**Quick Draw Tarpaulin Systems**
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## Quick Draw Tarpaulin Systems™

# Operator's Manual

# Table of Contents

**⚠ WARNING READ ALL INSTRUCTIONS. Read this manual before operating the tarpaulin system. Improper use of this system may result in damage to the system and possible injury to the operator. SAVE THESE INSTRUCTIONS.**

## Introduction

Quick Draw Tarpaulin Systems™ is a premium quality brand tarpaulin system for transportation equipment. The system is engineered to provide years of reliable performance and trouble free operation. This manual outlines proper operating and maintenance procedures that will ensure maximum performance and reliability. The names of major system components are shown in figures F.01.A and F.01.B.

Model Number: _____

Serial Number: _____

Warranty Validation Date: _____
(Assigned by dealer)

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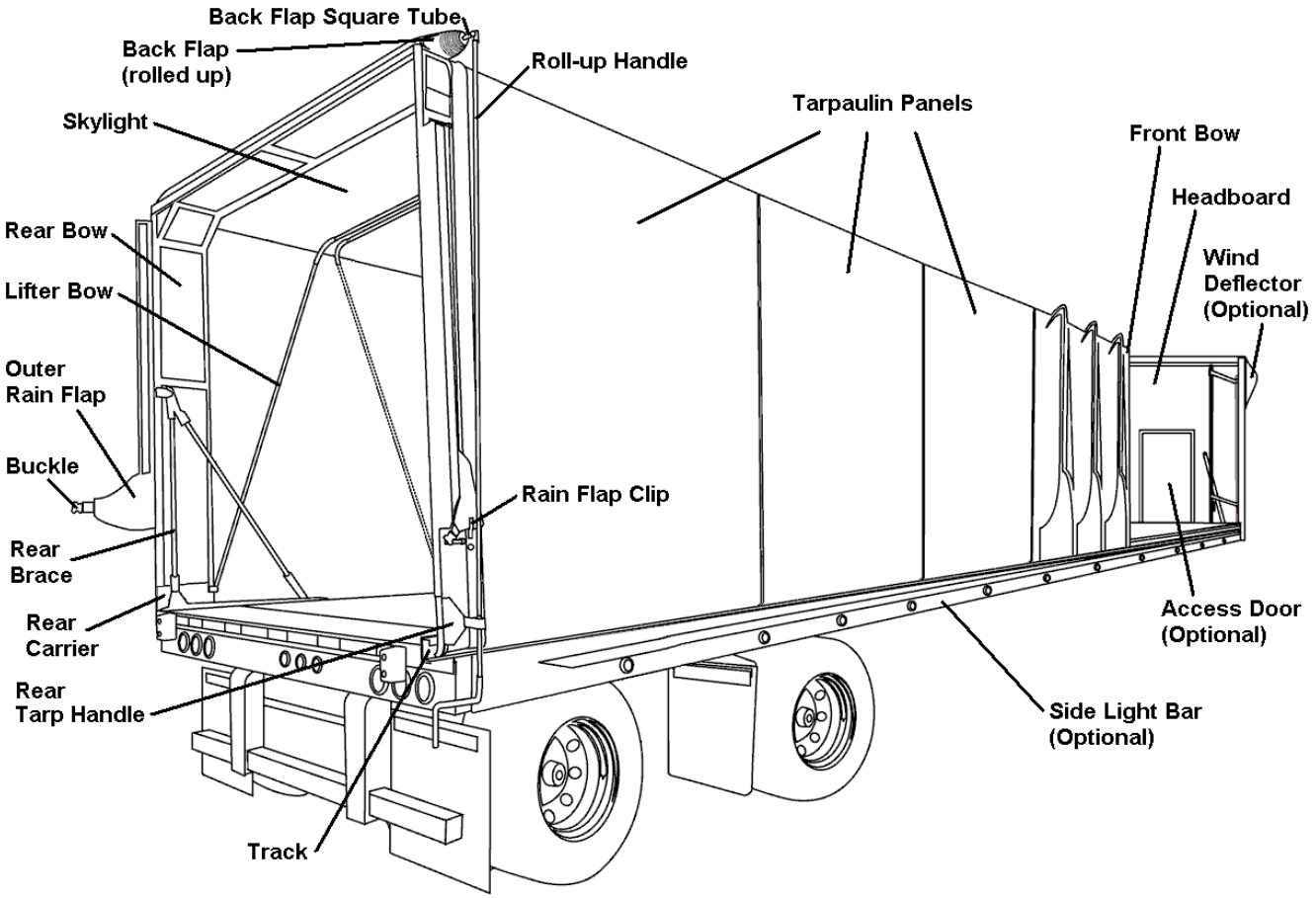
* North America only



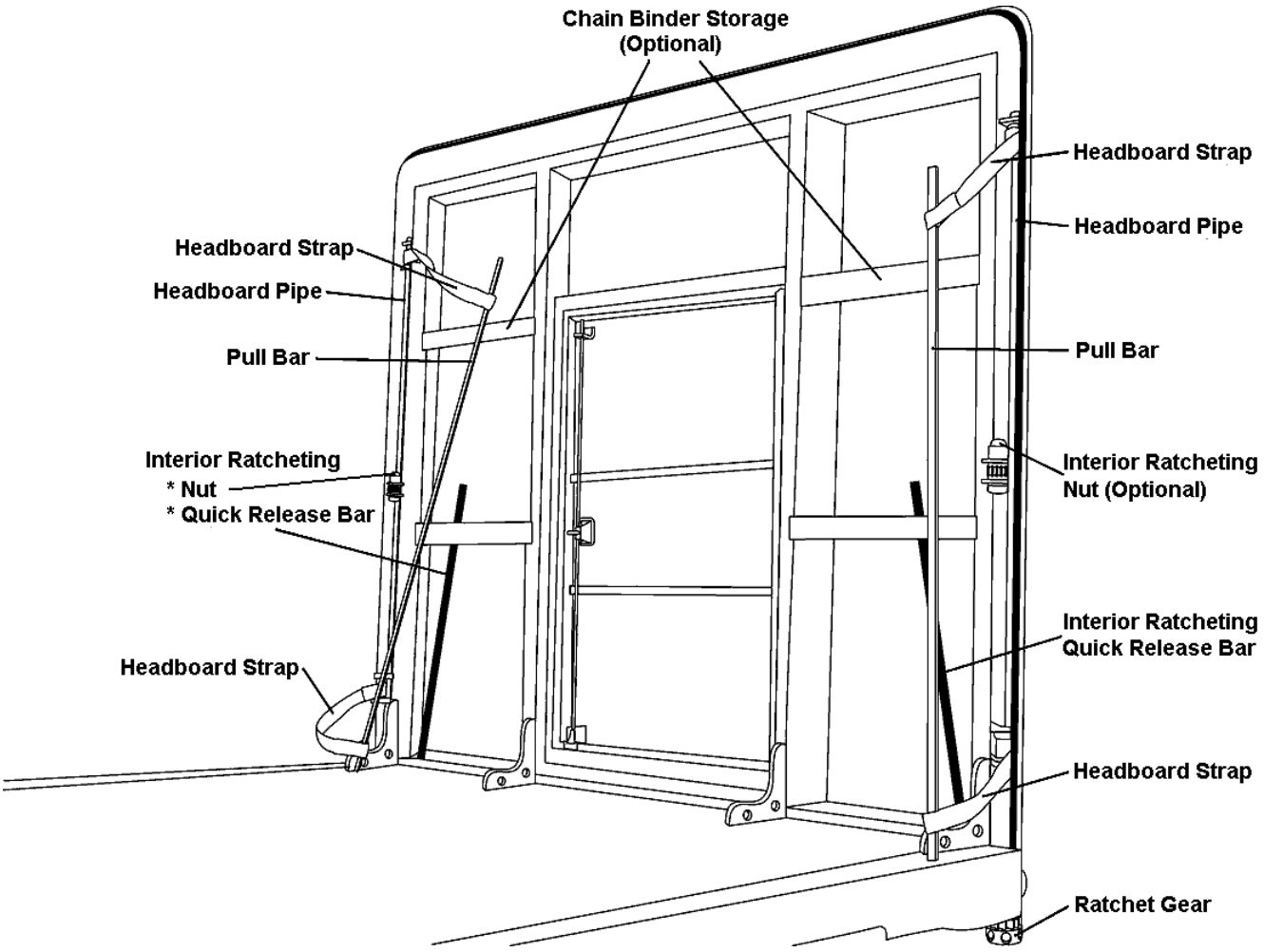

**F.01.A**: Component naming reference

**WARNING** **THIS TARPAULIN SYSTEM DOES NOT PROVIDE ANY MEANS OF LOAD SECUREMENT WHATSOEVER**. This tarpaulin system, including the headboard, is designed only to provide protection to the load from the outside environment. Do NOT use or rely upon any part of this tarpaulin system, including the headboard, for the purpose of load securement. The addition of this tarpaulin system to any flatbed vehicle does not alter the requirements for proper load securement; in other words, load securement requirements are to be treated in the same manner with or without the tarpaulin system.

Note on Conventions: This manual uses North American vehicle conventions whereby the right side of the vehicle is also referred to as the passenger side of the vehicle and the left side of the vehicle is also referred to as the driver side of the vehicle.

Passenger Side = Right Side of Vehicle

Driver Side = Left Side of Vehicle




**F.01.B**: Component naming reference: Headboard inside view

**WARNING** WARNING messages in this manual indicate situations that may result in any or all of the following: voiding of warranty; damage to the tarpaulin system; serious injury to operator; hazardous driving conditions.

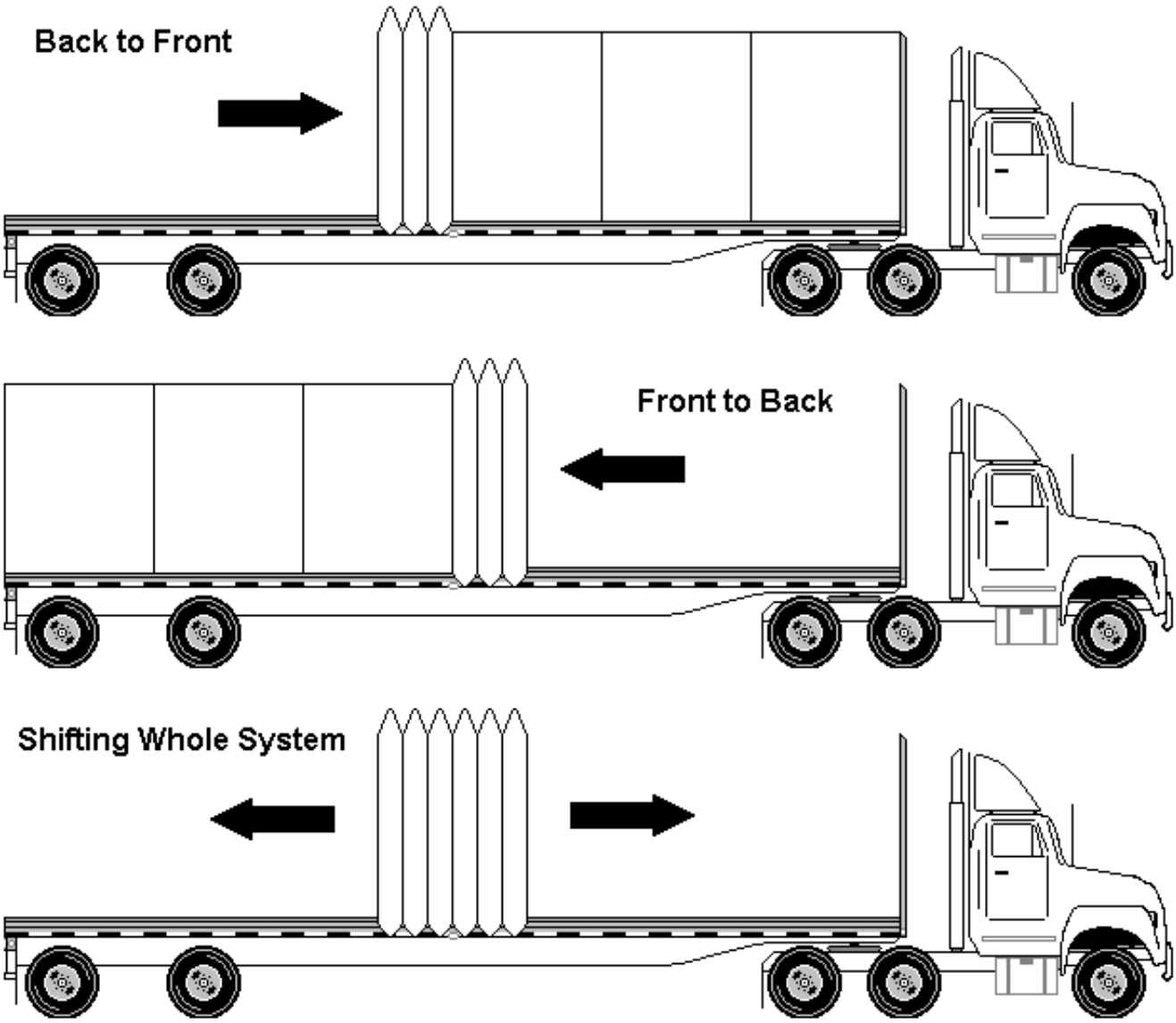
**CAUTION** CAUTION messages in this manual indicate situations that may result in any or all of the following: voiding of warranty; damage to the tarpaulin system.

Terms appearing in **bold characters** are defined in figures.

# 1 Operating the System

The system's versatility allows it to be opened from either end of the vehicle as shown in F.02. The whole system of bows can be pushed together and rolled to the front, back or middle of the flatbed to facilitate a wide variety of loading/unloading situations.

Operating procedures for typical flatbed vehicles are covered Section 1. Additional operating procedures for drop deck flatbeds and tarpaulin system options are covered in Section 2. Maintenance procedures are covered in Section 3.



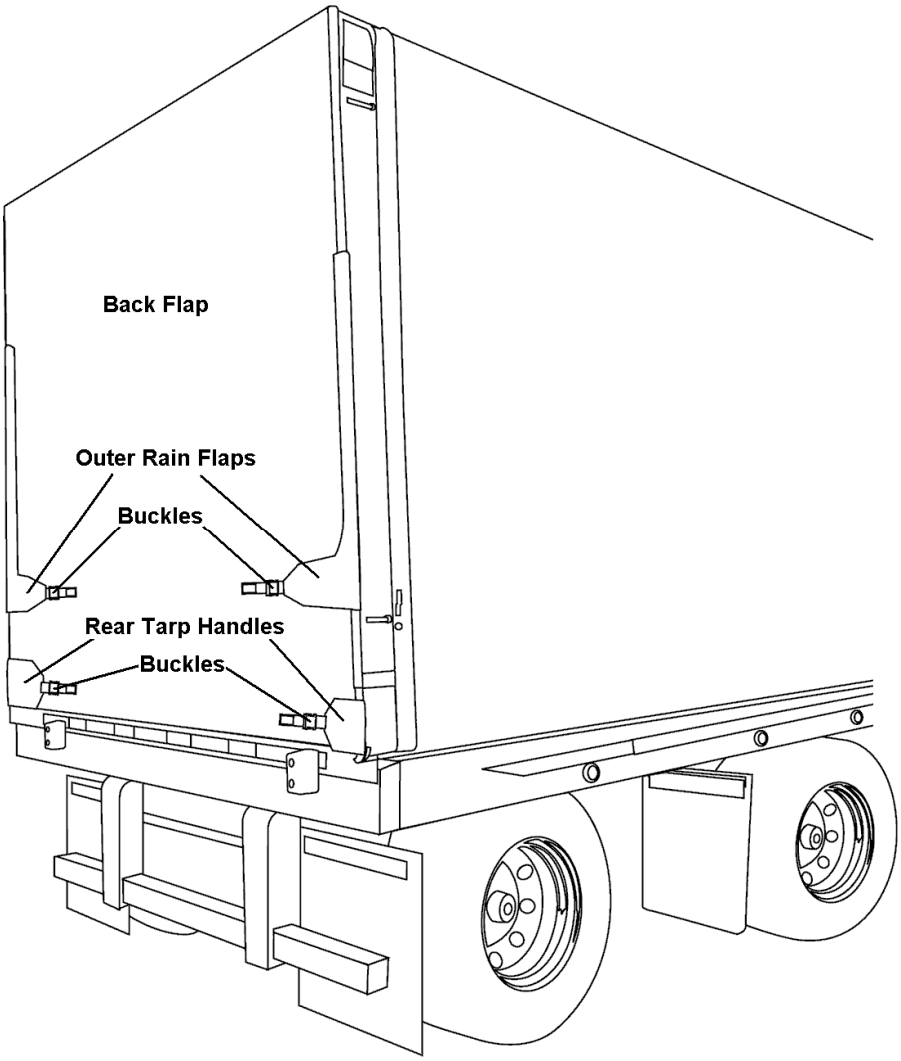

**F.02**: System versatility

## 1.1 Opening the System: Back to Front

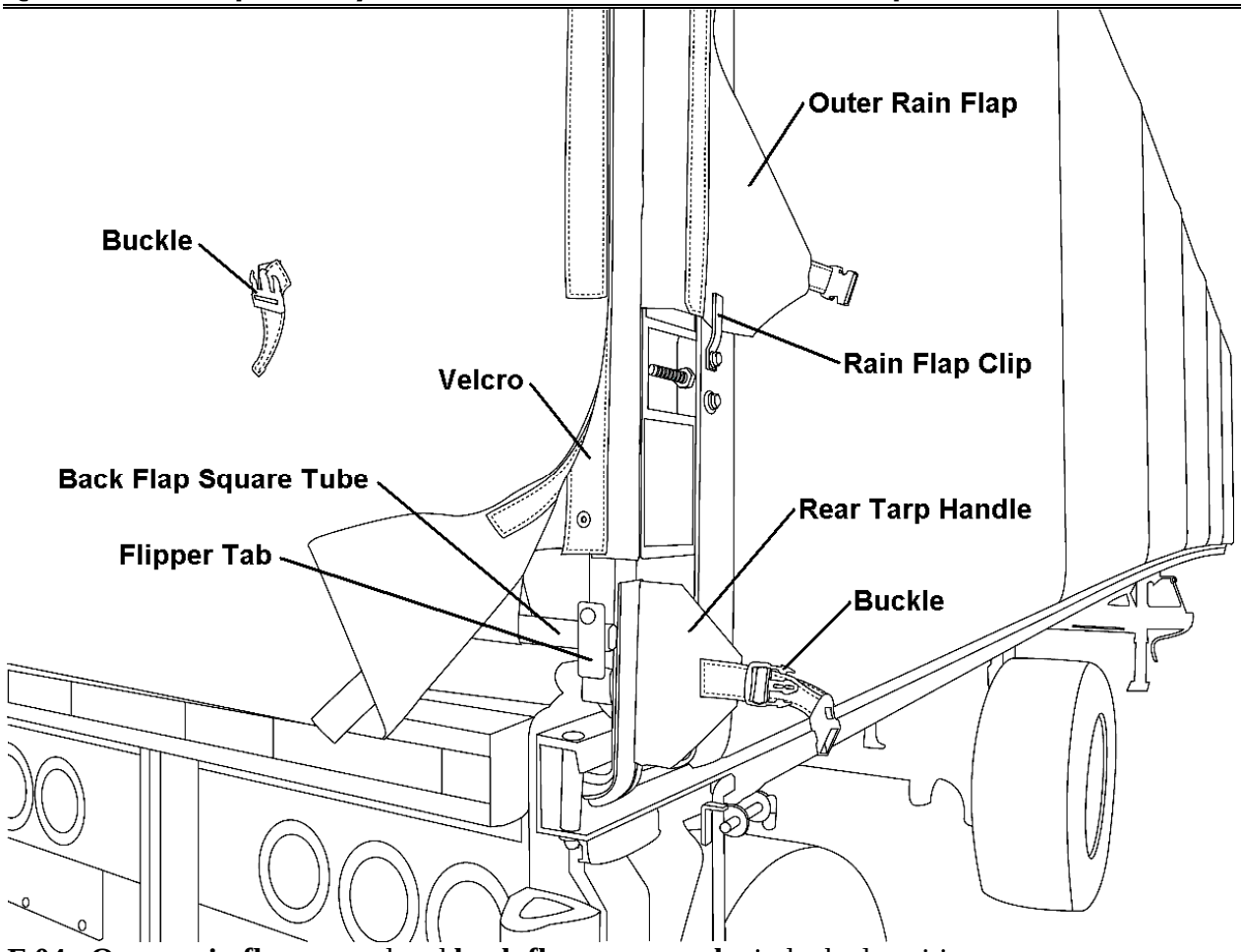
### 1.1.1 Opening the Back Flap

This procedure explains how to open the **back flap** from the passenger side of the vehicle. The **back flap** can also be opened from the driver side of the vehicle. If your system is equipped with a **rope and pulley back flap** option, see Section 2.4.

1. Undo the **buckles** of the **outer rain flaps** and **rear tarp handles** on the passenger side as shown in F.03.
2. Tuck the **outer rain flap** into the **rain flap clip** as shown in F.04.
3. Lift up the lower corner of the **back flap** and release the **back flap square tube** by rotating the **flipper tab** towards the outside of the vehicle as shown in F.05.

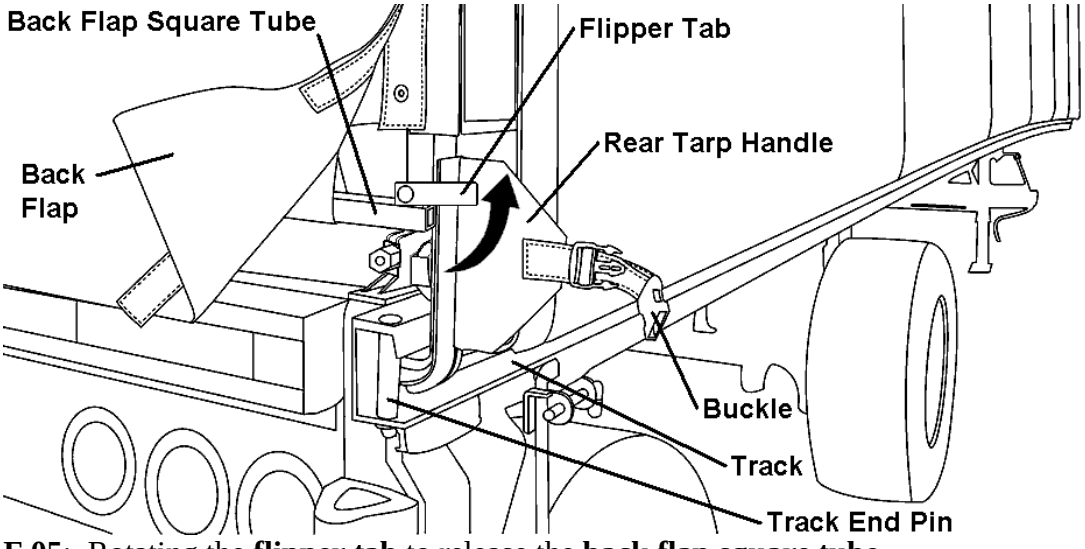



**F.03**: **Back flap** in closed position




**F.04**: **Outer rain flap** opened and **back flap square tube** in locked position

**CAUTION** Do NOT pull the **back flap square tube** more than about 12 inches away from the **flipper tab** while the opposite side of the **back flap square tube** is connected or the **flipper tab** on the opposite side may be damaged.

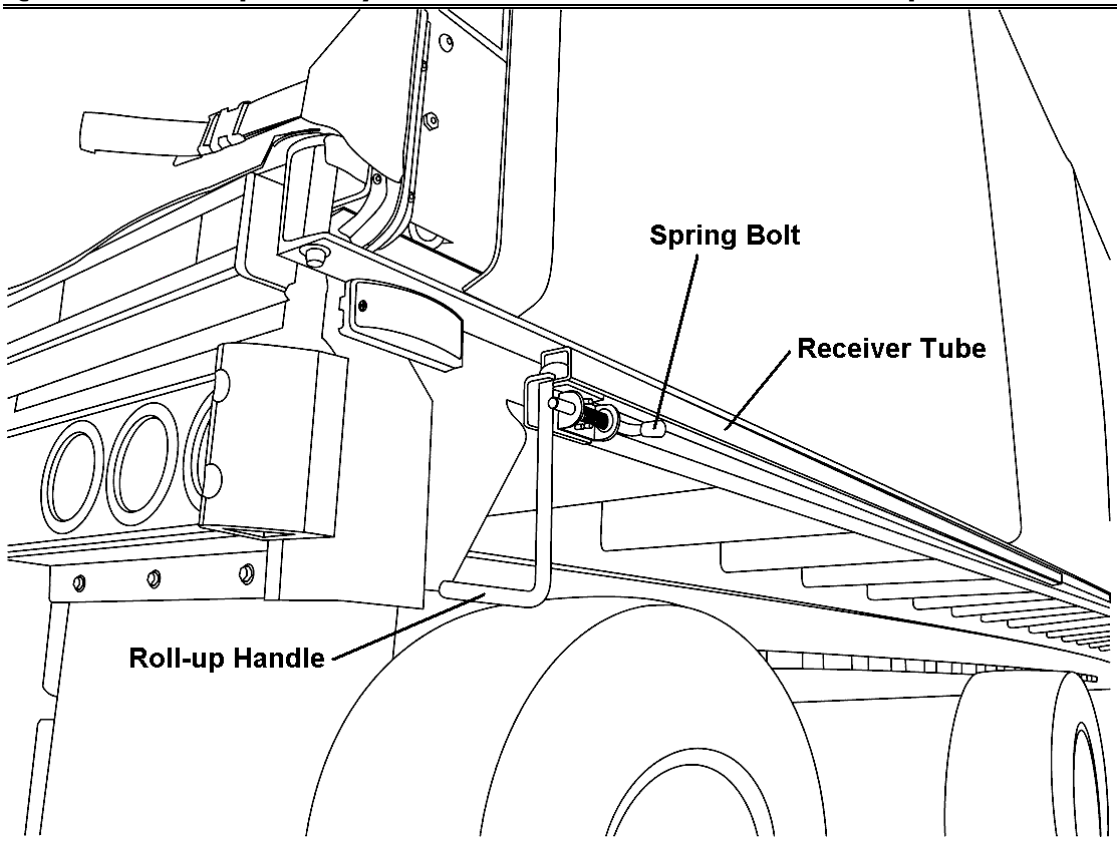



**F.05**: Rotating the **flipper tab** to release the **back flap square tube**

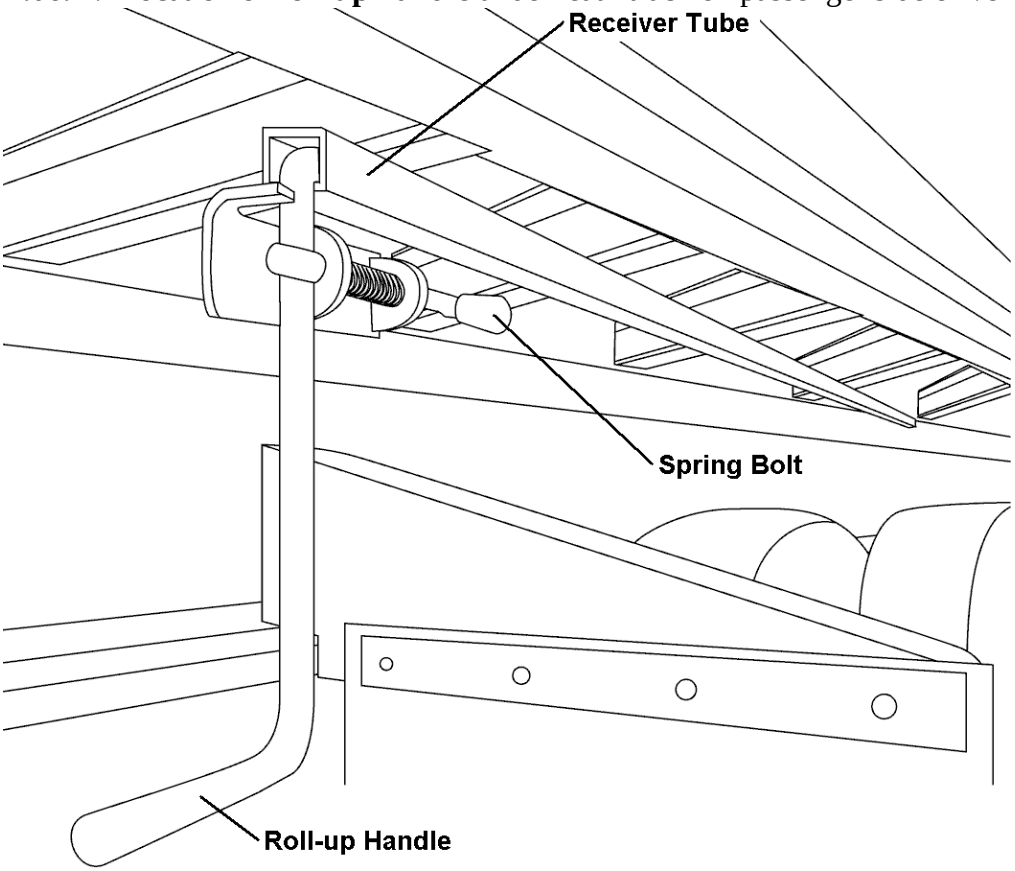
**⚠ WARNING** IN HIGH WIND WEATHER CONDITIONS, undo one side of the **back flap** ONLY at first. Next, insert the **roll-up handle** into the **back flap square tube** to stabilize the **back flap**. Finally, undo the opposite side of the **back flap**. Failure to follow this procedure in high wind weather conditions may cause the **back flap** to get caught in the wind and cause possible damage to the **back flap**, **flipper tabs** and POSSIBLE INJURY TO THE OPERATOR. Further, it is recommended to park the vehicle, if possible, in a direction such that the wind is pushing the **back flap** into the vehicle. Following this recommendation regarding parking direction will provide further stability to the **back flap** in high wind weather conditions.

4. In normal weather conditions, repeat steps 1 through 3 for the driver side of the vehicle to undo the driver side of the **back flap**. IN HIGH WIND CONDITIONS, perform steps 5 and 6 before undoing driver side **back flap**.
5. Locate the **roll-up handle** shown in F.06. The **roll-up handle** is a loose tool that is usually located on the passenger side of the vehicle. The **roll-up handle** is held in place by a **spring bolt** as shown in F.06. The **roll-up handle** is located in one of the following places on the vehicle:

    - Underneath the **track** near the back of vehicle on the passenger side, as shown in F.06.A
    - Underneath the floor of the flatbed, above the axles, as shown in F.06.B
    - Along the vehicle's frame, above the axles
    - Between the main frame rails of the flatbed, accessible from the back of the vehicle



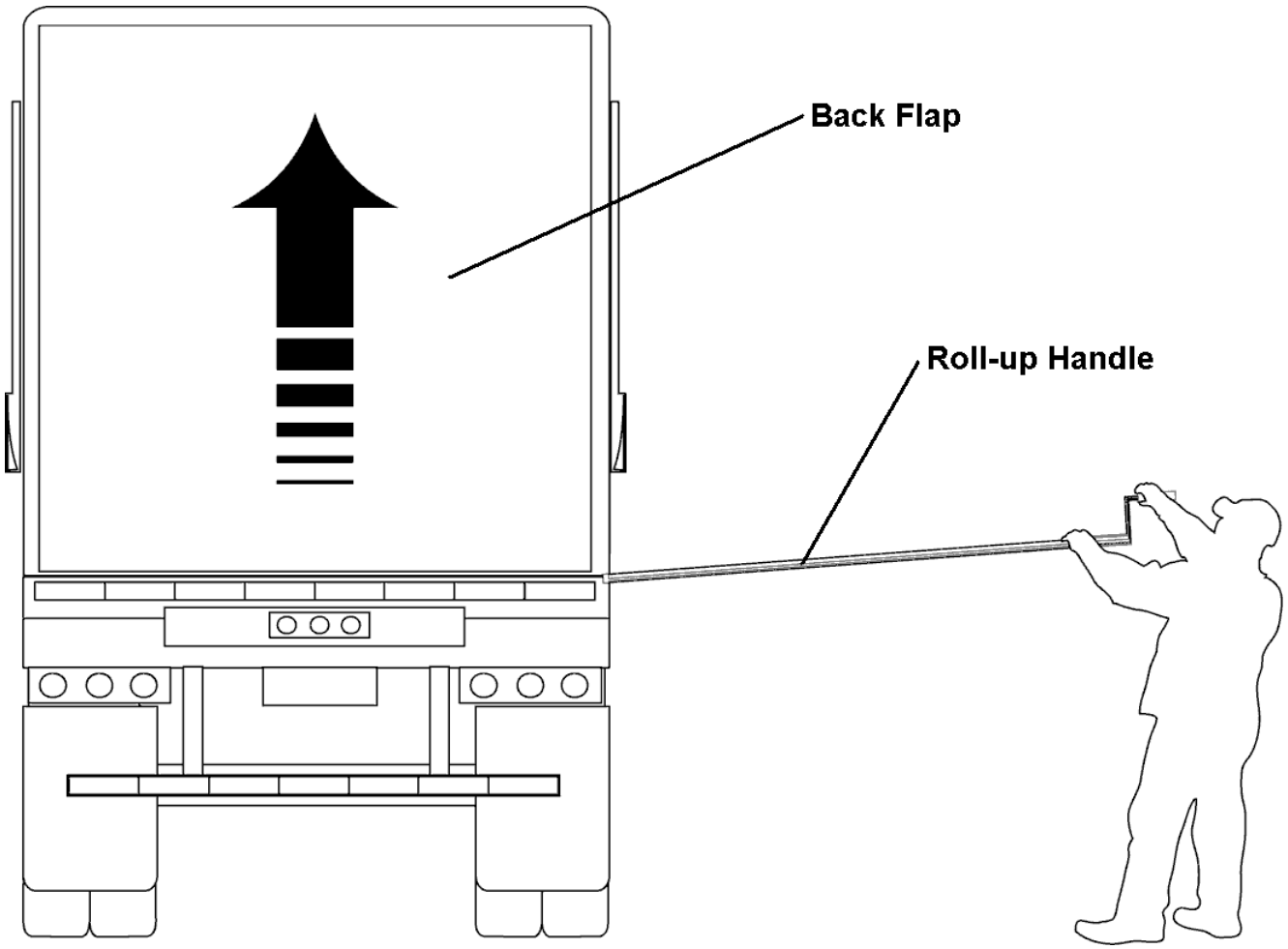

**F.06.A**: Location of **roll-up handle** underneath track on passenger side of vehicle



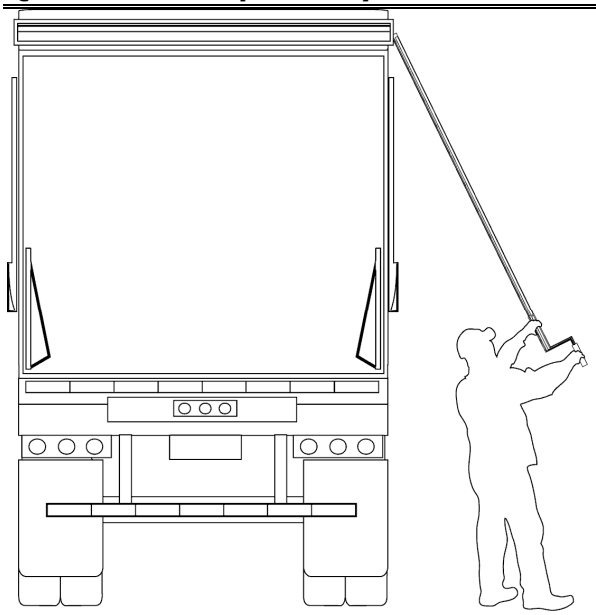

**F.06.B**: Location of **roll-up handle** underneath floor of flatbed

6. Insert the square tube end of the **roll-up handle** into the passenger side of the **back flap square tube** on the **back flap**.
7. Facing towards the front of the vehicle, hold the handle end of the **roll-up handle** slightly above your shoulders as shown in F.07 and F.08. Roll the handle clockwise to roll the **back flap** up to the desired height. The **back flap** may be rolled to the top and flipped over the top of the **rear bow** for maximum clearance as shown in F.09.
8. Secure the **roll-up handle** by fastening it to the nylon strap of the **rear tarp handle** as shown in F.09.

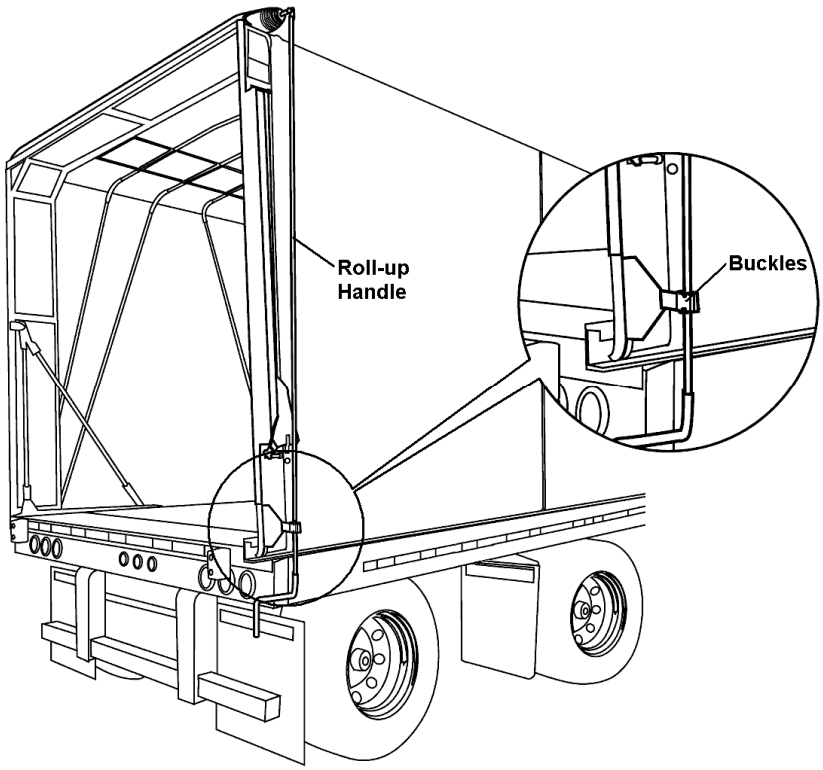
**⚠ CAUTION** Do NOT remove the **roll-up handle** from the **back flap** until the **back flap** is completely lowered.




**F.07**: Starting position for rolling up the **back flap**



**F.08**: Finishing position for rolling up the **back flap**



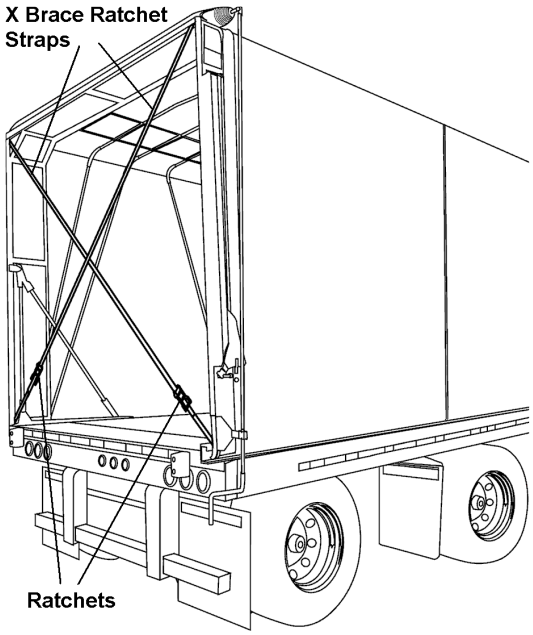

**F.09**: Securing the **roll-up handle**

**WARNING** The **back flap** may suddenly unroll if the **roll-up handle** is not secured properly.

**WARNING** NEVER drive vehicle with **back flap** in rolled up position. The **roll-up handle** is not designed to hold the **back flap** when the vehicle is in motion.

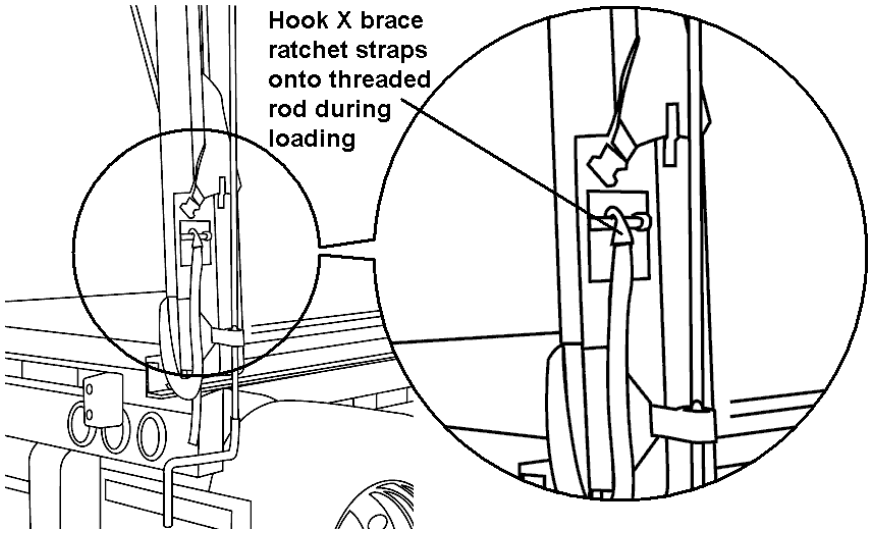
### 1.1.2 X Bracing

Tarpaulin systems with nominal heights of 8' and 10' (10' is used on drop deck vehicles) are equipped with **X brace ratchet straps** attached to the **rear bow**, as shown in F.10. These straps provide extra stability to the **rear bow** while the vehicle is in motion.




**F.10**: **X brace ratchet straps** in closed position

1. **X brace ratchet straps** must be undone for loading access at the rear of the vehicle and before releasing tension on the **rear braces**. After loosening the **ratchets** and unhooking the straps, hang the straps on the outside of the **rear bow** as shown in F.11 to keep them out of the way during loading.



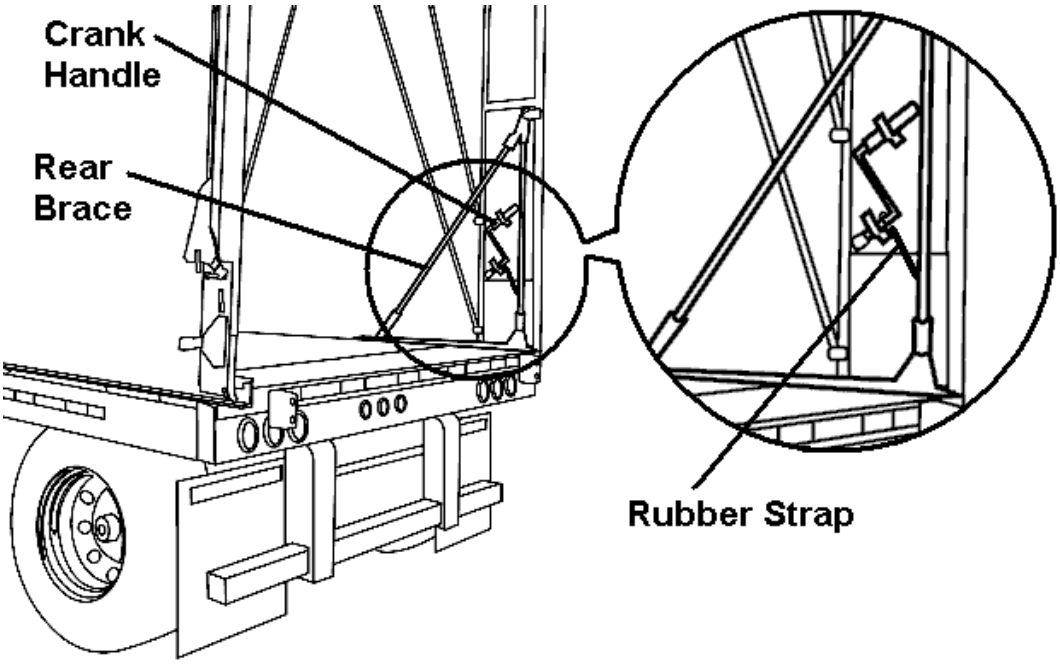

**F.11**: Loose **X brace ratchet strap** hooked onto threaded rod of **rear bow**

2. When tightening the **X brace ratchet straps**, use the supplied hook points on the lower rear corners of the tarpaulin system to ensure that there are several inches of gap between the two straps at the crossing point. This gap is necessary to ensure that the straps do not wear out from rubbing against each other.

### 1.1.3 Operating Rear Braces

The **rear braces** maintain tension on the tarpaulin system at the back of the vehicle. This procedure describes how to release the tension, unlatch the braces and optionally remove the braces from the vehicle.

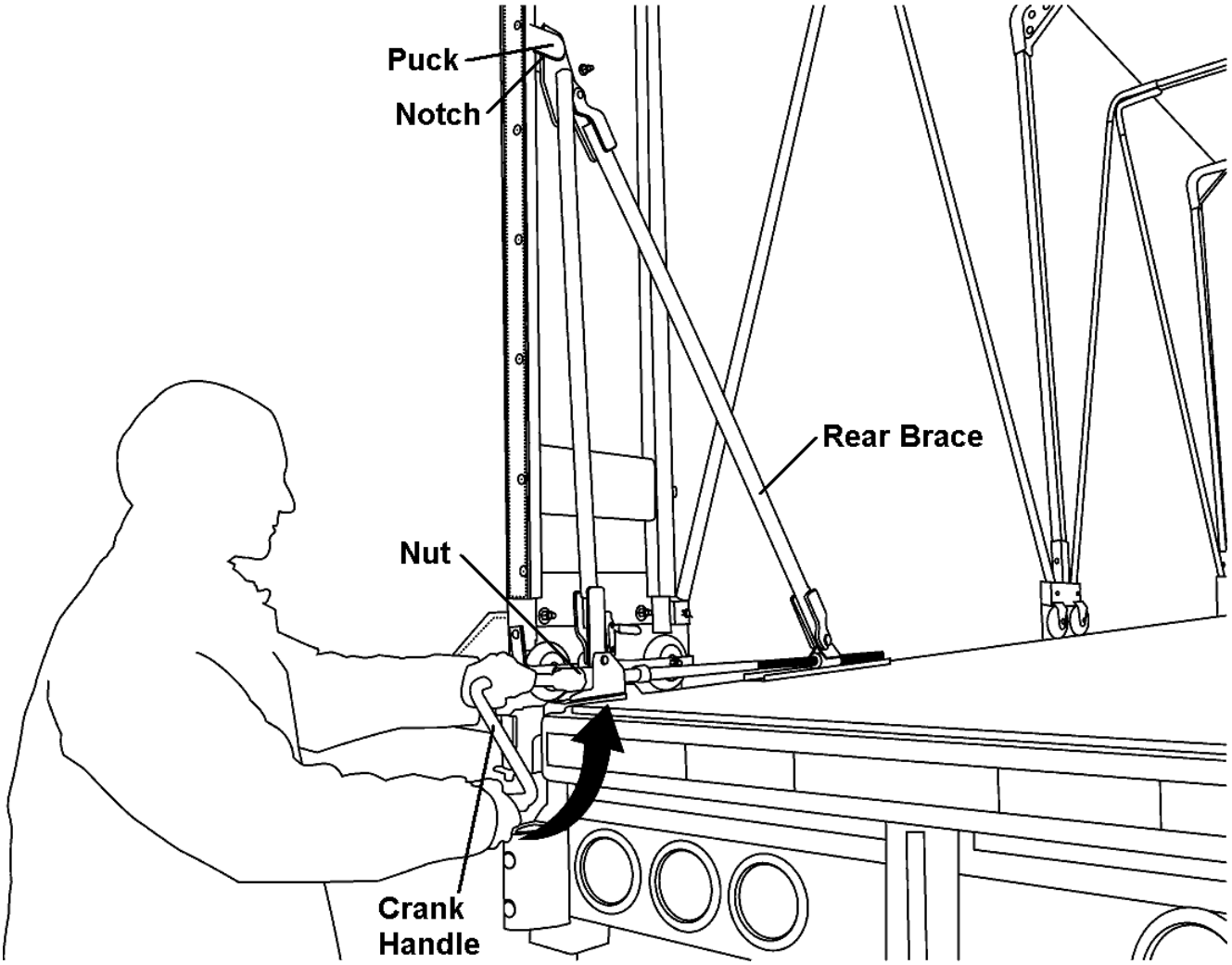
1. Locate the **rear brace crank handle**. The **crank handle** is a loose tool usually hanging on the passenger side wall of the **rear bow** as shown in F.12. The **crank handle** is secured in place by a **rubber strap**.




**F.12**: Location of **crank handle**

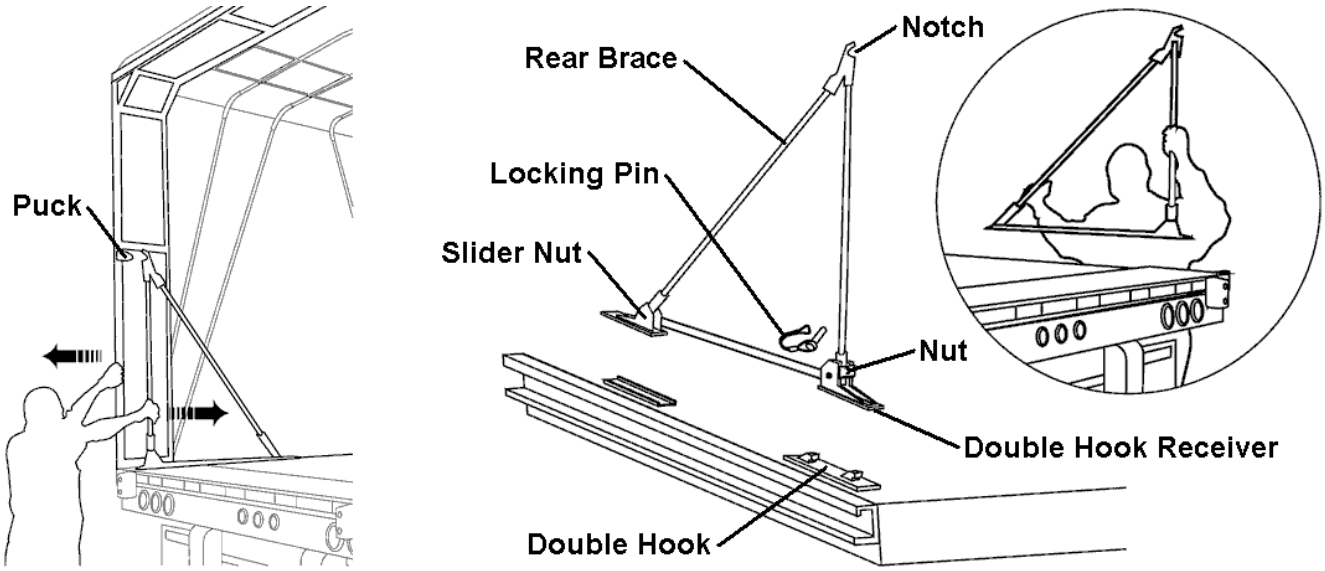
**⚠ CAUTION** Always secure **crank handle** in place with **rubber strap**. The **crank handle** may bounce out of its mount on bumpy roads if it is not secured properly.

2. Insert the **crank handle** onto the **nut** of one of the **rear braces** as shown in F.13. Turn the **crank handle** counter-clockwise to loosen the **rear brace**. Continue turning until the **notch** at the top of the **rear brace** is exposed from the **puck**.




**F.13**: Turning the **crank handle** to loosen **rear brace**

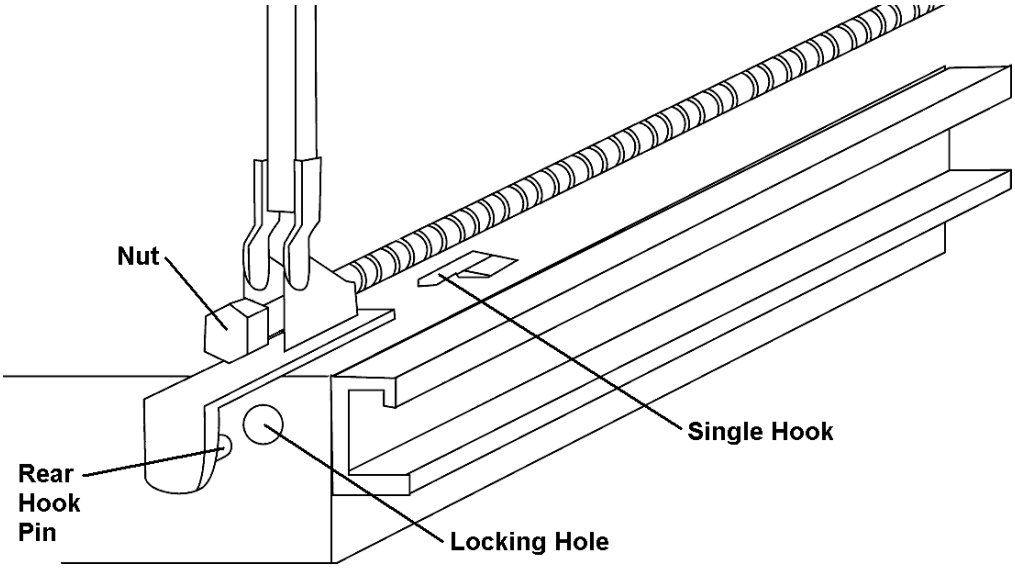
3. With one hand, pull the **rear bow** towards the back of the vehicle. With your other hand, grab the **rear brace** and disengage the **notch** from the **puck**. The **rear bow** should now be unlatched from the **rear brace**. Refer to F.14.
4. Repeat steps 2 and 3 for the other side of the vehicle.
5. (Optional) You may remove the **rear braces** from the vehicle as shown in F.14. Remove the **locking pin** of the **rear brace**. Slide the **rear brace** towards the back of the vehicle about 1" (25 mm) and then lift upward to detach the brace from the **double hook**.




**F.14**: Removal of **rear brace**

**WARNING** **Rear braces** are NOT fastened to the frame of the vehicle and CANNOT be used as handles for supporting a person's weight. Do NOT use **rear braces** as handles.

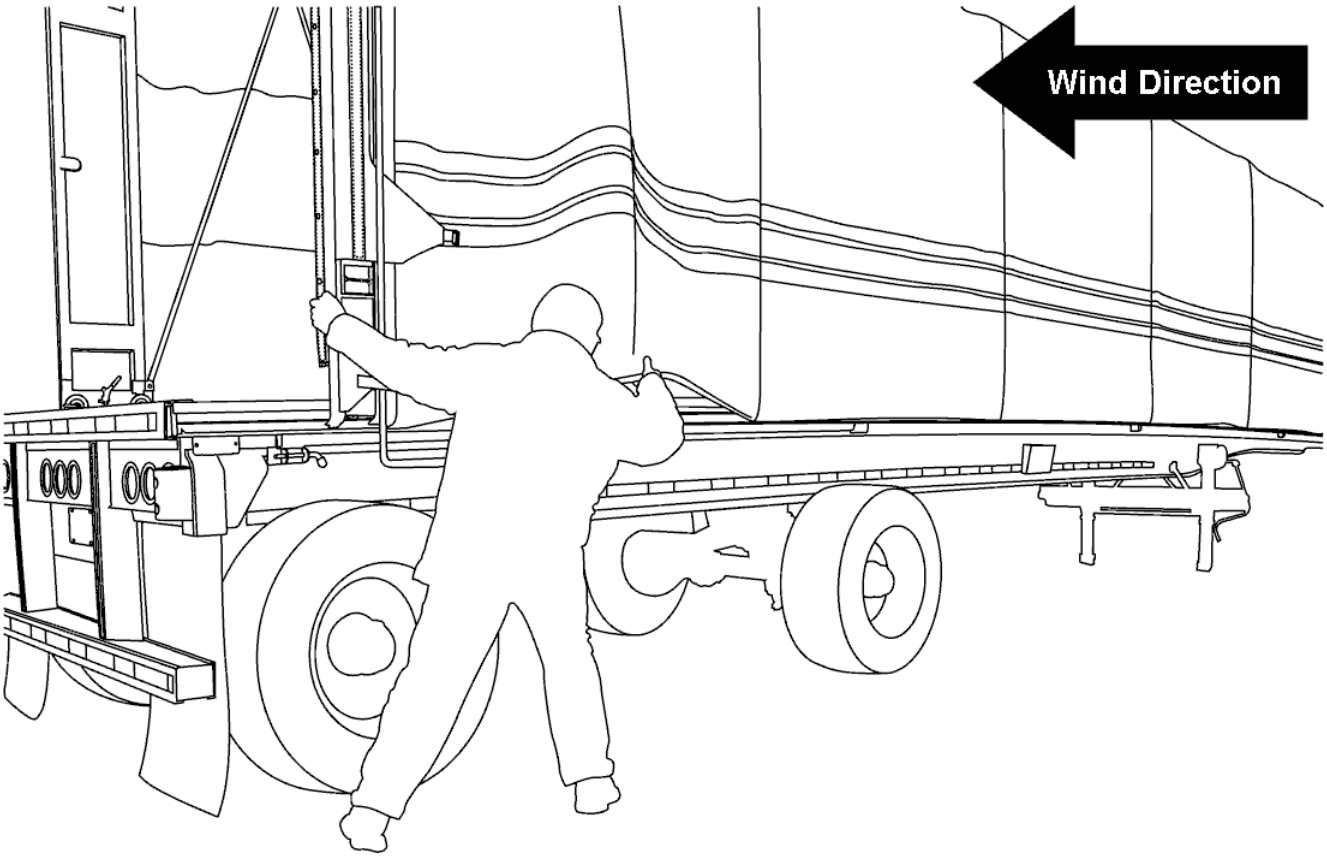
NOTE: Legacy style **rear braces** (manufactured from 1997 to 2005) do not have **locking pins**. These **rear braces** use a **single hook** on the flatbed with a **rear hook pin** to engage the **locking hole** in the rear apron of the vehicle as shown in F.15. For these **rear braces**, there are no **locking pins** and removal only requires the brace to be slid towards the back of the vehicle by about 1" (25 mm).




**F.15**: Legacy style **rear brace** (1997 to 2005)

### 1.1.4 Rolling the System Open

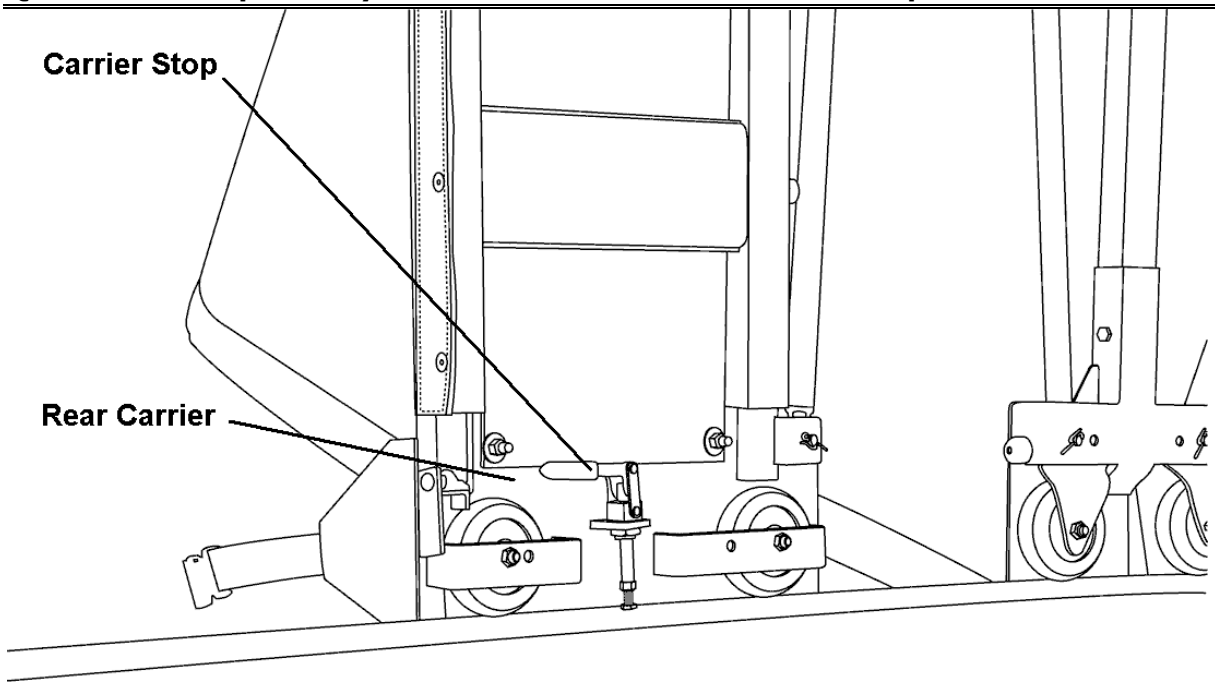
1. From either side of the vehicle, place your hand on the back of the **rear bow** and push the system open by walking towards the front of the vehicle as shown in F.16.




**F.16**: Opening the system

**⚠ CAUTION** If there is STRONG WIND blowing against one of the broad sides of the vehicle, push the system open from the side impacted by the wind. The wind may push the loose tarpaulin in-between bows as the system is being opened. As the system is being opened, use your free hand to pull the tarpaulin out from between each of the bows to ensure that the tarpaulin is not pinched and that the system does not become jammed.

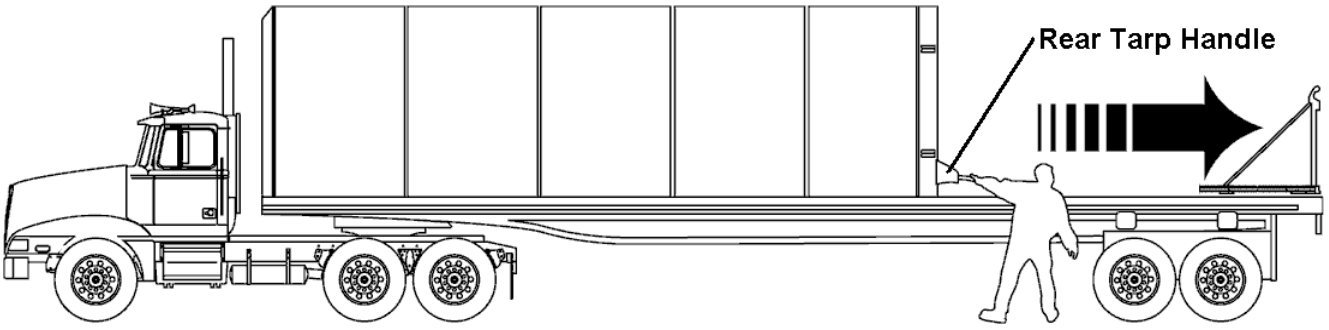
2. (Optional) The system includes a **carrier stop** on the driver side **rear carrier** (see F.17) and **front carrier** (see F.23) of the system. The **carrier stop** can be used to lock the **front carrier** and/or **rear carrier** in place anywhere along the **track** to ensure that the bows do not roll freely.




**F.17**: **Carrier stop** on **rear carrier**

## 1.2 Closing the System at the Back

1. Pull the system closed by grabbing a **rear tarp handle** or **rear bow** on either side of the vehicle and walking towards the back of the vehicle as shown in F.18.




**F.18**: Closing the system

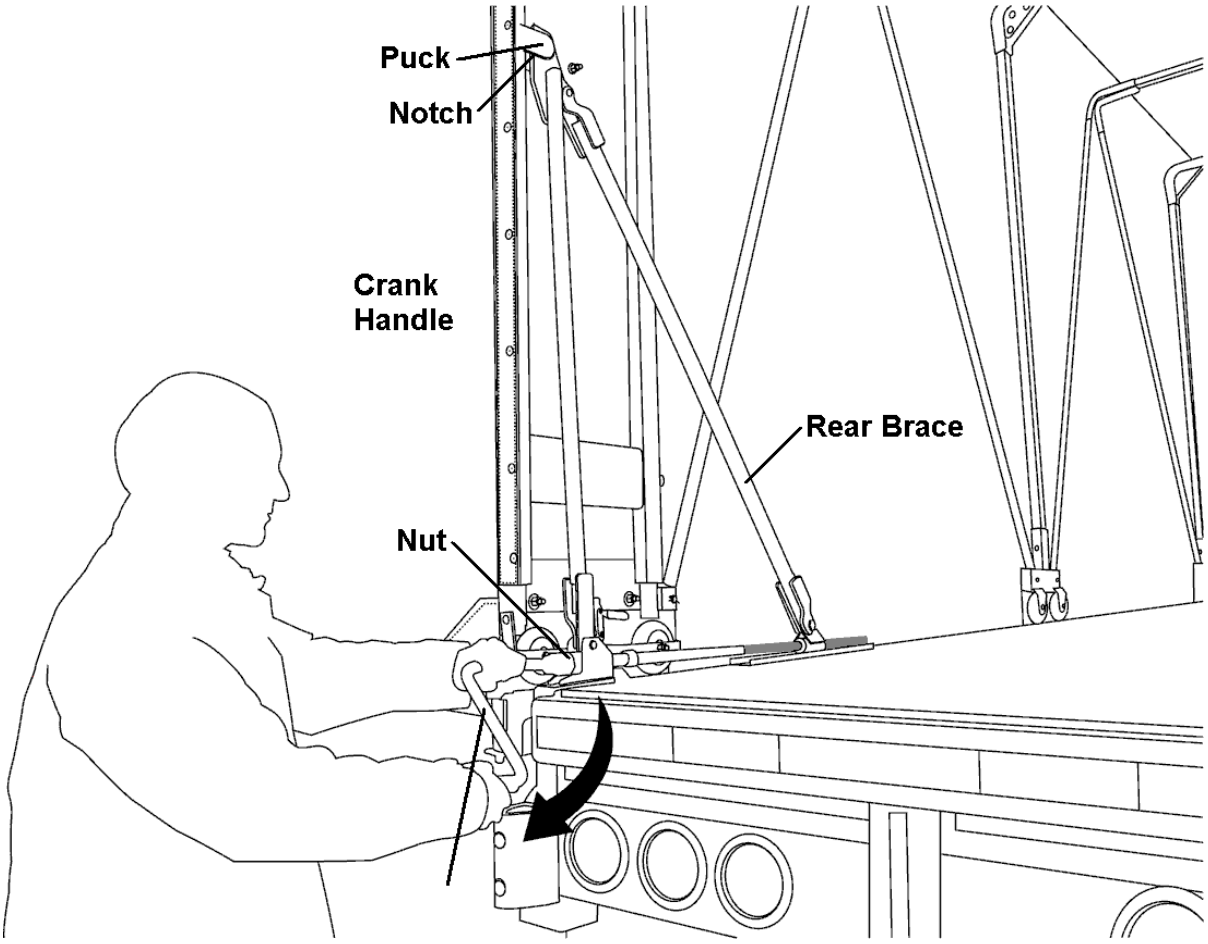
**** Please follow step 2a or 2b according to the year of manufacturing date***.

2a. (2006 to present) If the **rear braces** were removed from the vehicle, place them back on the vehicle ensuring that the **double hook receiver** (refer to F.14) properly engages the **double hook**. There are RIGHT and LEFT designs for the **rear braces**. The system cannot be tightened if the right and left braces are mixed up.

2b. (Before 2006) If the **rear braces** were removed from the vehicle, place them back on the vehicle ensuring that the **rear hook pin** (refer to F.15) is properly inserted

into the **locking hole**. There are RIGHT and LEFT designs for the **rear braces**. The system cannot be tightened if the right and left braces are mixed up.

3. With one hand, pull the **rear bow** towards the back of the vehicle. With your other hand, lean the **rear brace** into the **rear bow** such that the **notch** on the **rear bow** engages the **puck** on the **rear bow** as shown in F.14 and F.19.
4. Insert the **crank handle** onto the **nut** of one of the **rear braces** and tighten the system by turning the **crank handle** clockwise. Do NOT over-tighten the system. On a properly adjusted system, there should be between ½" to ¾" (12 mm to 19 mm) of space between the edge of the **rear carrier** and the **track stopper** (refer to F.05). Most systems have a sticker on the **track** with a mark showing how far to tighten the system. If tightening the system becomes extremely difficult or if the **tarpaulin** remains loose after tightening, the system may be out of adjustment (refer to Section 3.2.2).




**F.19**: Turning the **crank handle** to tighten the **rear brace**

**⚠ CAUTION** OVER-TIGHTENING the system may cause strain on the components and damage the system.

5. Repeat steps 3 and 4 for the other side of the vehicle.

**⚠ CAUTION** ALWAYS tension both left and right sides of the tarpaulin system. Driving the vehicle with only one side of the tarpaulin system tensioned will cause high strain on components resulting in damage to tarpaulin system components and unnecessary repair costs. Such improper use of the system may void the warranty.

6. Put the **crank handle** away in its proper location and secure it with the **rubber strap** so that it does not become lost (refer to F.12).
7. Release the **roll-up handle** from the **rear tarp handle** by undoing the buckles (refer to F.09).
8. Lower the **back flap** by holding the **roll-up handle** firmly with both hands and winding it down.
9. Remove the **roll-up handle** from the **back flap square tube** EXCEPT IN HIGH WIND WEATHER CONDITIONS - REFER TO WARNING BELOW. Put the **roll-up handle** away in its proper location and lock it in place with the **spring bolt** (refer to F.06).

**⚠ WARNING** IN HIGH WIND WEATHER CONDITIONS, leave the **roll-up handle** inserted in the **back flap square tube**. Use the **roll-up handle** to hold the **back flap** down as you approach the corner of the **back flap** closest to you. Once you are able to grab hold of the **back flap**, you may remove the **roll-up handle** and the close the **back flap**.

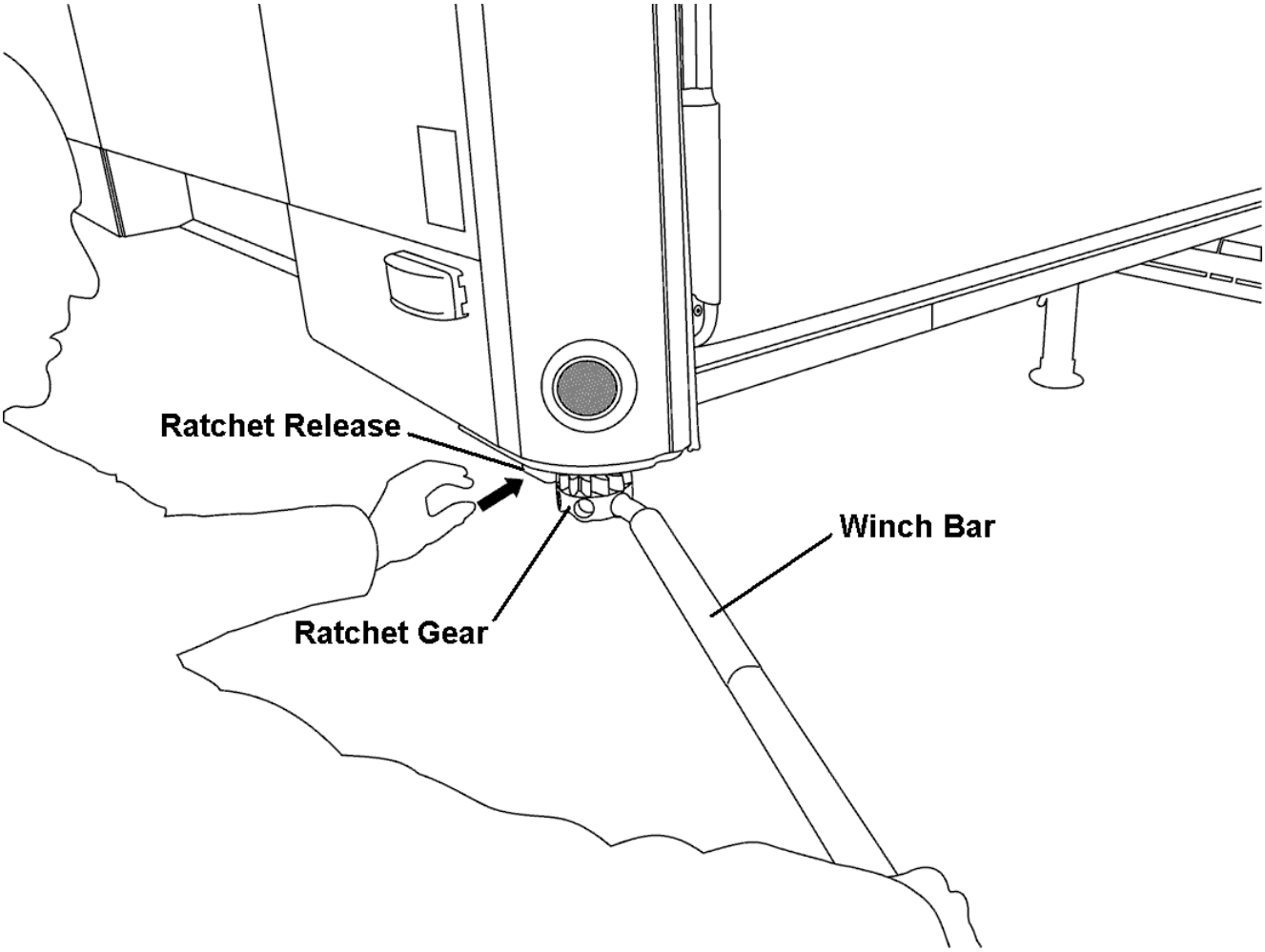
10. It is recommended that the **back flap** is pulled several feet (1 metre) away from the back of the vehicle before fastening it to the **carriers**. This will reduce wrinkling that may occur along the **Velcro** seal (see F.04) of the **back flap**.
11. Secure the **back flap square tube** to the **rear carriers** by ensuring the **flipper tabs** are down on both sides (refer to F.04 and F.05).
12. Do up the **rear tarp handle buckles** on each side of the **back flap** (refer to F.03).
13. Do up the **outer rain flap buckles** on each side of the **back flap** (refer to F.03).

## 1.3 Opening the System: Front to Back

1. Locate the **winch bar** that is provided with the system. The **winch bar** is a loose tool that is normally kept in the vehicle cab.
2. Insert the **winch bar** into the **ratchet gear** as shown in F.20.
3. Place your thumb into the **ratchet release** slot adjacent to the **ratchet gear** as shown in F.20 (a tool such as a screwdriver may be used instead of your thumb).

4. Pull the **winch bar** towards the front of the vehicle to release pressure on the **ratchet release** (refer to step (1) of F.21).
5. When the **ratchet release** becomes loose, push the **ratchet release** towards the centre of the vehicle with your thumb (refer to step (2) of F.21).
6. Hold the **ratchet release** open and rotate the **winch bar** towards the **track** of the vehicle (refer to step (3) of F.21).

**⚠ WARNING** The full tension of the tarpaulin system is transferred to the **winch bar** during opening the system from the front. Place a tight grip on the **winch bar** and stand in a balanced position with your feet apart.

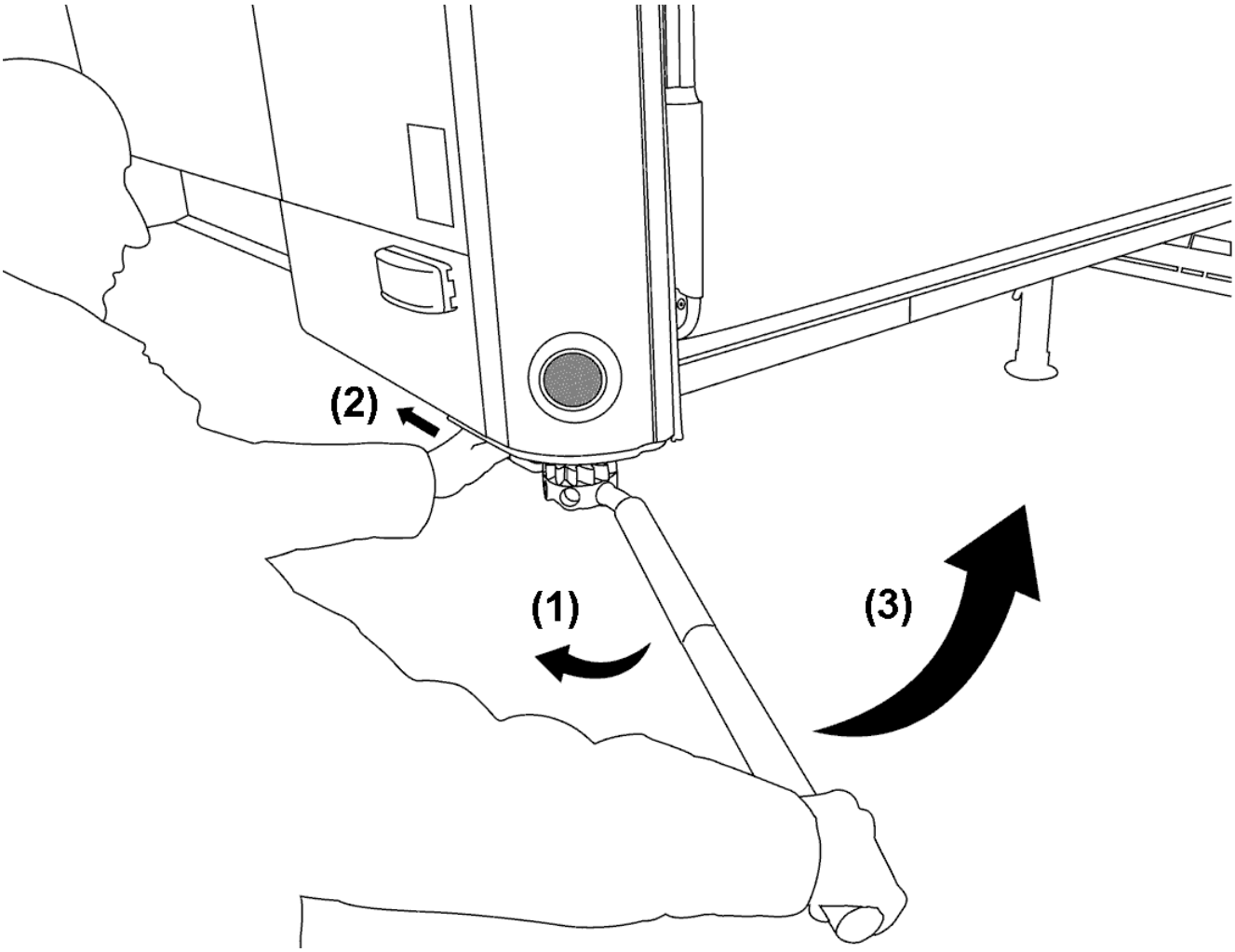



**F.20**: Insert **winch bar** into **ratchet gear** and place thumb in **ratchet release** slot

7. Repeat steps 2 through 6 for the other side of the vehicle.
8. After tension is released, push the **ratchet release** open with one hand (or insert the **winch bar** into the **ratchet release** slot to hold the **ratchet release** open) and push the **front bow** towards the back of the vehicle with the other hand until the **front bow** is moved about 18" (460 mm) away from the **headboard**.

**⚠ CAUTION** Do not insert the **winch bar** into the **ratchet release** slot when the system is under full tension. Release some tension from the system first by applying this procedure (Section 1.3) or loosening the **rear braces** (refer to Section 1.1.3). Failure to release full system tension before using the **winch bar** to directly operate the **ratchet release** may cause damage to the **front bow** or **headboard** and void warranty coverage for these parts.

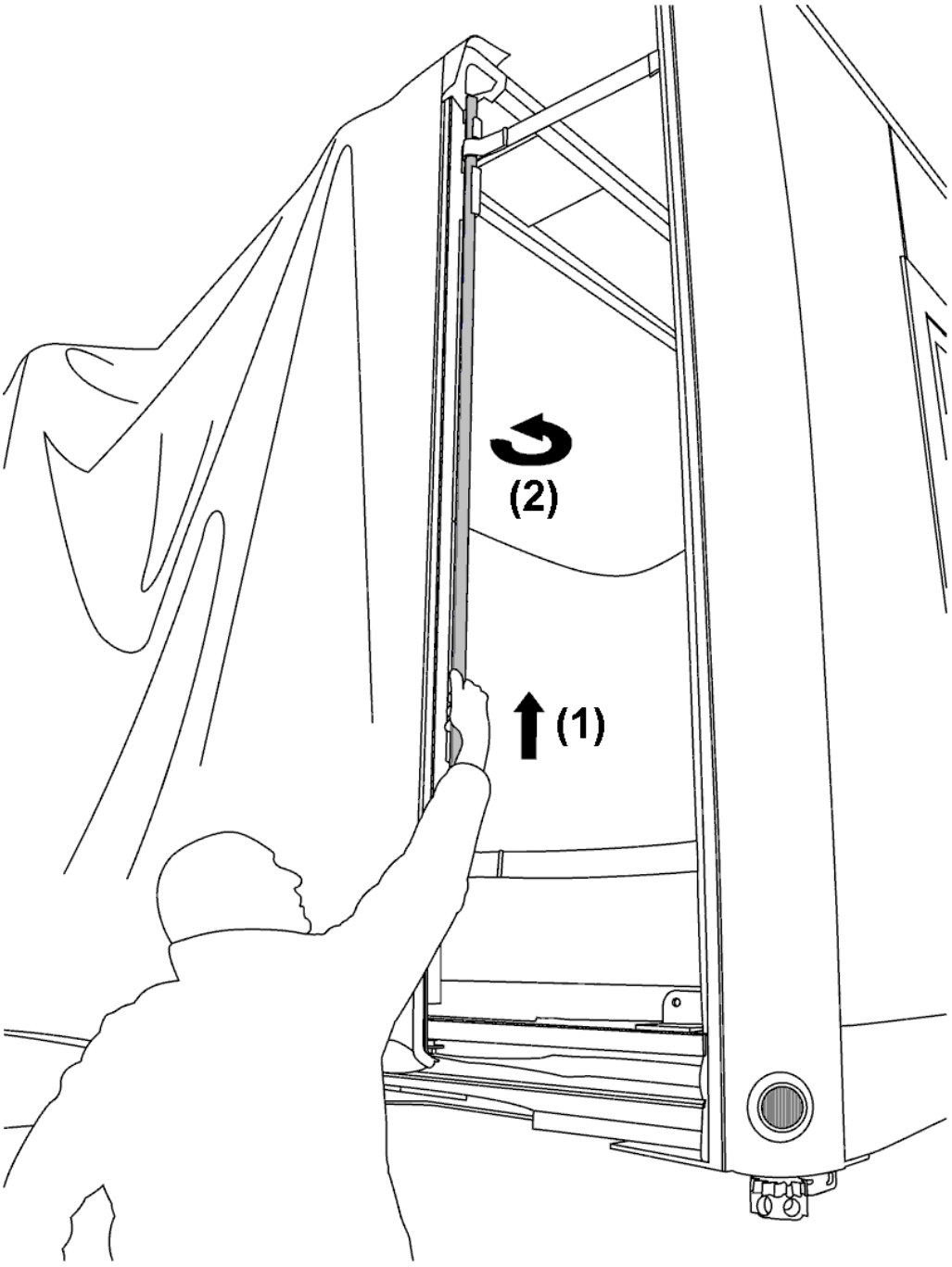
9. Repeat step 8 for the other side of the vehicle.



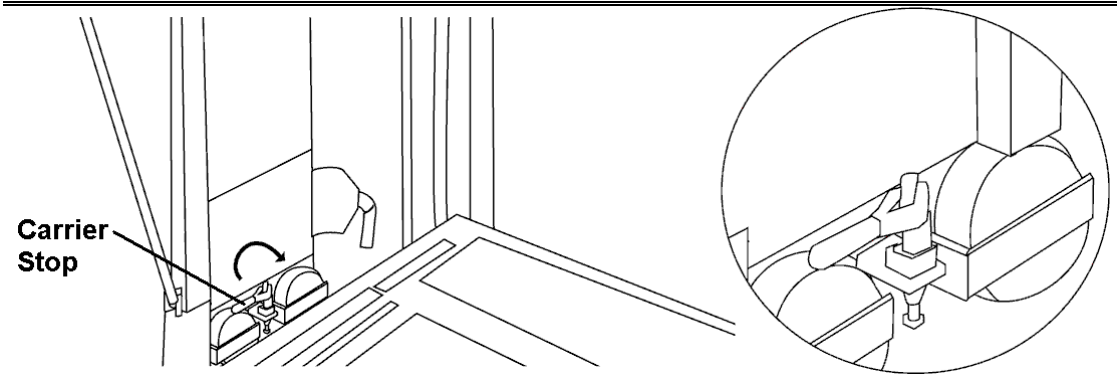

**F.21**: (1) Pull **winch bar** towards front of vehicle; (2) push the **ratchet release** towards centre of vehicle; and (3) when **ratchet gear** releases, rotate **winch bar** towards track.

10. The **pull bars** are connected to the **front bow**. Lift the **pull bar** upward about 1" (25 mm) as shown in step (1) of F.22.
11. Rotate the **pull bar** to release it from the **front bow** as shown in step (2) of F.22.
12. Repeat steps 10 and 11 for the other side of the vehicle.

13. Leave **pull bars** leaning against the **headboard** (refer to F.01.B).
14. Roll the system open using the same procedure described in Section 1.1.4, but using the **front bow** instead of the **rear bow**.
15. (Optional) The system includes a **carrier stop** on the driver side **rear carrier** (see F.17) and **front carrier** (see F.23) of the system. The **carrier stop** can be used to lock the **front carrier** and/or **rear carrier** in place anywhere along the **track** to ensure that the bows do not roll freely.




**F.22**: (1) Lift **pull bar** upward about 1" (25 mm); and (2) rotate **pull bar** to release it from **front bow**

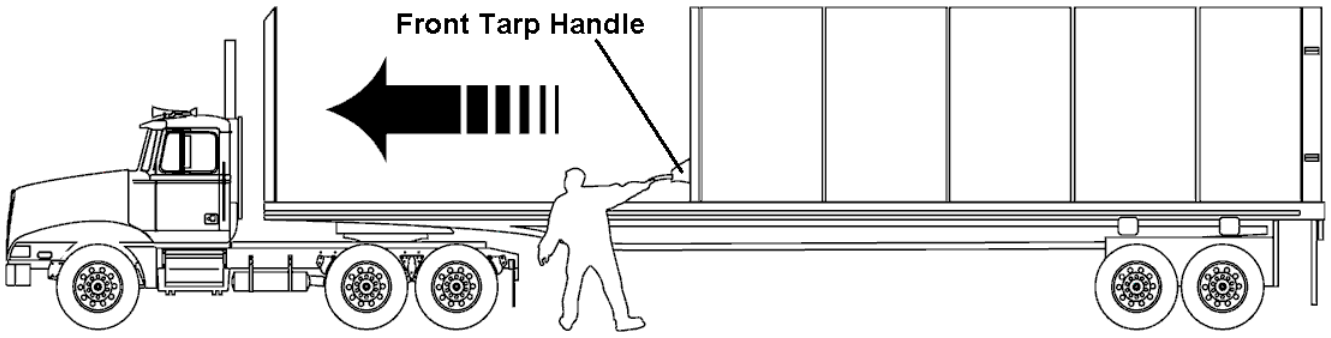



**F.23**: **Carrier stop** on **front carrier**

## 1.4 Closing the System at the Front

**CAUTION** NEVER tighten **rear braces** before completely closing the system at the front. This may cause the system to be over-tightened when the **front bow** is winched to the **headboard**. This over-tightening may damage the **rear braces** or front ratcheting system.

1. Pull the system closed by grabbing the **front tarp handle** or **front bow** and walking the **front bow** towards the **headboard** as shown in F.24.

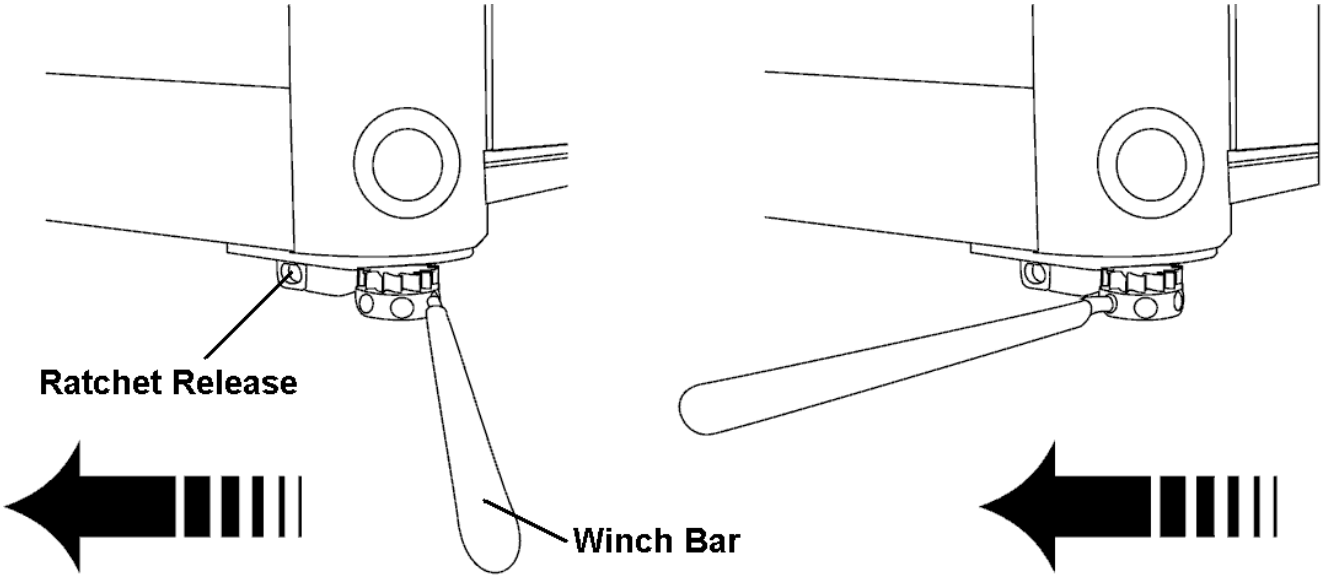



**F.24**: Closing the system at the front

2. Stop the **front bow** about 12" to 18" (300 mm to 460 mm) away from the **headboard** and reconnect the **pull bars**. Apply the method shown in F.22 in reverse.
3. After securing the **pull bar** on each side, use one hand to pull the **front bow** closer to the **headboard** and the other hand to turn the **ratchet gear**. Continue turning the **ratchet gear** as far as possible by hand.
4. Tuck the **front tarp handle** in-between the **front bow** and the **headboard**. As a check, look to see if the **headboard straps** are equal length at the top and bottom of the **pull bars**. If not, check for proper positioning of the **pull bar** or for

twisted **headboard straps**. If the straps still have unequal length, the straps may require adjustment as described in Section 3.2.1.

5. Use the **winch bar** to completely tighten the **front bow** to the **headboard**. Rotate the **winch bar** towards the headboard to tighten the system as shown in F.25.




**F.25**: Using the **winch bar** to tighten the system at the front

6. Repeat steps 3 through 5 for the other side of the vehicle.

**⚠ CAUTION** Check that **pull bars** are properly seated in their holders before tightening the system. If not properly seated, the **pull bars** under high tension can damage the system.

**⚠ CAUTION** ALWAYS tension both left and right sides of the tarpaulin system. Driving the vehicle with only one side of the tarpaulin system tensioned will cause high strain on components resulting in damage to tarpaulin system components and unnecessary repair costs. Such improper use of the system may void the warranty.

# 2 Additional Procedures

## 2.1 Tarpaulin Systems for Drop Deck Trailers

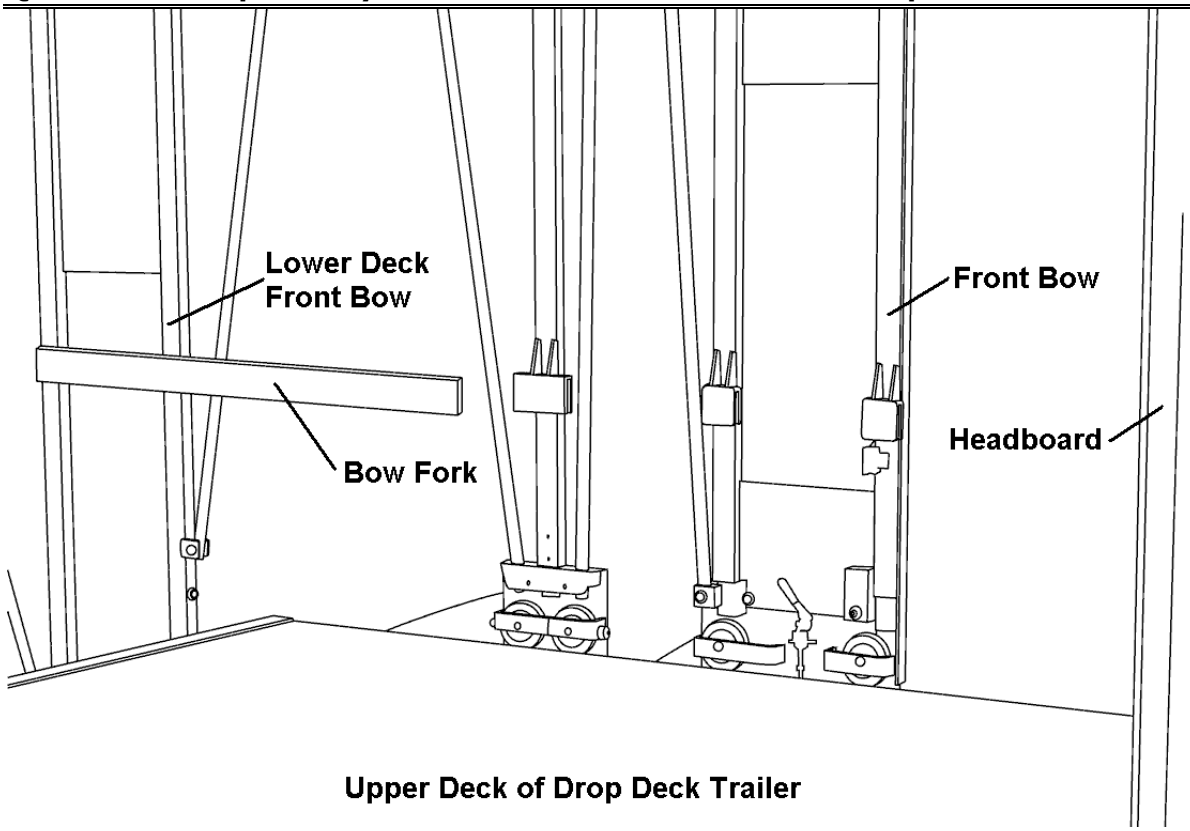
All of the opening and closing procedures covered in Section 1 also apply to drop deck trailers. Opening and closing drop deck trailer systems from the back follows the exact same procedures shown in Sections 1.1 and 1.2, respectively. Opening and closing drop deck trailer systems from the front follows the same procedures shown in Sections 1.3 and 1.4, respectively, and requires the following additional procedures to safely move the tarpaulin system past the drop deck transition point:

### 2.1.1 Opening a Drop Deck Trailer System from the Front

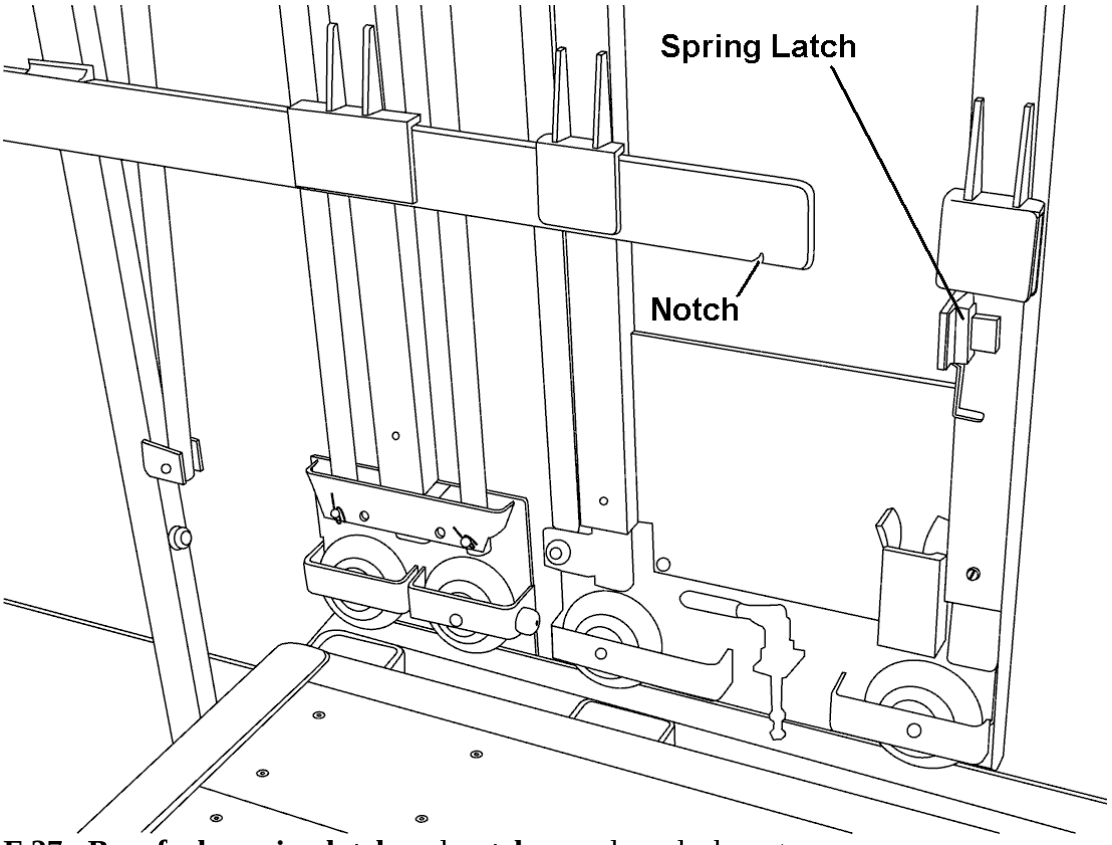
1. To open the system from front to back, follow the procedure in Section 1.3 to detach the **front bow** from the **headboard**.
2. Push the **front bow** towards the back of the vehicle.
3. The **front bow** and intermediate bow on the upper deck will engage the **bow forks** as shown in F.26.
4. Continue pushing the **front bow** all the way onto the **bow forks** until the **spring latch** locks into the **notch** on the **bow fork**. The locations of the **spring latch** and **notch** are shown in F.27. The best way to push the **front bow** all the way onto the **bow forks** is to grab the **front bow** with one hand and the **lower deck front bow** with the other hand and pull these two bows towards each other until the **spring latch** engages the **notch**.

**⚠ WARNING** Be sure that the **spring latch** is properly locked into the **bow fork**. Without proper locking, the bows supported on the **bow forks** may fall off the **bow forks** resulting in possible damage to the tarpaulin system and/or injury to the operator.

5. Repeat steps 1 through 4 for the other side of the vehicle and be sure that the **spring latch** is properly locked to the **bow fork**.
6. Continue pushing the system open. The **front carriers** will move off the end of the upper deck **track**. The **front bow** will be supported by the **bow forks** as shown in F.27.




**F.26**: The bows on a drop deck trailer system




**F.27**: **Bow fork**, **spring latch** and **notch** on a drop deck system

### 2.1.2 Closing a Drop Deck Trailer System at the Front

When closing the system towards the front, care must be taken in aligning the wheels of the **front carrier** with the **track** on the upper deck.

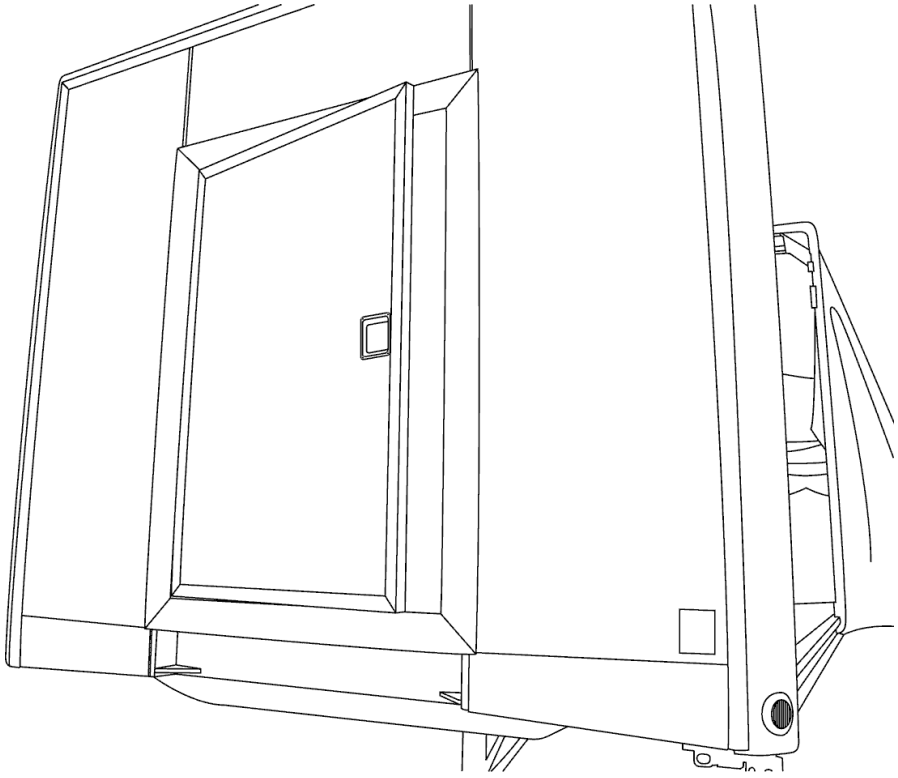
1. Roll the bows SLOWLY towards the front of the vehicle when approaching the transition of the drop deck trailer. Align the **front carriers** with the upper deck **track** as necessary.

**⚠ CAUTION** Misalignment combined with forceful collision of the **front carriers** with the upper deck **track** may damage the tarpaulin system.

## 2.2 Headboard Access Door Option

The **headboard access door**, shown in F.28, is a popular option that allows access to the inside of the vehicle through the **headboard**. The access door is equipped with a lockable T-handle. The key for the lock is tied to the inside handle of the **access door** on a new system.

**⚠ WARNING** The **headboard access door** is provided for easy entry and exit of the tarpaulin system. It is not meant to restrain cargo.



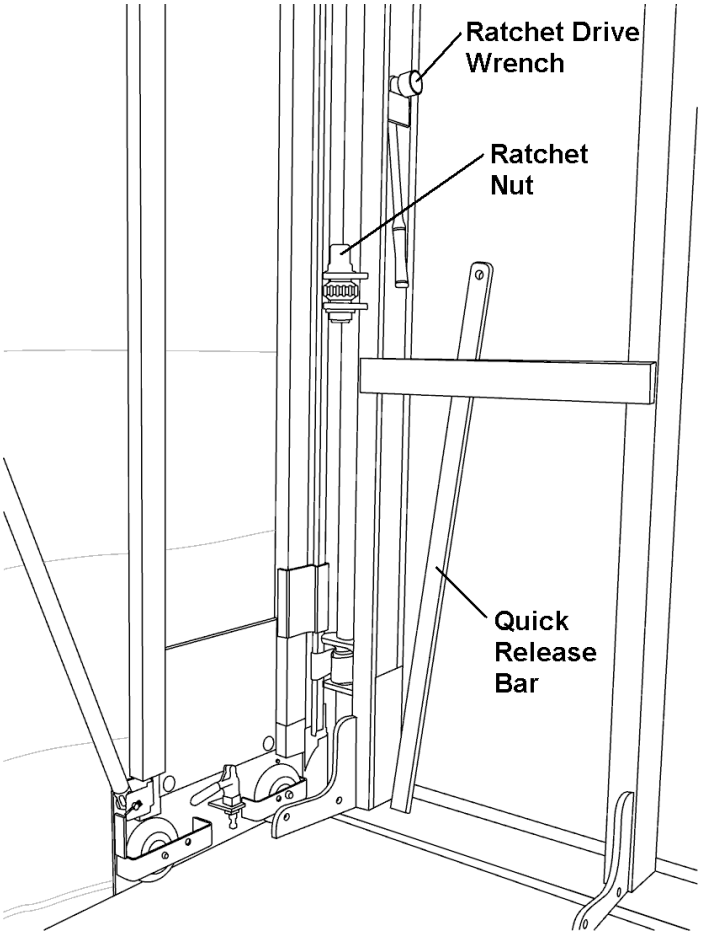
**F.28**: The **headboard access door**

## 2.3 Interior Ratcheting Option

**Interior ratcheting** is an optional feature which allows the opening and closing of the front of the tarpaulin system from the inside front corners of the system. This option makes the tarpaulin system more versatile by providing another method of opening the front.

### 2.3.1 Opening the System Using Interior Ratcheting

1. Release some tension on the **rear braces** before using the **interior ratcheting** (refer to Section 1.1.3 for instructions on releasing tension on the **rear braces**).
2. Go inside the front of the trailer and push the **quick release bar** towards the nearest side of the vehicle to release the remaining tension, as shown in F.29.



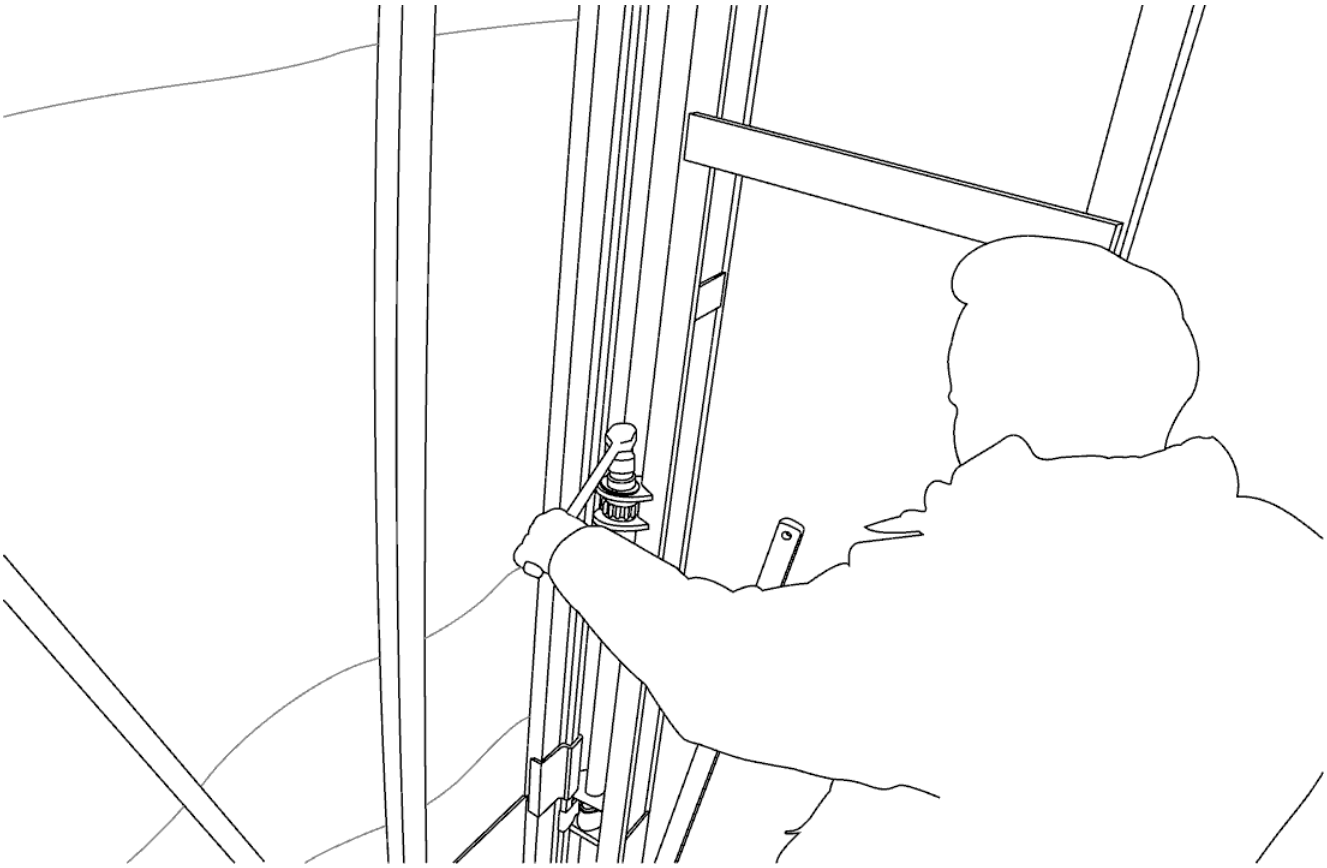

**F.29**: **Interior ratcheting**: push the **quick release bar** towards the nearest side of the vehicle to release tension

3. Hold the **quick release bar** in its releasing position with one hand while pushing the **front bow** towards the back of the vehicle about 12" to 18" (300 mm to 460 mm).

4. Remove the **pull bar** from the **front bow** (refer to F.22) and rest it against the **headboard**.
5. Repeat steps 2 through 4 for the other side of the vehicle.
6. The system may now be rolled opened by pushing the **front bow**.

### 2.3.2 Closing the System Using Interior Ratcheting

1. Pull the **front bow** towards the **headboard**.
2. Attach the **pull bars** to the **front bow**. Be sure the **pull bars** are properly seated and the **headboard straps** are not twisted (refer to step 4 of Section 1.4 for more detail).
3. Locate the **ratchet drive wrench**. The **ratchet drive wrench** is a loose tool usually kept on the inside driver's side of the **headboard** (refer to F.29) or in the vehicle's cab.
4. Place the **wrench** on the **ratchet nut** and rotate the **wrench** towards the **headboard** as shown in F.30.



**F.30**: Closing the system using **interior ratcheting**

5. Before completely tightening the system, be sure to pull the **front tarp handle** in-between the **front bow** and the **headboard**.
6. Repeat steps 4 and 5 for the other side of the vehicle.

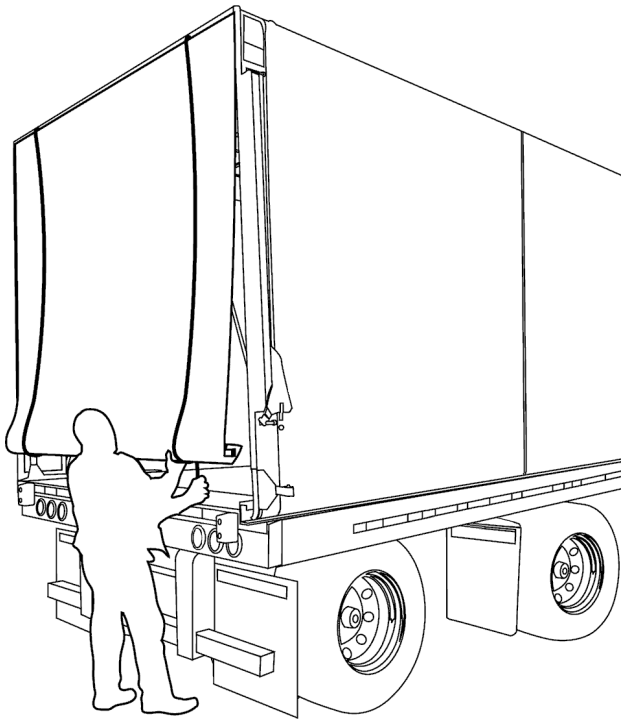
## 2.4 Rope and Pulley Back Flap Option

The rope and pulley **back flap** option provides an alternative method of opening the **back flap**.

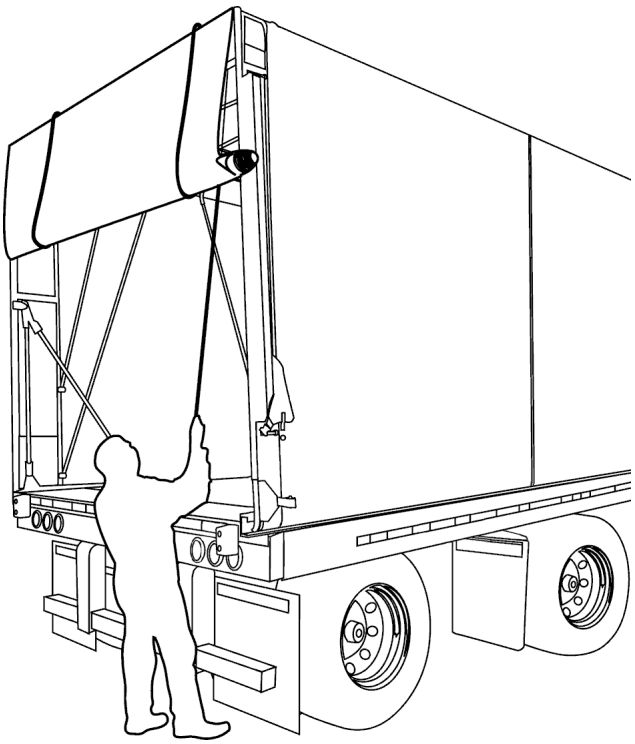
1. Follow steps 1 through 3 in Section 1.1.1 (see F.03, F.04 and F.05) to undo the **buckles**, tuck in the **rain flaps** and undo the **back flap square tube**.

**⚠ WARNING** IN HIGH WIND WEATHER CONDITIONS, hold on to the **back flap square tube** at all times to avoid the **back flap** from being caught by the wind. Failure to follow this procedure in high wind weather conditions may cause the **back flap** to get caught in the wind and cause possible damage to the **back flap**, **flipper tabs** and possible injury to the operator.

2. Start the **back flap** by folding the bottom edge towards the inside of the vehicle as shown in F.31.
3. Pull the rope downward to roll up the **back flap** as shown in F.32.

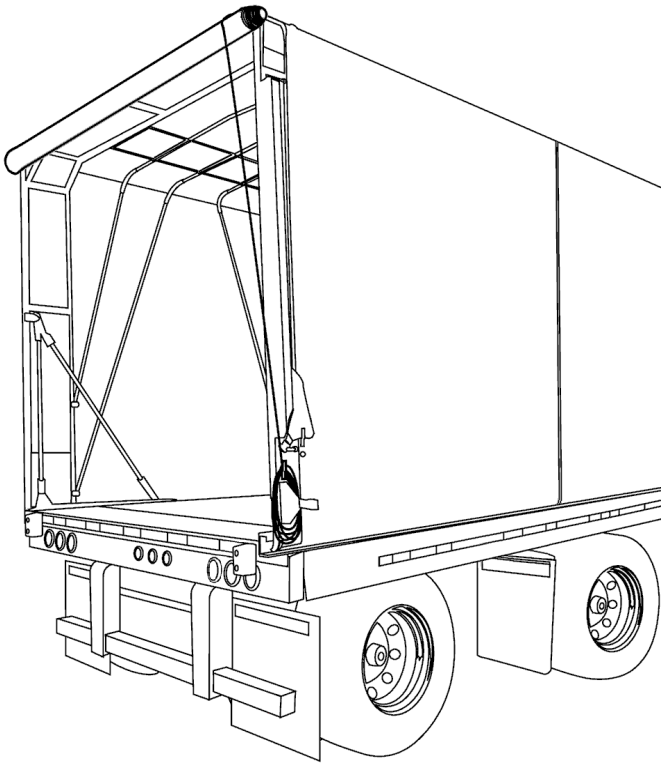


**F.31**: Starting the roll up of a rope and pulley **back flap**



**F.32**: Rolling up the rope and pulley **back flap**

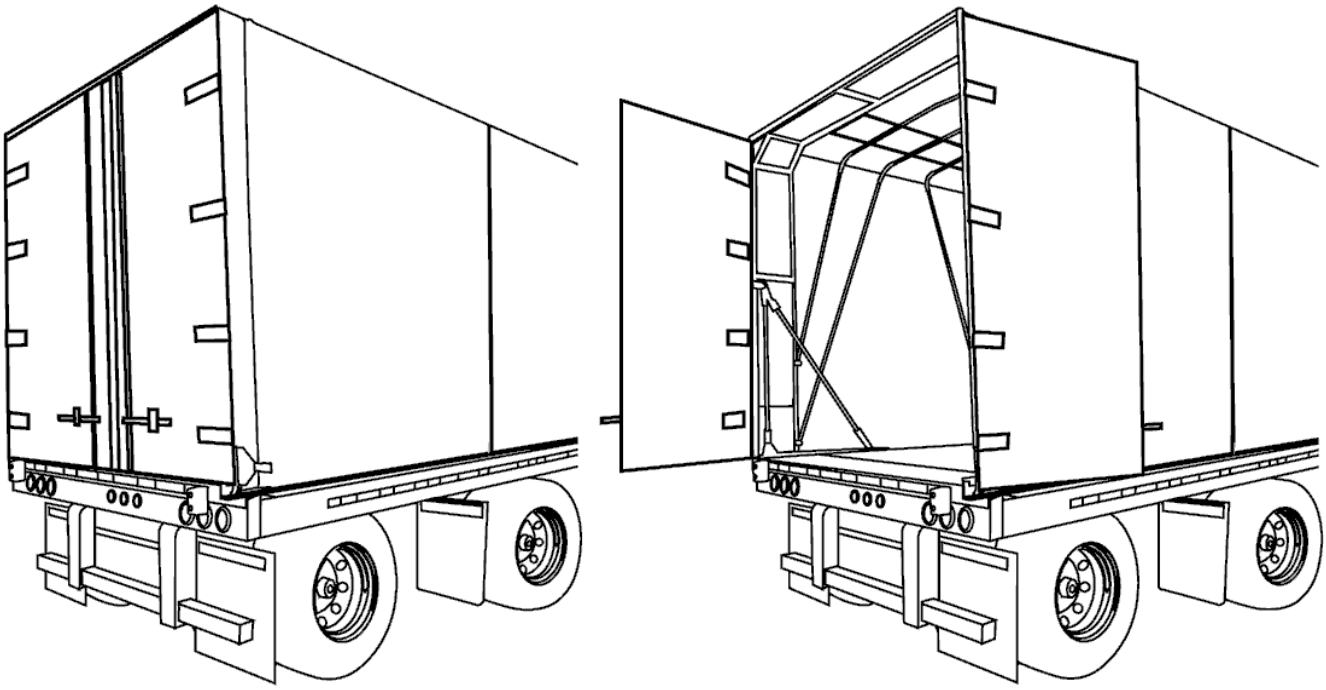
4. Tie off the rope to the bracket provided on the outside of the **rear bow** as shown in F.33.



**F.33**: Tying off the **back flap** after it is rolled up

## 2.5 Van Door Option

The van door option replaces the **back flap**. The van doors are operated the same way as doors on a typical van trailer.



**F.34**: Van doors in closed and open positions

# 3 System Maintenance

The following maintenance procedures are required to maximize the performance and life of your tarpaulin system.

**⚠ CAUTION** Neglecting maintenance or performing improper maintenance may cause accelerated wear on components, degradation of system performance and unnecessary repair costs.

**⚠ CAUTION** Neglecting maintenance or performing improper maintenance may partially or completely void this product's warranty. See warranty for details.

## 3.1 Lubrication

There are three components of this tarpaulin system that require periodic lubrication as shown in the following table:

| Component | Lubrication Period | Lubricant |
|---|---|---|
| 4" Wheels | Every 6 to 12 months | Dura-Lith® EP Grease: Grade / Weight #1 |
| Rear Braces | As necessary | Dura-Lith® EP Grease: Grade / Weight #1 |
| Front Ratchet Pipes | Every 3 months | LPS brand "Red Grease" spray or equivalent |

The following three subsections give details on how to lubricate these components.

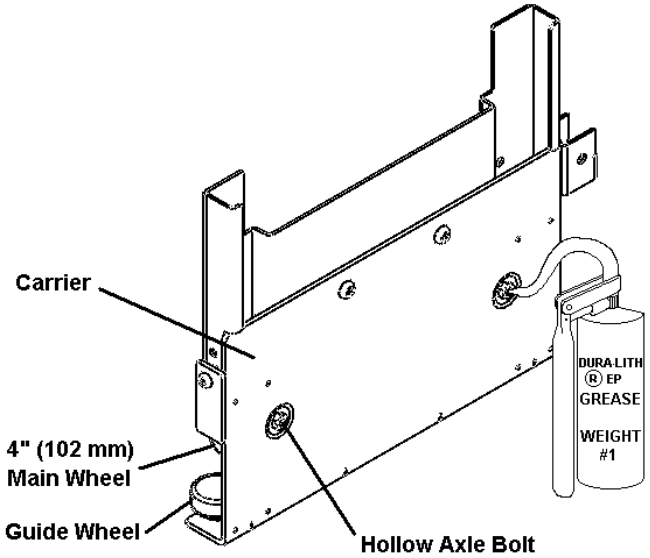
**⚠ CAUTION** Failure to lubricate the system may cause it to become difficult to use or cease up completely. The system may also require lubrication more often than recommended if the vehicle and tarpaulin system are subjected to extremely high usage or winter weather conditions.

### 3.1.1 Wheels

The **4" (102 mm) main wheels**, shown in F.35, require lubrication every 6 to 12 months depending on usage. All **guide wheels** are sealed and never require lubrication. Use only Dura-Lith® EP grease, grade #1 or weight #1. Use the following procedure to apply the lubrication:

1. Open system such that all bows are close together and the **tarpaulin** is loose.
2. Lift up the bottom of the **tarpaulin** to expose the outside surface of the **carriers**.
3. Locate the heads of the **hollow axle bolts**. There is a hole in the centre of these bolt heads.

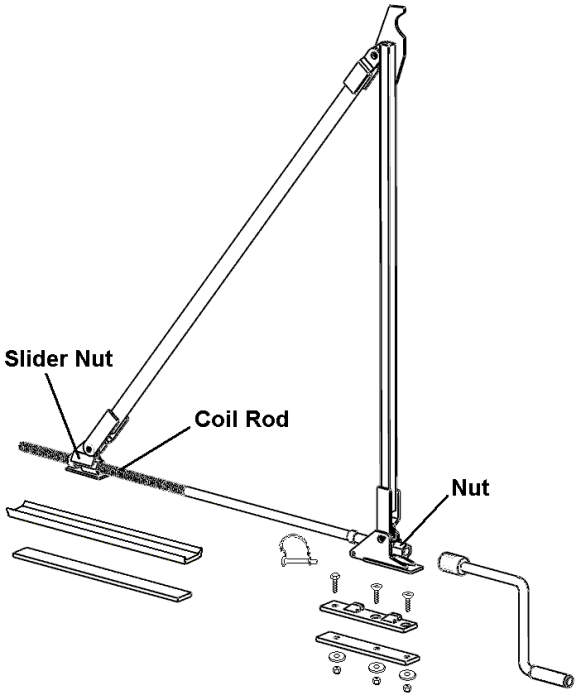
4. With a firm force, place the rounded tip of a grease gun over the hole of the bolt head and apply lubricant generously.




**F.35**: Lubricating the **4" (102 mm) main wheels** on **carrier**

### 3.1.2 Rear Braces

Lubricate **rear braces** as often as necessary to ensure smooth operation. Dura-Lith® EP grease, grade #1 or weight #1 is highly recommended. Do not use heavy greases as these tend to attract dirt that may cause extra wear on the threads. Apply lubricant between **nut**, shown in F.36, and the washer behind the **nut**. Apply lubricant to the last 12" (300 mm) of **coil rod** near the **slider nut** (refer to F.36).




**F.36**: **Rear brace** components requiring lubrication

### 3.1.3 Headboard Pipes

Lubricate the headboard ratchet system every 3 months. More frequent lubrication may be required depending on usage. Use an oil-based spray lubricant (do NOT use water-based lubricants such as WD-40). LPS brand "Red Grease" spray is recommended or an equivalent. From outside the vehicle, lubricate the **ratchet gear** and **ratchet release** as shown in F.20. From inside the vehicle (behind the **headboard**), lubricate ALL contact points between **headboard pipes** and **headboard**. **Headboard pipes** extend from the floor towards the top of the **headboard** along the left and right insides of the **headboard** (refer to F.01.B).

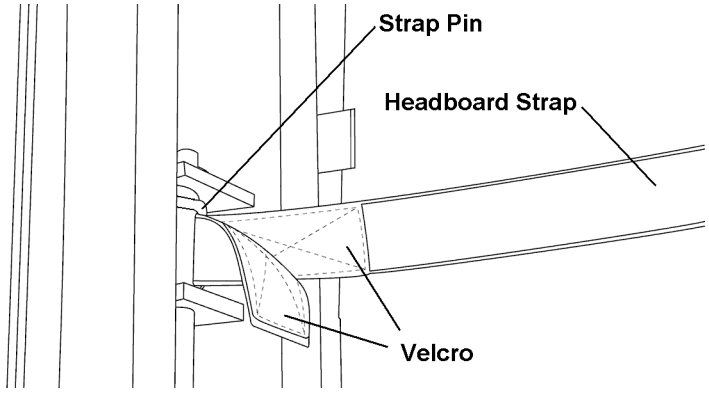
## 3.2 Adjustments

### 3.2.1 Headboard Straps

When the system is closed tight at the front, a proper seal should be formed between the **front bow** and the **headboard**. The rubber seal between the **front bow** and **headboard** should be evenly compressed around the perimeter of the **headboard**. If the **headboard straps** are not adjusted properly, the **front bow** may seal only at the top or bottom, but not both. Gaps will allow rain water to enter the inside of the tarpaulin system. Use the following procedure to adjust the **headboard straps**:

1. Determine which of the four corners of the **headboard** has a gap when the system is closed. This corner(s) corresponds to the **headboard strap(s)** that requires shortening.
2. Open the system at the front as described in Section 1.3.
3. Stretch the **headboard straps** out as far as possible by holding the **ratchet release** open and pushing the **front bow** as far away from the **headboard** as possible (with **pull bars** attached to **front bow**). The **headboard straps** should be completely unwound from the **ratchet pipes** as shown in F.37.
4. Completely separate the **Velcro** on a **headboard strap** that requires shortening.
5. Slide the **headboard strap** around the **strap pin** to shorten as necessary.
6. Do up the **Velcro** on the **headboard strap**.
7. Repeat steps 4 through 6 for each **headboard strap** that requires shortening.
8. Close the front of the system as described in Section 1.4.
9. Check for any gaps between the **front bow** and the **headboard** around the perimeter of the **headboard** (this is best performed from inside the system).
10. If gaps still exist, repeat this procedure.

**CAUTION** **Headboard straps** wear out over time depending on usage of the tarpaulin system. Check the **headboard straps** for excessive wear and replace as necessary. If a **headboard strap** breaks, replace it immediately. DO NOT DRIVE VEHICLE WITH ANY BROKEN HEADBOARD STRAPS.




**F.37**: Adjusting the **headboard straps**

### 3.2.2 Tarpaulin Tension

The **tarpaulin** tension is properly adjusted when the system is new. Over time, the **tarpaulin** may stretch depending on usage and weather conditions. If the **rear carrier** can be moved towards the back of the vehicle by the **rear brace** until its edge touches the **track end pin** and the **tarpaulin** is not fully tensioned at this point, then the system requires adjustment.

The tarpaulin tension is adjusted by appropriately turning and locking the 5 threaded rod adjusters located around the perimeter of the **rear bow** (four adjusters are visible from the ground and the fifth adjuster is located in the center of the roof). Adjustments are performed with the following goals:

1. Proper **tarpaulin** tension is restored.
2. The edge of the **rear carrier** sits about ¾" (19 mm) away from the **track end pin** (see F.05) when the system is fully tightened.
3. The **rear carrier** is positioned at the proper angle such that there is no strain on any of its main wheels and guide wheels.
4. Tarpaulin wrinkles are reduced or eliminated by adjusting the **rear bow** angle.

It is STRONGLY RECOMMENDED that all necessary tarpaulin tension adjustments should be performed by a Quick Draw Tarpaulin Systems authorized dealer or authorized repair facility. Tarpaulin stretching occurs differently for every vehicle. Optimizing the four goals listed above requires practice and can be difficult for someone without experience. A procedure that covers every possibility would be complicated and is not covered in this operator's manual.

## Product Support and Warranty Information

For all product support inquiries, contact the head office or one of the branch facilities:

**Head Office (Installation, Repair, Manufacturing, Customer Support)**:

Quick Draw Tarp Systems Windsor, Ltd.
4975 8th Concession Road, R.R. #3
Maidstone (Windsor)
Ontario, Canada
N0R 1K0

Telephone: (519) 737-6169
Toll Free: (800) 266-8277 (North America Only)
FAX: (519) 737-6205

Website: **www.quickdrawtarps.com**

**Branch Facilities (Installation, Repair, Customer Support)**:

Lancaster, Ontario, Canada (French / **Français** speaking personnel available)
Telephone: (613) 347-1700
Toll Free: (866) 261-7005 (North America Only)
FAX: (613) 347-1706

Dearborn, Michigan, U.S.A. (Spanish / **Español** speaking personnel available)
Telephone: (313) 945-0766
Toll Free: (800) 945-8277 (North America Only)
FAX: (313) 945-0586

Franklin, Kentucky, U.S.A.
Telephone: (270) 586-9333
Toll Free: (866) 302-0005 (North America Only)
FAX: (270) 586-4888

Norfolk, Nebraska, U.S.A.
Telephone: (402) 371-4444
Toll Free: (855) 244-7337 (North America Only)
FAX: (402) 371-3797

**WARRANTY TIME PERIOD & COVERAGE: QUICK DRAW TARP SYSTEMS WINDSOR, LTD WARRANTS THAT IF ANY PART OF THIS PRODUCT HAS A MANUFACTURING DEFECT IT WILL REPLACE THAT PART AT ITS OWN EXPENSE AND OPTION OR WILL CREDIT THE PURCHASE PRICE NOT INCLUDING FREIGHT COSTS OR DUTIES FOR A PERIOD OF (1) ONE YEAR FROM THE ORDERS DELIVERY DATE OR IF INSTALLED BY AN AUTHORIZED DEALER THE PERIOD IS ONE (1) YEAR FROM THE "DATE OF DELIVERY" TO END USER ON THE "REGISTRATION FOR WARRANTY" FORM. QUICK DRAW TARP SYSTEMS WINDSOR, LTD ALSO WARRANTS THE 4" NYLON WHEELS (BEARINGS INCLUDED) AND ALL CAST CORNERS TO BE FREE FROM DEFECTS FOR A PERIOD OF (5) FIVE YEARS FROM THE ORDERS DELIVERY DATE OR "DATE OF DELIVERY" TO END USER ON THE "REGISTRATION FOR WARRANTY" FORM.**.

**TARPAULIN (22 OZ VINYL) SECTIONS, BACK FLAPS, RAIN FLAPS & TARP HANDLES ARE SPECIFICALLY COVERED DURING THE WARRANTY PERIOD FOR DEFECTS IN WORKMANSHIP INCLUDING SEWING, HEAT SEALING & DEFECTS IN MATERIAL INCLUDING THE FORMATION OF CRACKS, HOLES, RIPS AND/OR MATERIAL THINNING WHICH WERE NOT CAUSED BY IMPACT TO THE MATERIAL, HOWEVER, COVERAGE ON THE ACTUAL MATERIAL WILL DEPEND ON THE ABILITY OF THE SUPPLIER FOR QUICK DRAW TARP SYSTEMS WINDSOR, LTD TO HONOR THEIR WARRANTY ON THE TARPAULIN MATERIAL.**.

**ONLY QUICK DRAW TARP SYSTEMS WINDSOR, LTD AND ITS AUTHORIZED DEALERS ARE PERMITTED TO PERFORM REPAIR WORK OR WARRANTY WORK OR DISTRIBUTE REPLACEMENT PARTS UNLESS WRITTEN AUTHORIZATION IS PROVIDED BY QUICK DRAW TARP SYSTEMS WINDSOR, LTD AND SIGNED BY THE COMPANY PRESIDENT.**.

**WARRANTY LIMITATIONS: UNDER NO CIRCUMSTANCES SHALL QUICK DRAW TARP SYSTEMS WINDSOR, LTD BE LIABLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOSS, DAMAGE OR EXPENSE ATTRIBUTABLE TO A LOSS OF USE OF THE PRODUCT, A LOSS OR DAMAGE TO PROPERTY OTHER THAN THE PRODUCT, INCLUDING FREIGHT COST AND DUTIES PAID BY THE BUYER, A LOSS OF EXPECTED INCOME, A LOSS FROM BUSINESS DISRUPTION, OR OTHER COMMERCIAL LOSS, DUE TO ANY CAUSE, IN THE CONNECTION WITH THE PRODUCT OR ITS TERMS & CONDITIONS.**

**THE WARRANTY DOES NOT COVER THE FOLLOWING:**

- **CIRCUMSTANCES BEYOND QUICK DRAW TARP SYSTEMS WINDSOR, LTD'S CONTROL**
- **MALFUNCTIONS OR DAMAGE DUE TO MODIFICATIONS TO THE EQUIPMENT OR INSTALLATION PROCEDURES THAT ARE NOT APPROVED BY QUICK DRAW TARP SYSTEMS WINDSOR, LTD.**
- **MALFUNCTIONS OR DAMAGE DUE TO ACCIDENTS INCLUDING, BUT NOT LIMITED TO, COLLISIONS AND IMPACTS TO THE EQUIPMENT WITH OTHER VEHICLES OR OBJECTS**
- **MALFUNCTIONS OR DAMAGE DUE TO IMPROPER OPERATION OF THE EQUIPMENT AND/OR IMPROPER ROUTINE MAINTENANCE OF THE PRODUCT**
- **MALFUNCTIONS OR DAMAGE DUE TO MISUSE OR ABUSE**
- **ANY FORM OF DAMAGE CAUSED TO THE VEHICLE UPON WHICH THE PRODUCT IS INSTALLED**
- **NORMAL WEAR AND TEAR DUE TO NORMAL USE OF THE PRODUCT**
- **DISCOLORATION OF THE TARPAULIN MATERIAL DUE TO WEATHER OR ENVIRONMENTAL CONDITIONS**
- **DAMAGE TO THE TARPAULIN MATERIAL CAUSED BY TEMPERATURE BELOW -40F**
- **DAMAGE TO TARPAULIN MATERIAL DUE TO OPERATING THE VEHICLE WITH THE TARPAULIN SYSTEM NOT FULLY CLOSED AND /OR PROPERLY TIGHTENED**

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