must be secured firmly around the axle or the frame of the towed vehicle. When fastening the J hook, be sure that it is attached to the towed vehicle in such a manner as to prevent any damage to the brake lines or other functional parts of the vehicle. With the chain securely fastened in the hook on each side of the bottom bar assembly, the chain should then be wrapped around the bottom bar. Secure the remaining chain to the hook at the top of the tow sling.





19. Using the tow sling with late model vehicles, it may be necessary to use spacer blocks or a cross beam in order to get sufficient height to prevent any damage to body parts. The AAA Towing Manual will diagram this.

20. Be sure the fuel tank is not in contact with the sling or towing mechanism. **The fuel tank must not support any weight whatsoever.**

21. Rotate the "CAM" handles on the hold back bars 90° to the closed position.



22. Raise the vehicle using the wrecker boom winches. (Read the safety and operating instructions for the boom and winches beforehand.) The vehicle should be raised until the wheels are a minimum of ten inches off the ground. Observe the opposite end of the vehicle for ground clearance. As the vehicle is raised, the hold back bars should be drawn in until they lock in the fully retracted position.





23. Install safety chains and towing lights.



CAUTION:

The Bottom Anchor Assembly (round tube) must never be higher than the attachment point on the rear of the truck. The Stand Off Bar Assembly acts as a pivot in the event of a sudden stop. This will assure that the towed vehicle will not catapult forward onto the deck of the MPL.



24. After the tow is complete, reverse the procedure to unload the vehicle.

25. Rotate the "CAM" handles on the hold back bars 90° to the open position and allow lower anchor assembly to extend to the ground.



26. Open the underlift lockout valve, then partially lower the boom and underlift for easy access.

NOTE:

If the valve is not opened the underlift tilt will not function.



27. Disassemble the tow sling by removing the strap assemblies and the upper anchor cross bar and stowing them in the toolbox.



28. Remove the winch cable from the underlift sheave and stow the hook on the roller guide. Remove the sheave assembly from the underlift and stow it in the toolbox.



29. Turn the "CAM" handles on the hold back bars 90° to the locked position.

30. Remove the pins from the hold back bars at the rear of the body then slide the hold back bars into there fully retracted and locked position. Move the lower anchor assembly aside.



31. Fold the underlift to the ground. Lift the lower anchor assembly into the cradle bracket on the knee boom.



32. Connect the hold back bars to the tow sling storage bracket using the pins that you removed earlier.



33. Snug up the wire rope and fold the underlift into its stored position.

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