



WORLD LEADER SINCE 1946

PARTS & SERVICE MANUAL

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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 Hackney and Sons, Inc.

If NHTSA receives similar complaints, it may open 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 Hackney and Sons, Inc.

To contact NHTSA, you may either call the DOT Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Introduction

This manual contains a number of service and operating instructions published by Hackney and Sons, Inc., of Washington, North Carolina, designers and manufacturers of transportation equipment featuring total side access loading. Its purpose is to enable you to properly and safely operate and maintain your Hackney equipment. If instructions in this manual are followed, you should be able to prolong the life of your Hackney equipment.

Read through the manual so you will be familiar with its contents. Then save it for future reference. From time to time, new pages will be added to this manual and old pages will be updated. For this reason, the manual is published in loose leaf form.

Your copy of this manual may not include all the sections listed in the Table of Contents. This is because some sections may pertain to equipment you do not have. If you would like to receive any section or page, ask the Hackney Parts Department to have it sent to you.

Each page contains an issue date. The Table of Contents also lists the latest issue date for each page. If you have a page that is older than the date indicated for it in the Table of Contents, ask the Hackney Parts Department for the latest edition of that page.

Throughout this manual the abbreviation "P/N" is used. This stands for PART NUMBER and always refers to a Hackney part number.

TWO ADDITIONAL POINTS

1. Improvements in truck body design are constantly being made. Therefore, the features on your Hackney bodies and trailers may not necessarily be the same as those shown in this manual. However, the principles involved are usually the same and the features should be similar, so the manual may be used as a guide when performing the corresponding operations on your Hackney equipment.

2. This manual covers many features of Hackney equipment. However, you may need some information that is not provided here. If so, do not hesitate to ask the Hackney Parts Department for it. Your comments may help us improve this manual. Phone (252) 946-6521, Parts Dept. (877) 238-7278, Fax (252) 975-8368, Toll Free (800) 763-0700.

IMPORTANT SAFETY NOTICE

It is important to note that some warnings against the use of specific operating and service methods that can damage the unit or render it unsafe are stated in this manual. These warnings are not exhaustive. Hackney and Sons, Inc. could not know of all possible operating and service methods that could be performed on the equipment it manufactures nor of the possible hazardous consequences of each method. Therefore, anyone who uses an operating or service method which is not recommended by Hackney and Sons, Inc. must first satisfy himself that the method he uses will not result in damages or unsafe conditions.

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 Hackney and Sons, Inc., 400 Hackney Avenue, Washington, North Carolina 27889 U.S.A. Attention: Product Development. Phone (252) 946-6521, Fax (252) 975-8342, Toll Free (800) 763-0700.

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GENERAL

Glossary of Terms

COMMON TO THE BEVERAGE EQUIPMENT INDUSTRY

One or more letters from the following list will follow each term and serve to classify the term:

B - Specific body type
C - Chassis component or feature
D - Deck body component or feature

G - General
P - Pallet body or trailer component or feature
T - specific trailer type

Advertising Compartment (D, P) - a compartment built in a body or trailer specifically to house advertising materials.

A-Frame (P) - the lengthwise covered structure in a body which separates the streetside bays from the curbside bays.

Antilock Device (C, T) - see "Antiskid Device".

Antiskid Device (C, T) - An electronic device which senses when a wheel is about to lock up during braking and automatically releases the brakes by an amount sufficient to prevent lockup. Required on vehicles with air brakes by FMVSS #121.

Bay (P) - see "Pallet Bay"

Bay Dimensions (P) - when standing outside a body and viewing an open pallet bay, the bay width and height are:

bay width - the horizontal opening from left to right.
bay height - the vertical opening between bottom and top rails.

When standing inside a pallet bay with the door closed, the bay depth is the dimension from the inside of the door to the A-frame at the closest point.

Beverage Body (G) - a structure mounted on a chassis for the primary purpose of transporting beverages, including soft drinks, bottled water, beer, and wine.

BMCS (G) - abbreviation for Bureau of Motor Carrier Safety, the Federal Government Agency which establishes and enforces safety regulations to be observed while operating motor vehicles in interstate commerce. Many states have also adopted these regulations to be observed during intrastate operations within their boundaries.

Bottom Rail (D, P) - the horizontal structural member which runs longitudinally along the lower outside portion of a beverage unit, immediately under the doors.

Bulk Delivery Unit (B) - a unit which is designed to transport beverages arranged for unloading by a method different from one case at a time; may transport beverages in carts, portable displays, or on pallets.

Bulkhead (P, D) - a structure designed to prevent forward or rearward motion of the cargo.

C. A. (C) - abbreviation for cab-to-axle. Horizontal dimension from the rearmost point of the truck cab to the center line of the rear axle on a single rear axle truck chassis. On a tandem rear axle truck chassis, the center line is taken midway between the two rear axles and the dimension is called cab-to-tandem (C. T).

Cab (C) - the passenger carrying compartment of a truck chassis.

Cart Carrier - a handtruck carrier.

Center of Gravity (G) - the location in a vehicle at which half of the gross weight is on either side of that point, i.e. the balance point. The horizontal center of gravity is the point at which half of the gross weight is forward, and half of the gross weight is rearward. The vertical center of gravity is the point at which half of the gross weight is below, and half the gross weight is above.

Certification (G) - the legal requirement imposed by Public Law 89-563, the National Traffic and Motor Vehicle Safety Act of 1986, on final stage manufacturers to certify that the vehicle as manufactured by them complies with all applicable Federal Motor Vehicle Safety Standards as of the date of manufacture.

Chassis (C) - a vehicle that is complete except for a body. It can be a truck chassis or a trailer chassis. Also used to refer specifically to the metal frame of such a vehicle.

Chassis Cab (C) - same as "Chassis".

Chip Case Compartment (D, P) - a compartment built into a body Or trailer to carry broken cases, glass, etc.

Corner Post (D, P) - the vertical structural member which forms the front and rear vertical corners of the body or trailer.

Counterbalance (D, P) - a springloaded device which acts as a counterweight to an overhead door.

Curbside (G) - the right side of a vehicle when it is viewed from the rear.

Curb Weight (G) - see "Tare Weight".

Deck (D) - a series of side-by-side horizontal transverse slide structures for carrying beverage cases.

Deck Body (B) - a beverage body containing several decks (located one above another) into which cases of beverages are hand-loaded.

DOT (G) - abbreviation for United States Department of Transportation.

Door Lock (D, P) - a mechanical device which prevents doom on a beverage unit from being opened and which is secured by a lock One lock may be used to lock one or several doors.

Door Track (D, P) - a channel which constrains and guides overhead doors. A pair of tracks is used for each door.

Driveshaft (C) - a section of round tubing with a connecting joint on each end. One or more driveshafts connected together are used to transmit power from the transmission to the rear axle of a truck chassis.

Drop Frame (C) - a chassis frame which has portions offset or "dropped", below the original frame level to permit accommodation of a body of special design. Its purpose is to lower the payload and vertical center of gravity.

Drop Frame Body (G) - a body which has portions of its payload-carrying area lowered in such a manner that it takes advantage of the drop frame chassis.

Drop Shelf (P) - a deployable shelf parallel to the bay floor designed to permit carrying of separate loads within the same bay. It may be removable or permanently installed as a hinge shelf.

End Section (D, P) - a structure which forms the front or rear end of a beverage body.

EPA (G) - abbreviation for Environmental Protection Agency, the Federal Government Agency which establishes and enforces standards to protect the environment. These standards include pollution of the air and water and noise pollution.

Fifth Wheel (C, T) - a flat disc with a coupling slot, mounted on the rear of a truck-tractor, used to tow a trailer. A fifth wheel supports the front end of a trailer through contact with the king pin plate and tows the trailer through coupling with the king pin.

Floor (P) - the structure which forms the bottom of a pallet bay.

Floor Pitch (P) - the amount which a pallet bay floor is tilted below horizontal toward the A-frame. Pitch is measured in degrees or inches. Its purpose is to prevent outward load shifting when the truck turns a corner.

FMVSS (G) - abbreviation for Federal Motor Vehicle Safety Standards, established by NHTSA, US DOT Vehicle manufacturers (including anyone who installs anything of a work-performing nature on a vehicle) must certify that the vehicle meets all applicable FMVSS when they complete their work on it.

Fork Lift (G) - a mechanical device, normally self-propelled, containing two horizontal forks which are inserted into a pallet and is able to lift and transport pallets in this manner.

GAWR (G) - abbreviation for Gross Axle Weight Rating; the capacity of the weakest component of an axle assembly, which includes springs, axles, brakes, wheels, and tires. This represents the maximum weight, measured at the ground, which the axle assembly is capable of safely carrying.

GCWR (G) - abbreviation for Gross Combination Weight Rating; the certified capacity of a truck-tractor indicating maximum weight of truck-tractor and trailer combined for which the truck-tractor possesses adequately-rated components.

GVWR (G) - abbreviation for Gross Vehicle Weight Rating; the maximum total vehicle weight: measured at the ground, for which the vehicle possesses components adequately rated to safely carry. It cannot exceed the sum of the GAWR's and is normally equal to that sum, although it can be less if the chassis or other connecting members are not sufficiently strong to safely carry a Gross Weight equal to the sum of the GAWR's.

Glad Hand (T) - a unique air coupling installed on a trailer which mates with the air hose from the tractor to provide brake and other controls between the tractor and the trailer.

Grab Handle (G) - a handle grip, either recessed or installed externally, which an employee working on the vehicle is able to "grab" to pull himself up into the vehicle.

Gross Weight (G) - the total loaded weight of a vehicle, measured at the ground. Gross weight is equal to the sum of tare weight plus payload.

Handtruck (G) - a device for carrying several cases of beverages from the route truck to the delivery point. It normally consists of a framework containing a lip at the bottom for supporting the cases, along with an axle and two wheels for rolling the loaded handtruck around. Handtrucks of special design also include mechanisms for negotiating stairs, auxiliary casters to convert it into a four-wheeled dolly, etc.

Handtruck Carrier (or Rack) (D, P) - an assembly mounted externally on a truck chassis, body, or trailer for carrying a handtruck.

Handtruck Compartment (D, P) - a compartment recessed into the rear or side of a beverage unit to carry a handtruck.

Heater (D, P) - a gasoline, electric, exhaust, or hot water heater installed in a body to keep the liquid payload from freezing during cold weather.

Hinged Shelf (P) - see "Drop Shelf".

Jackshaft (C) - a driveshaft which is added to a truck chassis by someone other than the original manufacturer of the chassis in the process of changing the C. A.

King Pin (T) - a large steel pin installed in the center of a flat metal plate beneath the front of a trailer. The kingpin is designed to mate with a fifth wheel installed on the pulling vehicle to serve as a pivoting, pulling device.

King Pin Plate (T) - a flat plate, normally with an upturned front edge, installed horizontally on the front underside of a trailer. The king pin plate transfers the weight of the front portion of the trailer to the fifth wheel of the pulling vehicle and pivots by sliding on the fifth wheel.

Landing Gear (T) - retractable legs at the front of a semi-trailer which serve as support when the trailer is disconnected from the tractor and facilitates the mating of the king pin with the fifth wheel during coupling.

Lift Truck (G) - see "Fork Lift".

Load Bars (P) - a pair of metal bars connected between the sides of a pallet bay and parallel to the floor to divide the bay and permit carrying of an additional pallet of beverages placed on the load bars. Used in lieu of a drop shelf.

Lunette (Eye) (T) - a steel eye mounted on the tongue of a converter dolly designed to couple with a pulling vehicle having a pintle hook.

Money Box (D, P) - a locked box installed in a truck cab or body and used to safeguard cash collected on the route.

Mount (G) - to install a body on a chassis and to fasten it to the chassis so that they effectively become one unit.

NHTSA (G) - abbreviation for National Highway Traffic Safety Administration, the Administration of the United States Department of Transportation which establishes and enforces Federal Motor Vehicle Safety Standards as prescribed by PL 89-563.

OSHA (G) - abbreviation for Occupational Safety and Health Administration, the Federal Government Agency which establishes and enforces standards to protect the worker in his workplace. Trucks are considered to be workplaces.

Overhead Door (D, P) - a door which is raised to open it. Beverage body overhead doors can be made of interlocking extrusions, hinged plywood sections, or a single flexible sheet of aluminum or fiberglass-reinforced plastic.

Pallet (G) - a frame on which cases of beverages are stacked. The frame is designed to accept fork lift forks so that a fork lift can be used to move the stacks of cases. Pallets are normally six inches thick or less.

Pallet Bars (P) - see "Load Bars".

Pallet Bay (P) - a payload-carrying compartment in a pallet body. Pallet bays of the greatest height in a body are called "tall" bays. All other pallet bays are called "short" bays.

Pallet Body (B) - a beverage body in which pallets of payload are carried.

Pallet Jack (or Mover) (G) - a mechanical device containing forks similar to a fork lift and operating on caster wheels.

Partition (P) - a covered structure in a pallet body which separates two adjacent pallet bays and provides side walls for them. Also referred to as "bulkhead".

Payload (G) - the net weight of the cargo carried by a vehicle.

Pinch Frame (C) - a chassis frame which has two rails with corresponding offsets moved inward toward its longitudinal center line, thus reducing total frame width.

Pintle Hook (C) - a heavy hook with a safety latch installed on a vehicle to allow it to pull a trailer equipped with a lunette (eye).

Pre-Mix (or Post-Mix) Body (B) - a beverage body specifically designed to carry pre-mix (or post-mix) tanks. Such a body is usually smaller than a body that carries case goods.

Rack Body (D) - see "Deck Body".

Roof (D, P) - the covered structure which forms the top of a beverage unit.

Root Rail (D, P) - the horizontal structural member which runs longitudinally along the top outside portion of a beverage body or trailer, above the doors.

Route Trailer (T) - an intermediate-sized semi-trailer used on a long or high volume route (route deliveries), from which cases are off-loaded similar to a pallet body.

Safe (D, P) - see "Money Box".

Side-Mounted Tank (C) - a fuel tank designed to be mounted on the side of a truck chassis outside the frame rails and beneath the truck body.

Skid (P) - see "Pallet".

Skirt (D, P) - a vertical sheet-metal area which covers an unused space in the side of a body or trailer below the doors.

Skirt Compartment (D, P) - a compartment that is recessed into a skirt.

Slip Sheet (G) - a method for handling stacks of beverages by fork lift without a parallel: consists of a low-friction sheet below the stack with a front tab which can be gripped by a special device on a lift truck and pulled, or "slipped" onto the lift platform.

Spline (C) - a geared end of a driveshaft which mates with an appropriate geared recess by which power may be transmitted while permitting the driveshaft to move in and out to compensate for other motion within the driveline system.

Starter Bay (P) - a bay which is normally left empty when the body or trailer is loaded and which will be loaded with empties until another pallet bay is emptied. Starter bays can be deep or short (see "Pallet Bay") and may be special bays narrower than normal pallet bays.

Step (D, P) - a device on or in a body or trailer on which to stand in order to reach or climb higher into or onto the body or trailer.

Step Tank (C) - a fuel tank designed to be mounted in place of the side step of a truck cab below the driver's or passenger's door, designed with a foot step built into the tank.

Straight Frame (C) - a chassis frame in which the primary members are straight and continuous. Generally used to refer to an unaltered frame

Straight Frame Body (G) - a body which has all its payload-carrying area above the straight frame of its chassis, avoiding the necessity for modifying the frame.

Streetside (G) - the left side of a vehicle when it is viewed from the rear.

Tag Axle (C) - an auxiliary axle installed in conjunction with the rear axle of a two-axle truck to convert it into a tandem. A tag axle is installed behind the rearmost axle, thus extending the length of the wheelbase.

Tandem (C) - two axles installed in close proximity at the rear of a vehicle so that they function effectively as one, thereby increasing the load-carrying capability of the vehicle.

Tare Weight (G) - the total weight of an empty vehicle in a condition ready to receive a payload.

Track Insert (D, P) - the removable portion of an overhead door track. Removal of the insert leaves an opening in the track through which the door can be installed or removed.

Tractor (C) - a truck tractor: a vehicle designed to pull a trailer. A standard truck chassis may be converted to a tractor by adding a fifth wheel.

Trailer (G) - a vehicle which contains no power source and therefore must be towed by another vehicle. A full trailer is self-supporting when it is disconnected from its towing vehicle. A semi-trailer must have auxiliary supports under its forward area when it is disconnected from its towing vehicle.

Transport Trailer (T) - a large semi-trailer used to transport payload between distribution centers.

Universal Joint (C) - a driveshaft connecting joint consisting of two facing "U" shaped joints joined by a cross-shaped connection, thus permitting the two shafts to pivot about the joint while transmitting power.

W. B. (C) - abbreviation for wheelbase. Horizontal dimension from center line of front axle to center line of rear axle on a single rear axle truck chassis, or to center line of tandem on a tandem rear axle truck chassis.

Wheel Track (C) - a measurement of the amount a rearward axle is off-centered from the axle ahead of it when the vehicle is travelling in a straight line.

Wheelhousing (D, P) - an area which usually extends into the payload-carrying portion of a body or trailer in order to provide clearance for the tires.

Return Goods Policy

Effective 2/1/98

Exchange or credit of Hackney & Sons aftermarket parts may be allowed based on the following criteria:

- Refunds or exchanges must be requested within 30 days of receipt.
- Only reusable parts, in new condition will be considered for return. Returns cannot be accepted on custom manufactured or special order items.
- Returns will not be accepted without authorization, and a Returned Goods Authorization (RGA) number.
- All returns must have freight prepaid. Hackney will reimburse freight if return is due to error in product or processing. Customer is responsible for freight if return is a customer accommodation.
- 25% restocking fee will be charged on all customer accommodation returns.

All returns must be sent to the point of origin.

Paint Care Recommendations

Within 30 days after delivery, while your paint finish is new, clean it frequently with a water rinse. Do not use anything abrasive on the finish for the first 30 days. Brushes, chemicals, and cleaners may scratch the new finish. If the vehicle is extremely dirty, use a mild detergent, not a strong soap solution.

The PH level of cleaning solutions should be neutral with a PH of 7, but not exceed a PH of 9.

Pressure washing machines should be limited to 700 PSI pressure.

Avoid washing the vehicle in the hot sun or wiping it dry with a dry cloth.

Use plenty of water when washing your vehicle.

Do not wax the vehicle during the first 120 days after painting.

Do not remove ice or snow from the painted surface with a scraper of any sort.

Do not allow diesel fuel, gasoline, antifreeze, or brake fluid to stand on the painted surface. Remove by rinsing with water.

Have any nicks or bruises to the finish touched up as soon as they occur to protect against corrosion.

Park the vehicle in a sheltered area whenever possible, to extend the life of the paint finish.

Warranty Claim Procedure

1. If you have an equipment problem that you feel the Hackney warranty should cover, call Hackney and Sons, Inc. Toll Free 800-763-0700 or 252-946-6521 (Fax 252-975-8340) and ask for the Warranty Services Manager. Please give our authorized representative the following information:
 - Your company name, address and phone number
 - Your name
 - The Hackney serial number of the body
 - A brief description of the problem

2. The Hackney Warranty Manager or authorized representative will determine what to do from this point. He will advise you as to whether the item is actually covered by the Hackney Warranty.

Frequently, questions arise on what parts of the truck chassis are covered by the Hackney Warranty. Hackney warrants any part of the chassis that it alters (this only covers problems actually caused by the alteration). Specifically included in the alteration of a chassis would be the frame material added by Hackney and the attachment of it to the original frame; driveshafts, brake lines, electric wiring and fuel lines added or altered; exhaust pipes altered; fuel tanks added; and the original equipment (such as batteries, air tanks, etc.) moved. The Hackney Warranty does not cover items Hackney did not add, alter or move, such as a driveline that was not modified or axle misalignment that existed before the chassis was altered by Hackney. These items should be covered by the truck manufacturer through your local truck dealer.

3. If the Hackney Warranty Manager or authorized representative determines that the problem is covered by warranty, he may request you bring the vehicle to a Hackney Service Center or dispatch one of our service trucks to your plant at the earliest possible date if a service truck is available.
4. If a Hackney Service Truck is not available, he may authorize you to have the problem repaired locally under the Hackney Warranty. You should do three things while you are talking to him:
 - A. Be sure he gives you a Warranty Control Number to put on the bill. No bill for warranty work will be paid unless it has a proper Warranty Control Number on it.
 - B. Ask him whether he wants the defective parts returned to Hackney. Hackney reserves the right to refuse a warranty claim if the defective parts are not returned. Although there will be some cases when it is unnecessary or impractical to return defective parts, the decision must be made by Hackney.
 - C. Provide an estimate of the cost if possible.

IMPORTANT

HACKNEY AND SONS, INC. WILL NOT BE RESPONSIBLE FOR PAYMENT OF ANY CHARGES INCURRED BY THE BUYER FOR CORRECTION OF DEFICIENCIES COVERED BY WARRANTY UNLESS EXPRESS AUTHORIZATION HAS BEEN GRANTED IN ADVANCE BY HACKNEY AND SONS, INC. FOR THE PERFORMANCE OF THIS WORK.

Pallet Body Model Identification

The Hackney pallet body model designation consists of the following parts:

1. BAY WIDTH		2. BODY STYLE		3. BAY SPECIFICATIONS	4. MATERIAL, OTHER
ONE DIGIT	DASH	TWO TO FOUR LETTERS	DASH	ONE TO FOUR DIGITS	ONE OR MORE LETTERS

1. Bay width in number of cases.
2. Body style (all styles have overhead doors unless specified otherwise).
3. Number of pallet bays, number of starter bays and starter bay locations.
4. Material type and other information.

Following is a list of possible numbers and letters that could be used for the above parts:

1. Bay width

- 3 - usually 40" (1016 mm) pallet bay width
- 3.5 - usually 48" (1219 mm) pallet bay width
- 4 - usually 52" (1321 mm) pallet bay width
- 5 - usually 63" (1600 mm) pallet bay width or greater

2. Body style

(Bodies for trucks)

- PL - Straight frame body with all bays above straight frame of truck chassis
- SPL - Basically the same as PL except pallet bays are not as high and skirt compartments are located under bays where possible, with overhead doors covering both bays and skirt compartments.
- UPL - Drop frame body with bays dropped below straight frame level where possible.
- UBW - Same as UPL with more bay depth.
- UBWR - Same as the above UBW except made for racks.
- URH - Similar to UPL except has single-sheet A-frame, fully insulated body and hinged doors.
- DMB - Front portion of body same as UPL, rear portion is flatbed enclosed by overhead door on sides and/or rear.
- SV - Straight frame body with two or four SPL-style bays at front and open deck to the rear. Stationary sides are installed on left and right edges of deck.

(Units for trailers)

- TX - Transport trailer. All bays above wheels and on same level.
- RTX - All aluminum route trailer. Bays dropped where possible.
- DMT - Same as above except some tall bays may be transitional and/or convertible so unit can be loaded from the sides or rear.
- TRH - Route trailer with same construction as URH body.

3. Bay specifications

Numbers to left of point

- (Bodies for trucks) - Total number of tall and short pallet bays. For DMB bodies, number ahead of slash is number divided) in flatbed area.

4, 6, 8, 10, 12

- (Bodies for trailers) - Total number of tall and short pallet bays.

10, 12, 14, 16, 18,
20, 22, 24, 26

Numbers to right of point

- .1 - Less than 12" (305 mm) wide starter bay over rear wheels.
- .2 - 12" (305 mm) or greater but less than 25" (635 mm) wide starter bay over rear wheels.
- .3 - Starter bay at rear of body.
- .4 - Starter bay ahead of rear wheels.
- .5 - 25" (635 mm) or greater wide starter bay over rear wheels.
- .6 - Starter bay behind rear wheels.
- .7 - Short front pallet bay.
- .8 - Starter bay at front of body.
- .9 - Tandem rear axle chassis.

(Note: Two or more digits may follow the point; example, .28 or .27.)

(Example: 3-UPL-10.2 is an overhead door body with 40" (1016mm) wide bays, made to fit a drop frame truck chassis, with five pallet bays and a 12" (305 mm) or greater but less than 25" (635 mm) wide starter bay over the rear wheels on each side.)

All Types of Equipment (Domestic Units)

SEPTEMBER 1985 TO PRESENT		
1. YEAR	2. PLANT	3. SEQUENTIAL NUMBER
TWO DIGITS	E OR M	FOUR DIGITS

1. 01-2001
2. E - designates East, M - Midwest
3. Sequential number begins at "0001" each year. All truck body types and trailers covered by same sequential number system.

All Types of Equipment (International Units)

SEPTEMBER 1985 TO PRESENT		
1. YEAR	2. PLANT	3. SEQUENTIAL NUMBER
TWO DIGITS	E OR M	FOUR DIGITS

1. 01-2001
2. E - designates East, M - Midwest
3. Sequential number begins at "2100" each year. All truck body types and trailers covered by same sequential number system.

Note: International units sold prior to 1993 have the same numbering system as domestic units.

Serial Number Plate

The serial number plate on your Hackney truck body or trailer should look like (or be similar to) this one:



DO NOT REMOVE THIS PLATE. It contains the following important information:

- **Who manufactured the unit.**
- **The unit serial number. As pointed out in the previous pages describing the serial number, the year in this number is the year in which the number is assigned.**
- **The date manufacture was completed. This may be different from the year in the serial number.**

You may need this information in the future to aid in ordering repair parts or establishing whether the unit is still under warranty.

The serial number plate on a Hackney body is always fastened on the front. It is currently being located in the lower streetside corner of the front. In the past it was located in the lower curbside corner of the front.

Federal Motor Vehicle Safety Standards

Federal law requires anyone who manufactures any portion of a motor vehicle to make certain the equipment any company produces meets certain minimum standards. He must also make certain he does not alter the equipment produced by someone else in such a manner that it will no longer meet those standards.

The purpose of these standards is to assure the vehicle user that the vehicle is safe to operate on the road. Therefore the user should not alter any of the required equipment because this could make the vehicle unsafe to operate.

The Federal Motor Vehicle Safety Standards with which Hackney gets directly involved are:

FMVSS 106 - Brake Hoses
108 - Lighting
119 - Tire Ratings
121 - Air Brakes

Hackney places a label on the completed unit certifying that the vehicle meets all Federal Motor Vehicle Safety Standards which apply to it.

Bureau of Motor Carriers Safety Standards

Any motor vehicle which operates in interstate commerce (as well as those operated only in-state in most states) must meet the Bureau of Motor Carriers Safety Standards. The two main characteristics of these standards are:

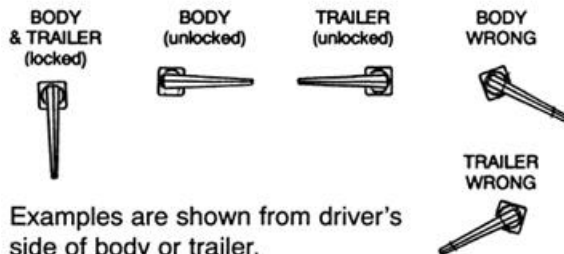
1. They are either identical or very similar to the corresponding Federal Motor Vehicle Safety Standards.
2. The vehicle owner (not the manufacturer) is legally responsible for complying with the standards. Thus, as stated above, **the user should not alter any of the required equipment unless he is** certain it will still be legal.

These standards were formerly known as "ICC Safety Regulations". They have been revised considerably since the title was changed.

Operation of Overhead Door Truck Bodies

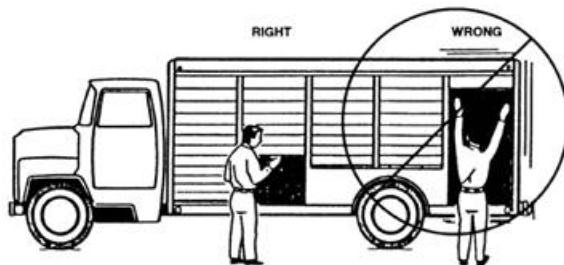
1. BE SURE LOCK HANDLES ARE FULLY IN OPEN POSITION BEFORE RAISING DOORS.

An overhead door is locked shut by fingers which swing over the top edge of the door. The mechanism to which the lock handle is attached is springloaded to hold the lock system in either the LOCKED or OPEN position. There is 90° of handle rotation between these two positions. Turn the handle completely to the OPEN position before raising any doors.



2. RAISE AND LOWER DOORS GENTLY.

Slamming doors up and down puts considerable stress in joints of door panels. It is also hard on counterbalances and counterbalance cables. Early failure of these parts could result from rough handling of doors.



3. DO NOT USE FORKLIFT TO RAISE DOORS.

If door is jammed by payload, do following:

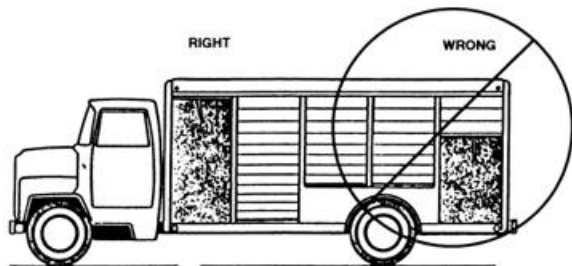
- Hit outside of door very firmly several times with the palm of your hand. This may shift the payload enough to free the door.
- If door can be raised any, reach up behind it to shift payload and free door.
- If A & B fail to free door, enter an adjacent pallet bay and reach into the affected bay to shift the payload as needed to free the door.



4. BE SURE DOORS ARE FULLY RAISED BEFORE LOADING OR UNLOADING.

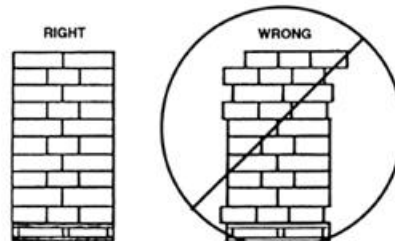
When loading or unloading a pallet body, even the most careful of forklift operators will occasionally catch the upper cases on the bottom of a partially raised door, resulting in damage to the door.

On a deck body, which is loaded by hand, cases cannot be loaded or unloaded if the door is covering part of the deck opening. Remember to raise the door ALL THE WAY.



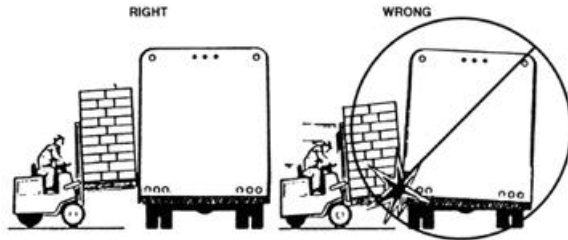
5. MAKE SURE CASES ARE STACKED PROPERLY ON PALLET BEFORE LOADING THEM IN PALLET BODY.

When stacking cases on a pallet, be sure that the sides of the stack are straight and the cases are all flush. A stack with protruding cases can cause two problems: it may not fit in the pallet bay and, if it does fit, the protruding cases may damage the bay walls. Therefore, keep the stack straight.



6. **USE PROPER CAUTION WHEN LOADING AND UNLOADING WITH FORKLIFT.**

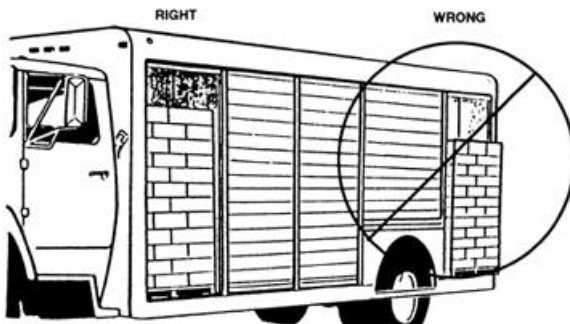
Even the most sturdy truck bodies cannot withstand continued abuse by a forklift. Therefore, we recommend that care be used during forklift loading and unloading to prolong the life of your truck body. This will give the added benefit of safeguarding personnel in the area.



7. **MAKE SURE PALLET IS LOADED ALL THE WAY INTO BAY.**

Typically the angle between the pallet bay floor and the A-frame is made somewhat less than 90° in order to tightly hold the stack of cases. It insertion of the stack into the bay is stopped when the stack first touches the A-frame, the pallet and the lower part of the stack will not be against the A-frame. **THIS CAN RESULT IN AN UNSTABLE LOAD AND IT CAN ALLOW THE LOAD TO INTERFERE WITH THE OPERATION OF THE OVERHEAD DOOR.**

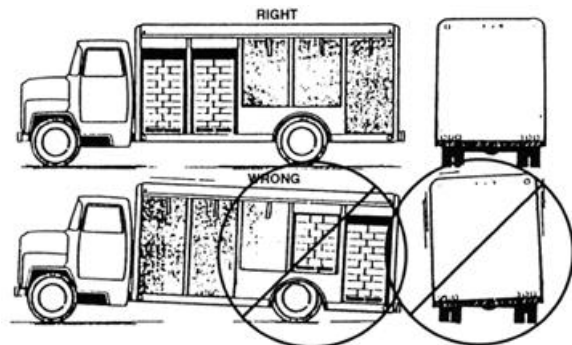
Therefore, be sure the pallet is pushed as far into the bay as it can go, even if you have to make another pass with your forklift.



8. **LOAD AND UNLOAD THE BODY EVENLY.**

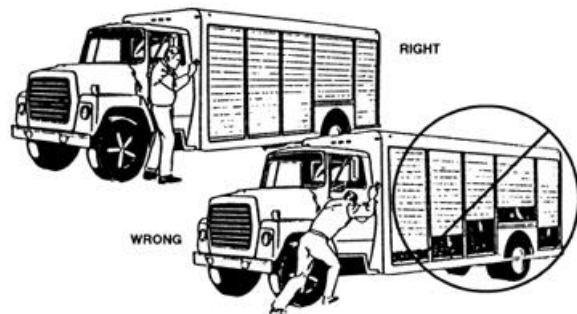
When a body is being loaded or unloaded, try to keep about the same amount of weight on both sides of it. If one side of a body is loaded very much more than the other, the unit will tilt toward the heavy side. This reduces the stability of the load, makes the truck harder to control during stopping and puts undue stress on the body, mounting attachments and truck springs. Therefore, keep the load evenly distributed side-to-side.

If any uneven load distribution is necessary, let it be in the front-to-rear direction. In this case keep the load concentrated toward the front of the body. This will keep adequate loading on the front axle so that steering control will be maintained.



9. **BE SURE ALL DOORS ARE DOWN COMPLETELY BEFORE LOCKING.**

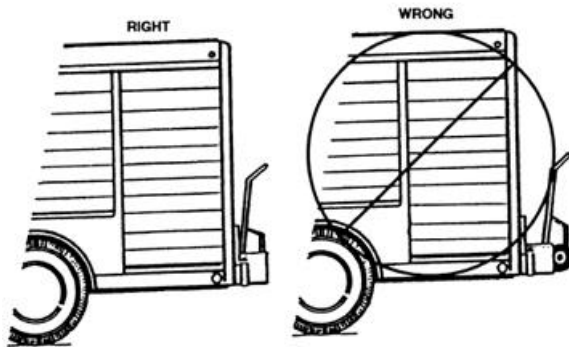
As noted earlier, an overhead door is locked shut by fingers which swing over the top edge of the door. Each door must be completely down or these fingers will hit the door surface. All doors on one side of the body are locked simultaneously, so they must all be down before locking.



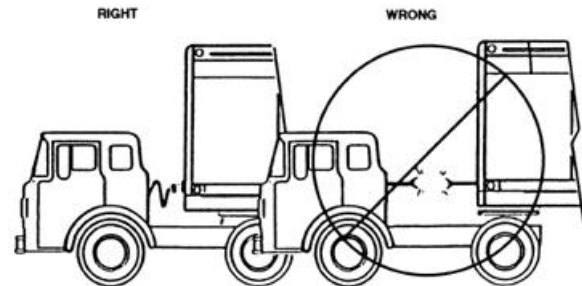
10. SECURE HANDTRUCK BEFORE MOVING TRUCK.

If your unit has a handtruck rack on the front or rear bumper, be sure the lip of the handtruck is pushed all the way into the slot in the rack and the handtruck is secured by the fastening device. In most cases the fastening device is a rubber strap which is passed around the handtruck and hooked. The fastening device can also be a steel latch.

If your unit has a recessed handtruck compartment in the rear or side of the body be sure the handtruck is pushed all the way into the compartment so that it drops below the retaining lip along the outer edge of the compartment opening.

**11. IN A TRAILER OPERATION, DISCONNECT AIR AND ELECTRICAL LINES BEFORE DISCONNECTING TRAILER FROM TRACTOR.**

If this is overlooked, damage to the lines or their fittings are almost certain to result.



Care of Overhead Door Truck Bodies

1. **KEEP BROKEN GLASS AND TRASH CLEANED OUT OF TRUCK BODY.**

An accumulation of trash reduces the pitch or slope of pallet bay floors. With less pitch on the load, cases have a tendency to "walk" and shift more, particularly in rear bays. This removes paint from bottle crowns as well as increases the chance that a shifting case may damage or jam one of the overhead doors.

Trash in deck bodies can also result in shifting cases.

2. **CLEAN INTERIOR WALLS OF ALUMINUM BODY.**

The walls of Hackney aluminum bodies are made of 5052 H34 aluminum to provide maximum resistance to corrosion. The smooth finish can be worn away by abrasion or excessive moisture resulting from accumulation of dirt and dust, causing black deposits which can be transferred to your beverage cases. Periodic cleaning eliminates this abrasion and the corresponding black deposits.

3. **KEEP EXTERIOR OF TRUCK BODY CLEAN.**

Keeping the exterior finish of the body clean will prolong the life of the paint as well as maintain the outstanding appearance of the unit. Paint finishes are attacked by certain road oils, tree saps, etc. If these materials are periodically cleaned off the body, the paint will last longer.

If a high pressure hose is used in washing the body, do not spray directly on rubber flap at top of doors. Doing so could allow water to get into the body.

It is not necessary to wax the high quality paint finish of your Hackney unit. See paint care instructions.

You should keep on hand paints of the same colors as your body for touch-up work. If you cannot match your paint colors, call the Hackney Sales Department.

4. **SERVICE CHASSIS ITEMS.**

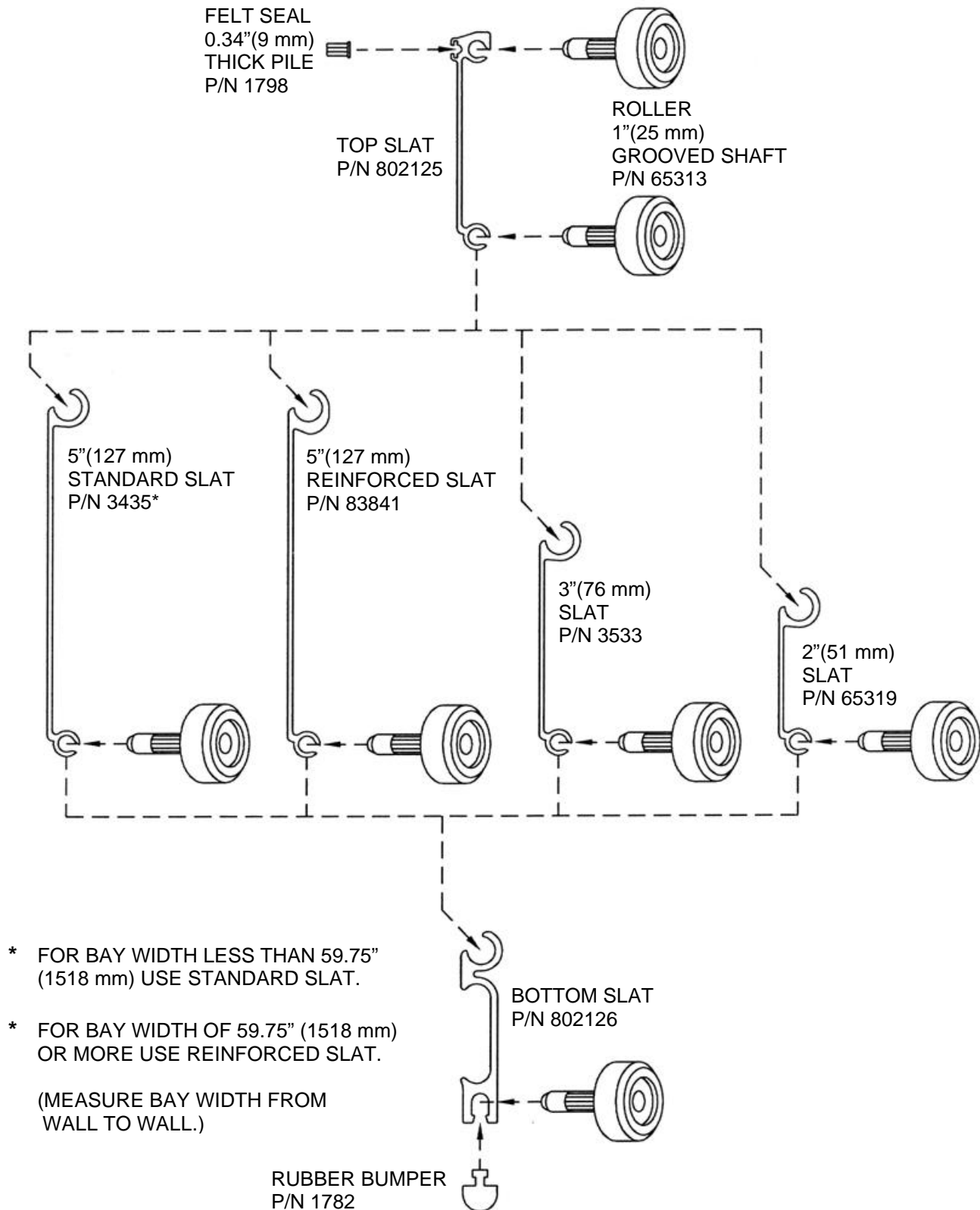
Perform all care and maintenance of the chassis items (including driveshaft bearings, fuel lines, brake lines, exhaust system and spring u-bolts) as recommended by the manufacturer of your truck. Every time the truck chassis is being lubricated, the body mounting brackets should be inspected.

5. **CARE OF OTHER BODY FEATURES.**

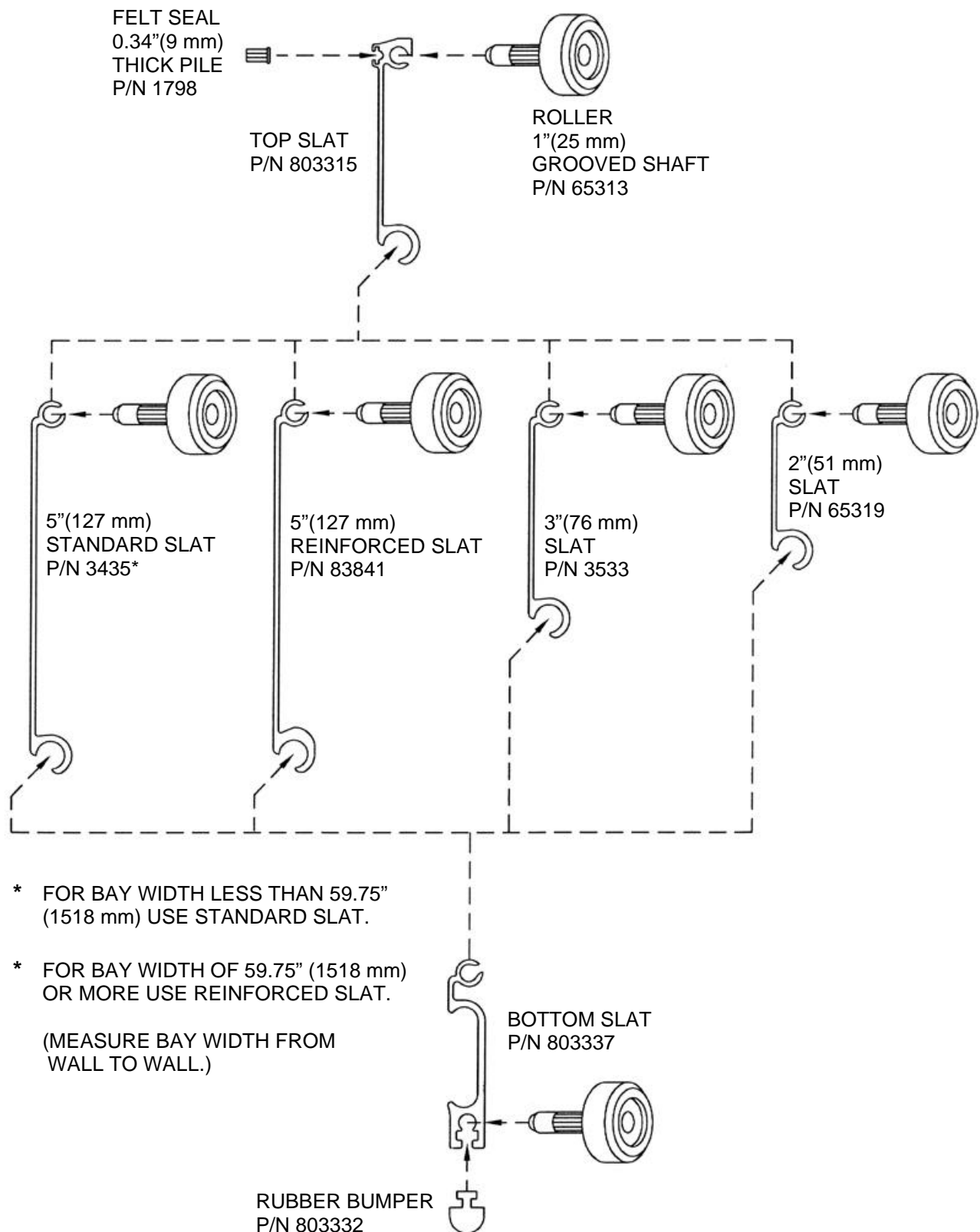
Care of all other body features such as doors, locks, etc. will be covered under the sections that deal with these features.

OVERHEAD DOORS

Identification of Extruded Door Parts Used Before 04/01/96



Identification of Extruded Door Parts Used After 04/01/96




Specialty Extruded Door Parts


These parts may be used instead of or in addition to the parts for extruded doors shown on the preceding pages.

DOOR TOP SEALS

FELT SEAL
0.46"(12 mm)
THICK PILE
P/N 806458

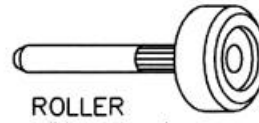


FELT SEAL
0.75"(19 mm)
THICK PILE
P/N 807194

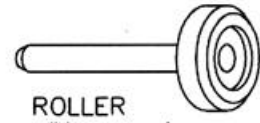


DOOR ROLLERS

ROLLER
2"(51 mm)
GROOVED SHAFT
P/N 805444



ROLLER
2"(51 mm)
SMOOTH SHAFT
P/N 1780




SLATS WITH INSULATION POCKET ON BACK SIDE


2"(51 MM)
SLAT
P/N 83353



3"(76 MM)
SLAT
P/N 83354




5"(127 MM)
SLAT
P/N 83065



OTHER SLATS

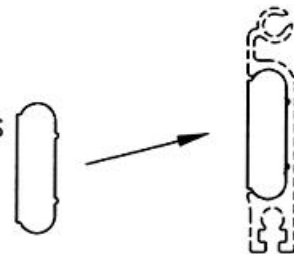
2.5"(64 MM)
SLAT
P/N 803375



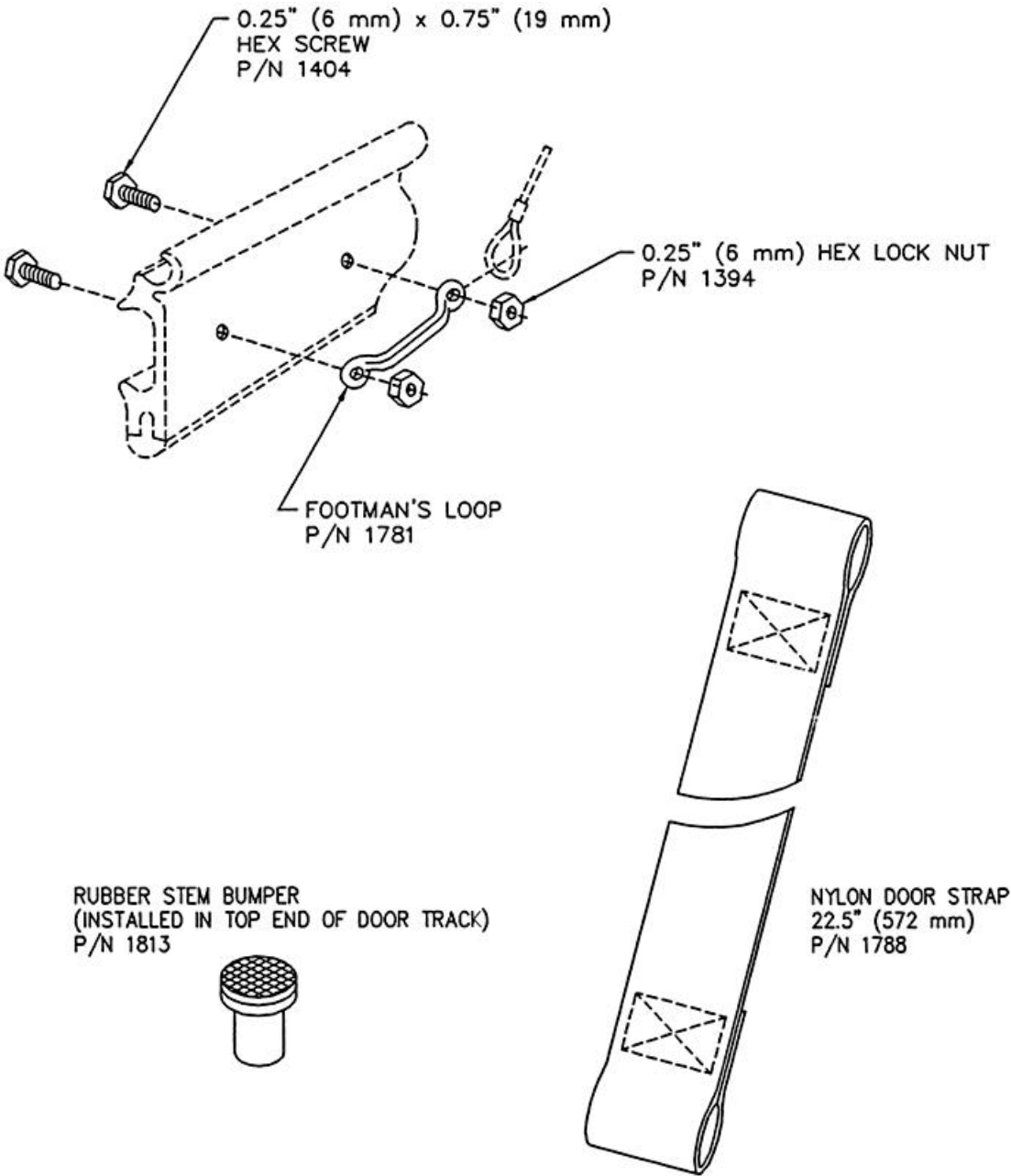
3"(76 MM)
FINGER SLAT
P/N 803161



SNOW SEAL FOR ENDS
OF BOTTOM SLAT
AND FINGER SLAT
P/N 802598



Identification of Miscellaneous Extruded Door Parts



Door Track and Door Layout

All Hackney extruded door bodies have the right (curb) side door track running above the left (street) side door track in the top portion of the body. (See Figure 1)

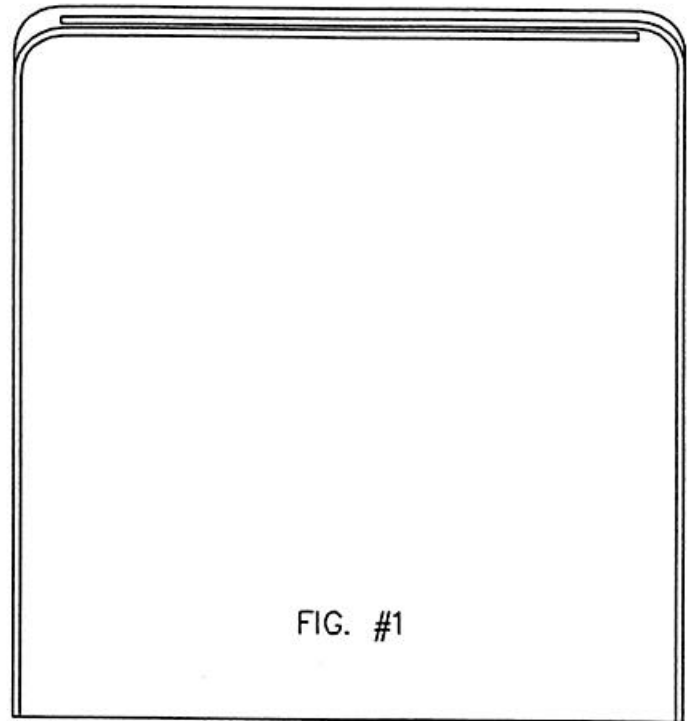


FIG. #1

The standard top rails are flush with the outside edge of the body. The straight door tracks run up behind the top rails. The counterbalances and cables are behind the doors. The cables are connected to the doors at the bottom. The doors are installed and removed through track inserts on the outside of the body. (See Figure 2)

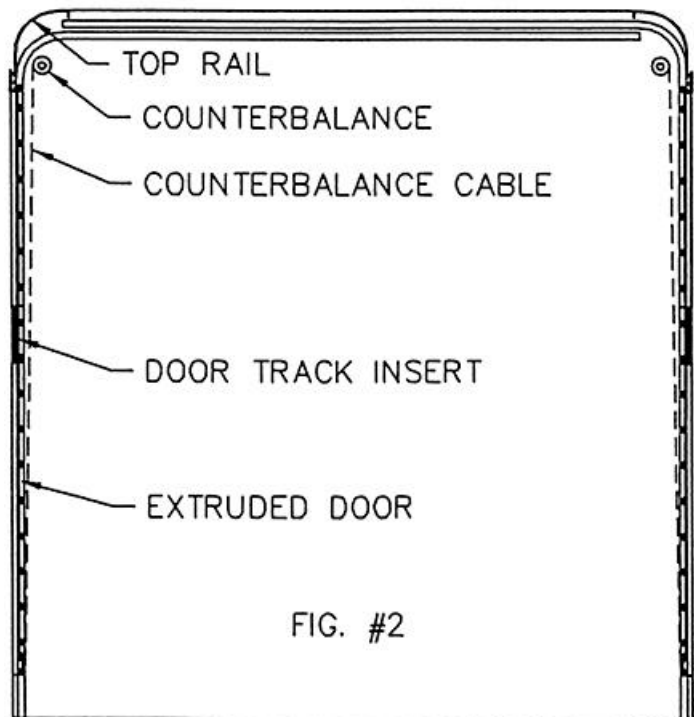


FIG. #2

Removal and Replacement of Extruded Doors

The extruded doors in a Hackney body are removed and replaced through slots in the exterior portion of the door tracks. When the body is in use, these slots are filled by "door track inserts" as illustrated on the page titled "Door Track and Door Layout" (page 5-5).

Removal and replacement of doors can best be done by two people, each working at a side of the door.

The procedure should be done as follows:

1. Remove plastic track liners with a screwdriver, starting at top of track.
(See Figure 1, page 5-7)
2. Completely raise door to be removed. Clamp something, such as a pair of locking pliers, on inner track flange to prevent door from coming down. (See Figure 2, page 5-7)
3. Disconnect counterbalance cable from door. **HOLD CABLE SECURELY SINCE IT IS IN TENSION. ALLOW COUNTERBALANCE TO UNWIND SLOWLY TO PREVENT PHYSICAL INJURY OR DAMAGE TO EQUIPMENT.**
(See section titled "Removal and Replacement of Counterbalance" page 5-12)
4. Unscrew track inserts and remove them. (See Figure 3, page 5-7) In order to keep screws from being lost, turn them finger-tight back into tracks.
5. After track inserts are removed from both sides of bay, remove clamp from door track and pull door down and out through slots in track. (See Figure 4, page 5-7)
6. Noticeable resistance will be felt when seal at top of door engages bottom part of body top rail. In order to get flap past top rail, **GIVE A FIRM DOWNWARD PULL ON DOOR.** During this step, keep door flexed outward and away from top and bottom edges of track slots. Otherwise damage may occur to painted finish or rollers of the door.
(See Figure 4, page 5-7)
7. After seal clears top rail, finish removing door from tracks.
8. To install door and track inserts, reverse this procedure.

Removal and Replacement of Extruded Doors

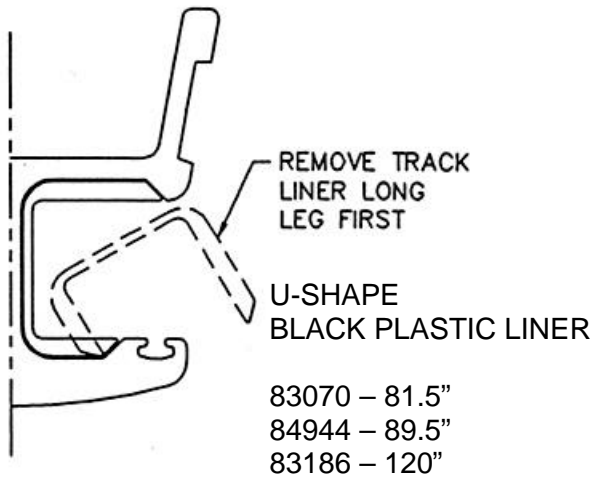


FIGURE 1

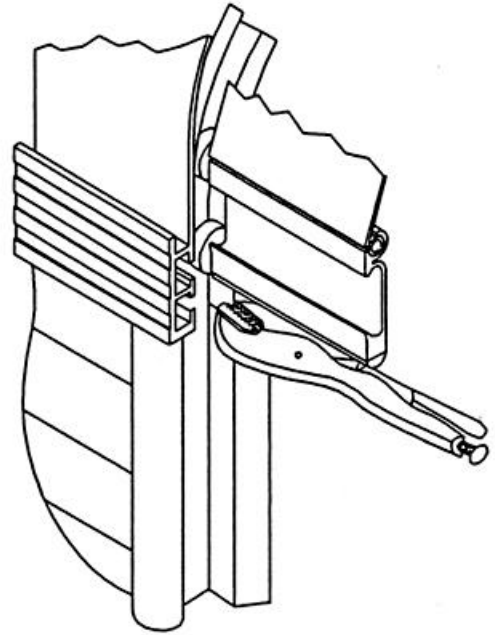


FIGURE 2

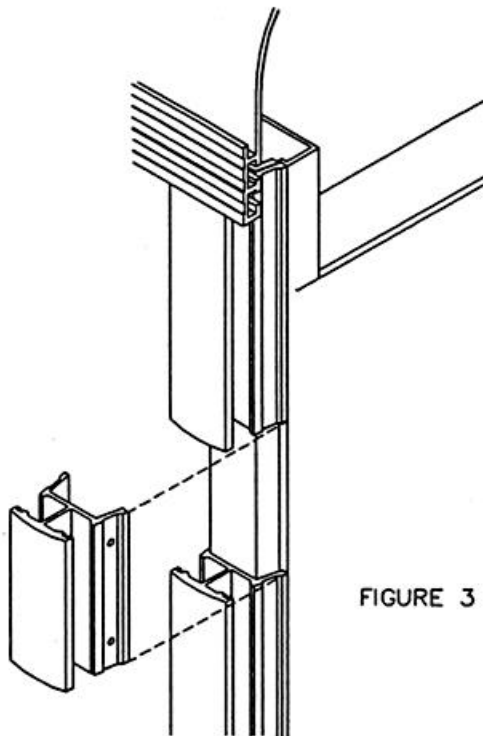


FIGURE 3

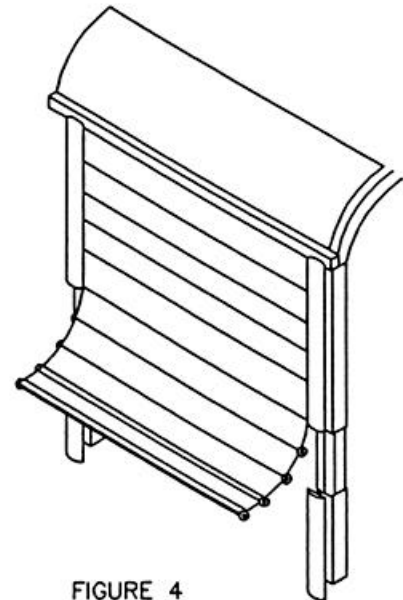


FIGURE 4

Servicing Extruded Doors

Rollers

Rollers P/N 65313 for extruded doors are permanently assembled to their pins. Thus, if pin is bent or roller is damaged, roller/pin unit (usually called "roller") has to be replaced. A door need not be removed from body to replace one or more rollers. Simply pull enough of door out of track so that proper rollers are accessible. (See section titled "Removal and Replacement of Extruded Doors" page 5-6.) Then pull out these rollers and lightly tap on new rollers with a hammer. Reinstall door in tracks.

Rubber Bumper and Felt Seal

Rubber bumper P/N 1782 is on bottom of door to cushion door when it is closed. Felt seal P/N 1798 is near top of door to close gap between door and body top rail. Each is installed in door the same way. (See Figures 1 & 2.) If either has to be replaced, pull enough of door out of track so part to be replaced is accessible. (See section titled "Removal and Replacement of Extruded Doors" page 5-6.) Remove roller from each end of bumper or seal and slide bumper or seal lengthwise out of groove in door.

Slide new bumper or seal into groove and install roller at one end. If bumper or seal is too long at other end, trim to edge of door. If bumper or seal is slightly short, stretch and hold it stretched. Then install other roller. Reinstall door in tracks.

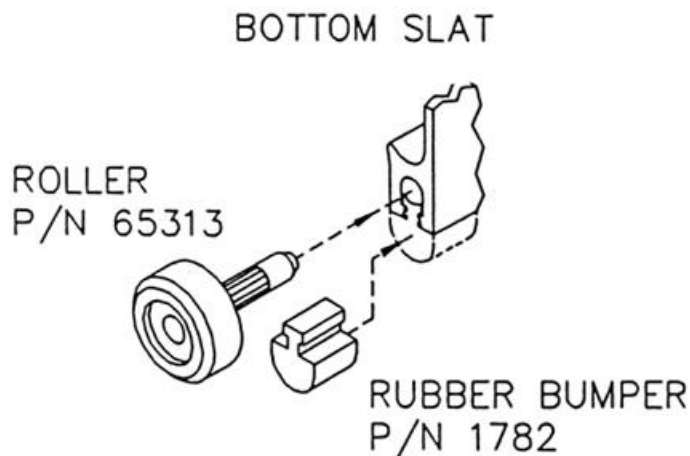


FIGURE 1

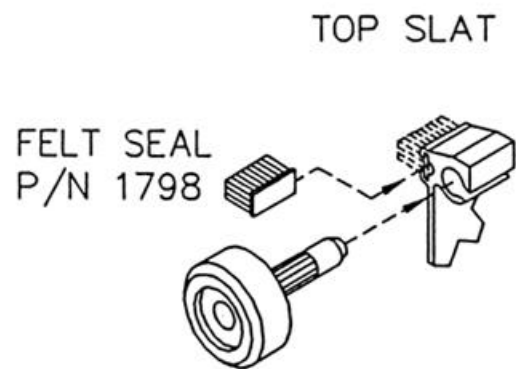


FIGURE 2

Servicing Extruded Doors

Door Slat

5" (127 mm) door slat, 3" (76 mm) door slat, and 2" (51 mm) door slat are all replaced the same way. To replace any of these, pull door out of tracks until proper slats are accessible. (See section titled "Removal and Replacement of Extruded Doors" page 5-6.) Remove rollers from slats to be replaced. Remove these slats from door by sliding them along their length toward side of door. (See Figure 3.)

Install new slats in door and drive in rollers by lightly tapping with a hammer. Reinstall door in tracks.

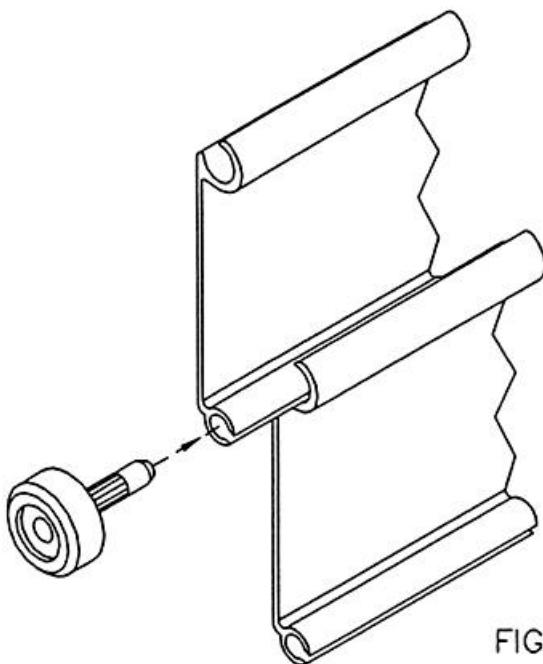


FIGURE 3

Top and Bottom Slats

Top slat and bottom slat are replaced similarly to 2", 3", and 5" door slats.

There are two differences:

1. They have felt seal and rubber bumper (see Figures 1 & 2, page 5-8).
2. Bottom slat has attachments for door strap and counterbalance cable.

Except for these differences, top and bottom slats are replaced same as door slats.

Lubricating Extruded Doors

It is recommended that extruded doors be lubricated every three months with Hackney Freeway Door Lube P/N 3098. The following procedure should be used when lubricating doors.

1. Have body empty and all doors open. Doors need to be open to provide light and ventilation inside body.
2. Take can of Hackney Freeway Door Lube into a bay and close that door from inside bay.
3. Spray all joints between door extrusions on back side of door. Be sure spray is directed toward opening in joint (see Figure 1).
4. Also spray each roller while inside bay.

Lubricate remaining doors in same manner.

CAUTION - LEAVE ALL DOORS OPEN EXCEPT THE ONE BEING LUBRICATED TO ENSURE ADEQUATE VENTILATION IN THE BODY.

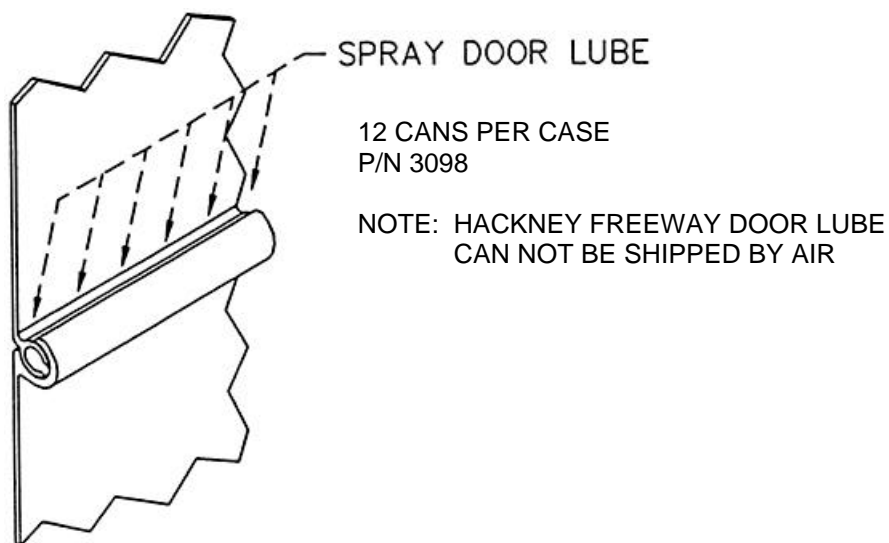
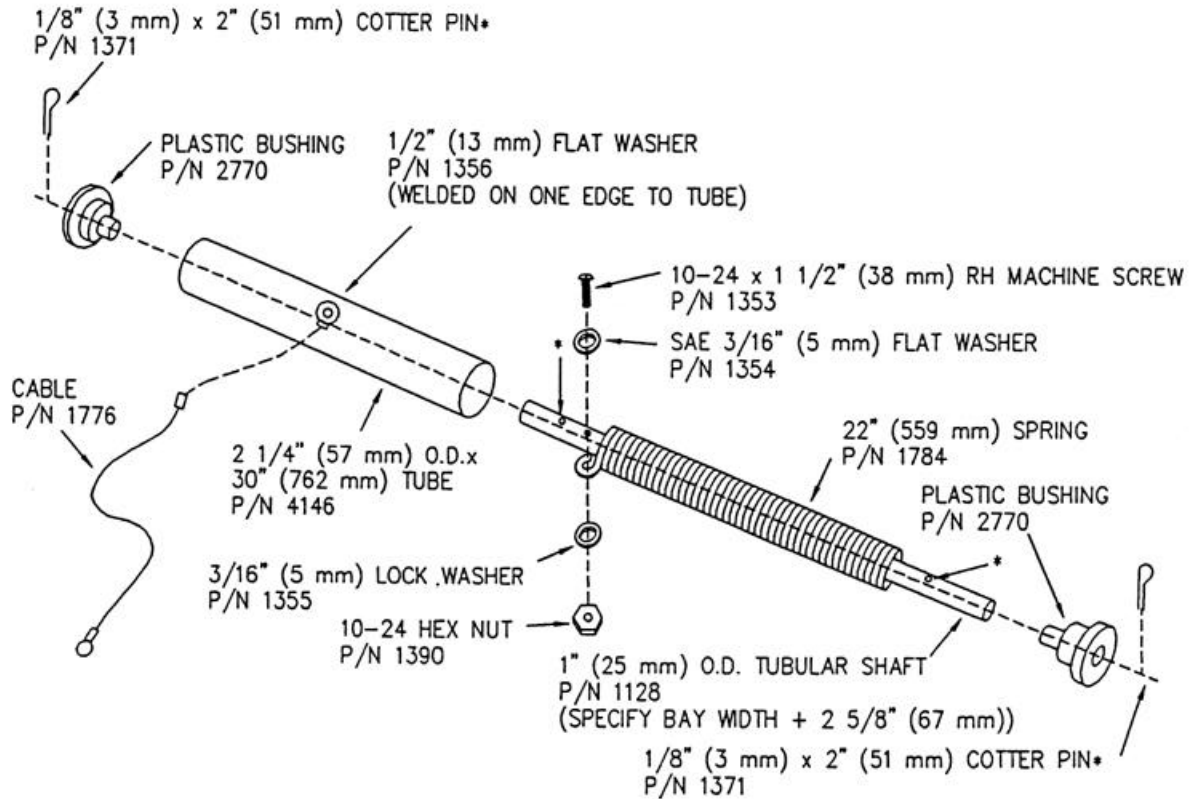


FIGURE 1

Identification of Counterbalance Parts



* COTTER PINS INSTALLED AFTER PLASTIC BUSHINGS ARE IN PLACE ON 1" (25 mm) SHAFT.

Removal and Replacement of Counterbalance

CAUTION - A HACKNEY COUNTERBALANCE IS POWERED BY A STRONG TORSION SPRING. CARE MUST BE TAKEN WHEN WORKING WITH A COUNTERBALANCE TO PREVENT IT FROM SUDDENLY UNWINDING. SUCH SUDDEN UNWINDING OF A COUNTERBALANCE CAN RESULT IN PERSONAL INJURY.

The following procedure is recommended for removing and replacing a counterbalance (two men are required).

1. HAVE ONE MAN INSIDE BAY TIGHTLY HOLD LARGE MOVABLE TUBE OF COUNTERBALANCE (see Figure 1). **WARNING! FAILURE TO SECURE LARGE MOVEABLE TUBE OF COUNTERBALANCE COULD RESULT IN INJURY IF COUNTERBALANCE IS ALLOWED TO RAPIDLY UNWIND.** Have second man unbolt one end of footman's loop at bottom of door, loosen bolt on other end, and remove cable (see Figure 2).
2. Unwind counterbalance. The man holding the large movable tube should **SLOWLY** rotate the tube in the direction the free end of the spring hook is pointing, while keeping a firm grip on the tube, until the spring tension is completely released (see Figure 3).
3. Unbolt end (or ends) of tubular shaft and remove counterbalance.
4. To install counterbalance, reverse this procedure. Refer to section titled "Adjustment of Counterbalance" page 5-14, before rewinding it.

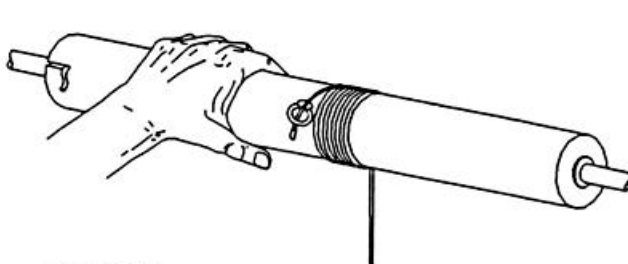


FIGURE 1

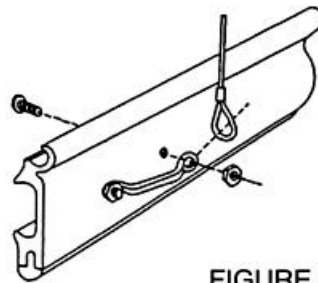


FIGURE 2

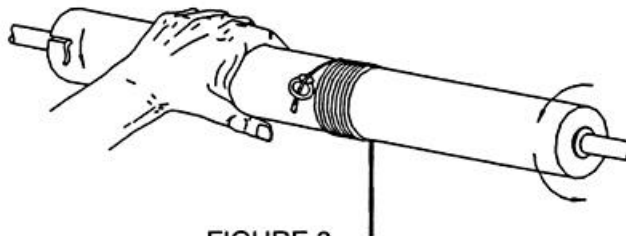


FIGURE 3

Disassembly, Assembly, and Lubrication of Counterbalance

The parts of a counterbalance most likely to need replacement are the bushings, spring, and cable. Counterbalance should be removed from body before attempting replacement of bushings or spring. (See section title "Removal and Replacement of Counterbalance" page 5-12.) Following are recommended procedures for replacing and lubricating these parts.

Bushing (P/N 2770)

1. Locate bushing to be removed and pull out cotter pin next to it.
2. Slide bushing out of large tube and off end of tubular shaft.
3. Reverse this procedure to assemble. Note following items about bushing:
 - A. Bushing may be wedged into large tube. If so, it will have to be pried out.
 - B. Plastic bushing should not normally need lubrication. If counterbalance begins to work hard, spray Hackney Freeway Door Lube on bushing where it turns on tubular shaft.

Spring (P/N 1784)

1. Remove cotter pin near end of large tube which does not have slot (left end in "Identification of Counterbalance Parts" page 5-11).
2. Move large tube toward same end of tubular shaft. Pry bushing out of other end of large tube. Slide large tube off end of tubular shaft (toward left in "Identification of Counterbalance Parts" page 5-11).
3. Unbolt end of spring and slide it off tubular shaft.
4. Reverse this procedure to assemble. Note following items when replacing spring:
 - A. When bolting end of spring to tubular shaft, be sure flat washer is under screw head and lock washer is under nut.
 - B. Generously coat spring with lithium grease (or similar lubricant). Spring should not need further lubrication during its lifetime.

Cable (P/N 1776)

Cable can be replaced with counterbalance in body.

1. Unhook cable from door and unwind counterbalance as described in "Removal and Replacement of Counterbalance" page 5-12.
2. Pry up loose side of washer welded to large tube (see "Identification of Counterbalance Parts" page 5-11) and slip cable out of washer.
3. Reverse this procedure to install cable. Before connecting cable to door, refer to "Adjustment of Counterbalance" page 5-14.
4. Cable is plastic coated and does not need lubrication.

Adjustment of Counterbalance

If counterbalance is too tight (makes door hard to pull completely down) or too loose (makes door hard to start up), it needs to be adjusted. Adjustment requires two men, one at counterbalance and one at cable connection to door. Adjustment of counterbalance in service should be done with door raised if possible, since spring is in less tension in this case. WHEN WORK IS DONE WITH DOOR IN RAISED POSITION, A RESTRAINT SUCH AS A PAIR OF LOCKING PLIERS SHOULD BE CLAMPED IN THE DOOR TRACK TO KEEP THE DOOR FROM FALLING. Proceed as follows, depending on whether counterbalance is already in service or has just been replaced in body.

Adjustment of Counterbalance in Service

1. Man at counterbalance should hold large tube securely to prevent it from turning when cable is disconnected from door.
WARNING! FAILURE TO SECURE LARGE MOVABLE TUBE OF COUNTERBALANCE COULD RESULT IN INJURY IF COUNTERBALANCE IS ALLOWED TO RAPIDLY UNWIND.
Man at door disconnects cable from door (see "Removal and Replacement of Counterbalance" page 5-12).
2. If counterbalance is too tight, unwrap one or more turns of cable from around it. If counterbalance is too loose, wrap one or more additional turns of cable around it.
3. Reconnect end of cable to door (see "Removal and Replacement of Counterbalance".) Slowly release large tube of counterbalance.
4. Raise and lower door several times to see if counterbalance needs further adjustment.

Adjustment of Counterbalance which has just been replaced

1. After counterbalance is bolted in body, connect cable to door by floorman's loop. (Cable is not yet connected to counterbalance.) Close door completely.
2. Turn large tube of counterbalance opposite from direction spring hook points (see Figure 1). For extruded door in 40" (1016 mm) wide x 82" (2083 mm) high bay, turn tube 25 times. **CAUTION SHOULD BE EXERCISED BECAUSE SPRING TENSION ON COUNTERBALANCE INCREASES. RAPID RELEASE OF TENSION COULD RESULT IN INJURY**

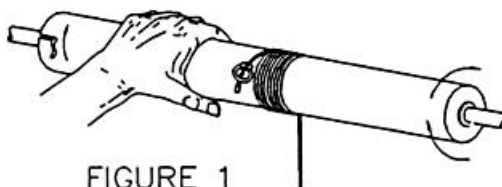


FIGURE 1

Adjustment of Counterbalance (continued)

Adjustment of Counterbalance Which has just been Replaced (cont'd.)

For smaller doors, turn tube several times less than 25. For larger doors, turn tube several times more than 25. DO NOT EXCEED 40 TURNS. Doing so could damage spring.

3. With tension on large tube, insert screwdriver into washer. SLOWLY let tube unwind a little so screwdriver handle rests against closed door (see Figure 2). This holds tube in wound position.
4. Wrap loose end of cable around large tube in direction of free end of spring hook (see Figure 3). Grasp large tube tightly, rotate it slightly to move screwdriver from door, remove screwdriver, insert cable through washer, and tap washer tight against cable with hammer (see Figure 4 and CAUTIONS with Figure 4).

WARNING! FAILURE TO SECURE LARGE TUBE OF COUNTERBALANCE COULD RESULT IN INJURY IF COUNTERBALANCE IS ALLOWED TO RAPIDLY UNWIND. SLOWLY release large tube of counterbalance.

5. Raise and lower door several times to see if counterbalance needs further adjustment. If it needs further adjustment, follow instructions under "Adjustment of Counterbalance in Service" page 5-14.

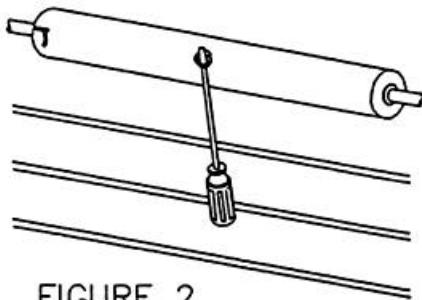


FIGURE 2

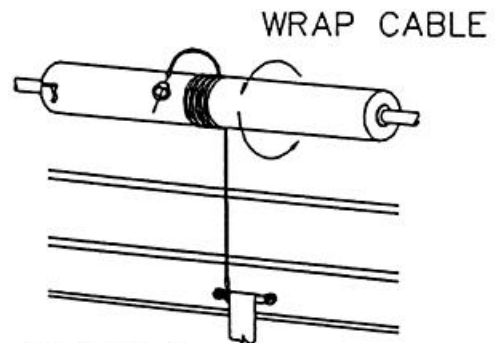


FIGURE 3

CAUTION

BE SURE THAT:

1. CABLE FITTING CANNOT PULL BACK THROUGH WASHER.
2. WASHER IS NOT SO TIGHT AGAINST CABLE THAT IT CUTS CABLE.

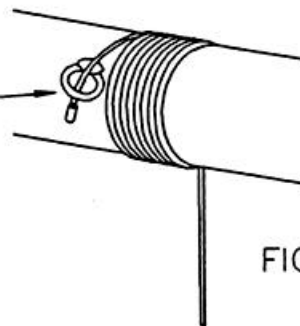


FIGURE 4

Routine Maintenance - Extruded Doors and Counterbalances

<i>Part</i>	<i>Maintenance</i>	<i>Perform Every</i>	<i>See Page</i>
DOOR SLATS	Lubricate joints with Hackney Freeway Door Lube.*	3 Months	5-10
DOOR ROLLERS	Lubricate with Hackney Freeway Door Lube.*	3 Months	5-10
COUNTER-BALANCE CABLES	Inspect for wear. Replace if needed.	3 Months	5-11 to 5-13
COUNTER-BALANCE MOUNTING BOLTS	Inspect for loose mounting bolts. Tighten or replace bolts if needed.	3 Months	5-11 to 5-13
COUNTER-BALANCES	Inspect for forklift damage. Repair if needed. (In most cases, counter balances do not need lubrication.)	3 Months	5-11 to 5-13

*Lubricate from inside body with that door closed.
Use Hackney Freeway Lubricant.

Description of Central Lock System Operation

The Hackney central lock system secures all the doors on one side of the body with a single control. It consists of a rotating handle which transmits motion through a linkage to rotate a pipe running the length of the body. This pipe has rigid fingers which swing over the tops of all the doors on one side of the body simultaneously to prevent them from being raised (see Figure 1).

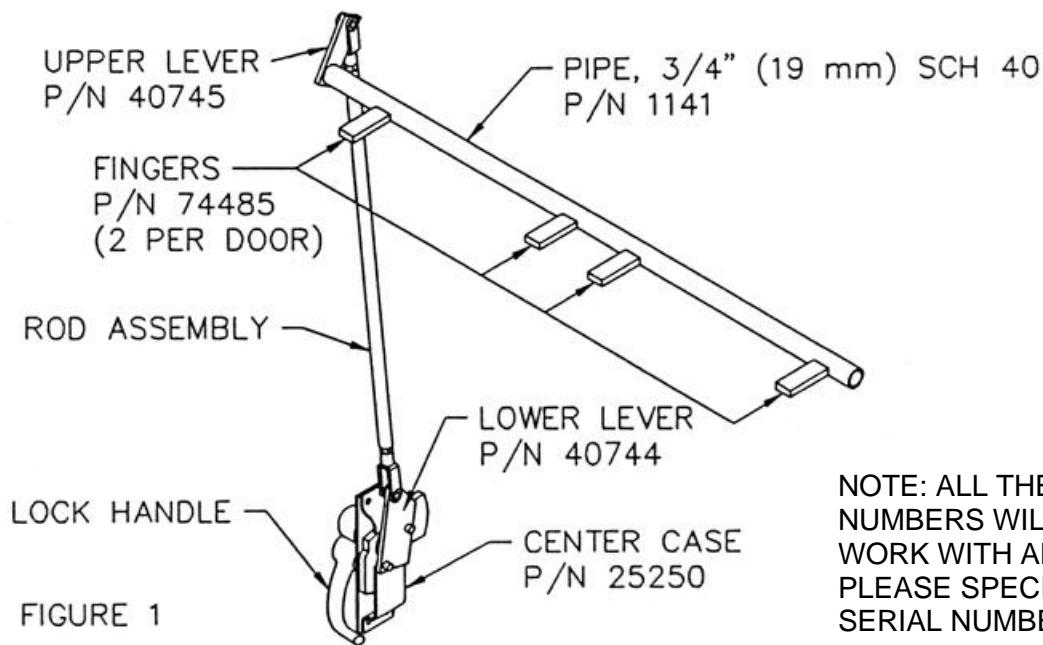
The major parts of the lock system are:

1. Lock Handles

Handles are normally mounted on the front of the body. The handle can be rotated 90°. At one end of this rotation, the doors on the same side of the body as the handle are held shut. At the other end of the rotation, the doors are allowed to be raised. There are two types of handle. One is retained in the locked position by a padlock, the other by a key-operated cylinder made in the handle. The handle is the only part of the system visible on the outside of the body.

2. Center Case (P/N 25250)

The rotating shaft of the lock handle passes through the center case in the body end section. The center case is a toggle type mechanism. That is, it is a spring-loaded device that tries to hold the handle at either end of its rotation by spring force. This aids the user by holding the handle in either the "locked" or "unlocked" position.



NOTE: ALL THESE PART NUMBERS WILL NOT WORK WITH ALL UNITS. PLEASE SPECIFY UNIT SERIAL NUMBER.

Description of Central Lock System Operation (Continued)

3. Linkage

The linkage consists of three major parts. The lower lever is a 4.81" (122 mm) bar mounted on the rotating part of the center case. The upper lever is a 3.75" (95 mm) bar mounted on the lock pipe at the top of the body. The lower lever transmits motion to the upper lever by an adjustable length rod. This rod has a threaded yoke on each end for connection to the levers and to allow length adjustment. The length of the solid part of the rod depends on the body height.

4. Lock Pipe and Fingers

The lock pipe is located above the doors and inboard of the door tracks. The fingers are welded to the pipe and positioned so they extend out over the doors in the locked position (see Figure 2). In the unlocked position they point upward (see Figure 3). There are two fingers per door, located near the door tracks.

The material P/N for the pipe is 1141 and length has to be specified. The fingers are P/N 74485.

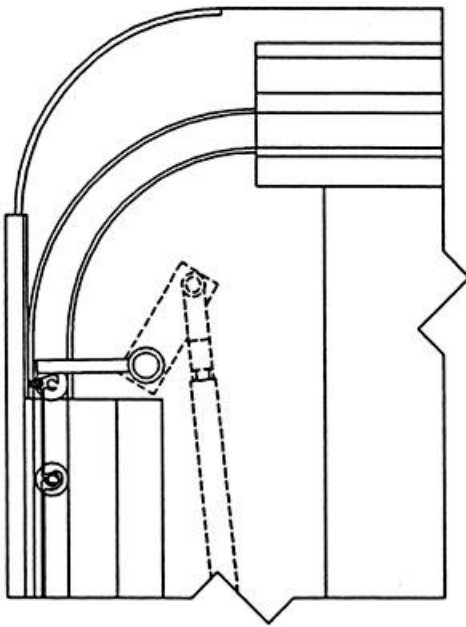


FIGURE 2

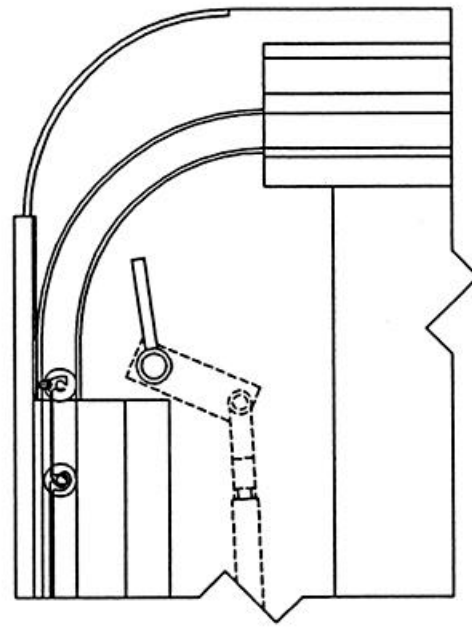
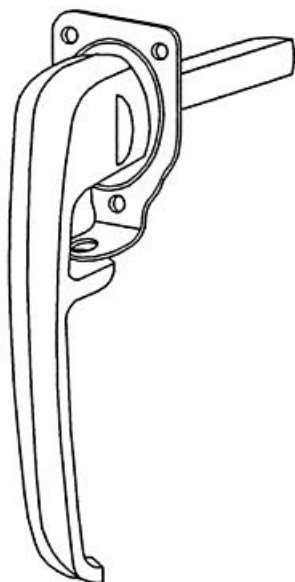


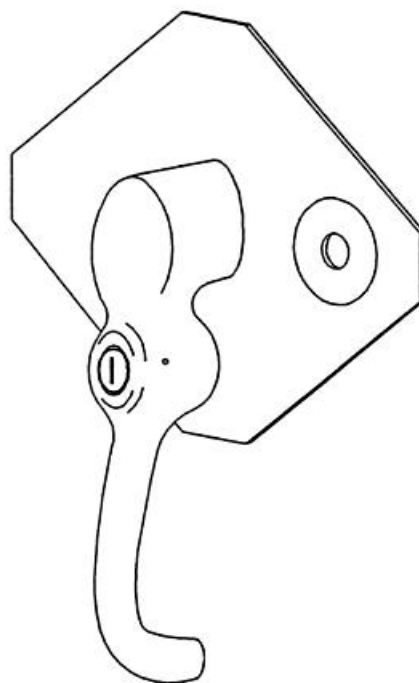
FIGURE 3

Identification of Central Lock Handle Type

The central lock system in a Hackney extruded door body can use either of two different types of lock handle interchangeably. The two types are illustrated below:



PADLOCK HANDLE
P/N 41263



DELUXE HANDLE
P/N 805747 (Left hand or Right hand)

Removal and Replacement of Lock Parts

Lock Cylinder (see Figure 1)

1. Push cylinder in and lock it.
2. Drive out cross pin with 1/8" (3 mm) rod.
3. Unlock cylinder with key and pull out cylinder and spring.
4. Reverse this procedure to replace cylinder. Be sure cylinder is lubricated as directed in "Lubricating Central Lock System" before replacing it.

CYLINDER #:	501	502	503	504	505	506	507	508	509	510
P/N:	1820	3118	1822	1823	1824	1825	1826	1827	1828	1829

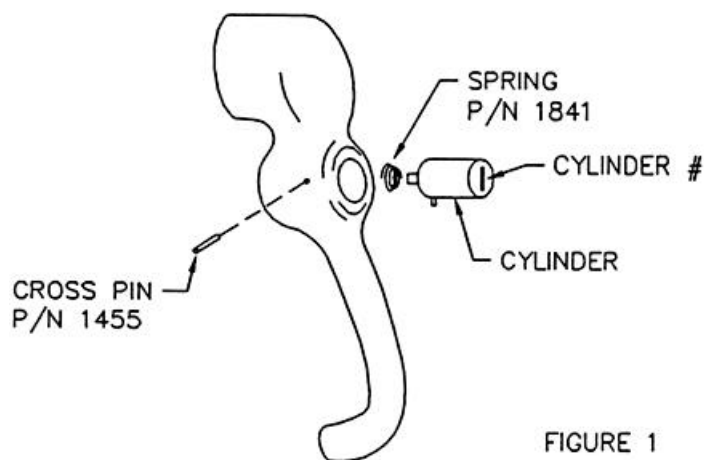
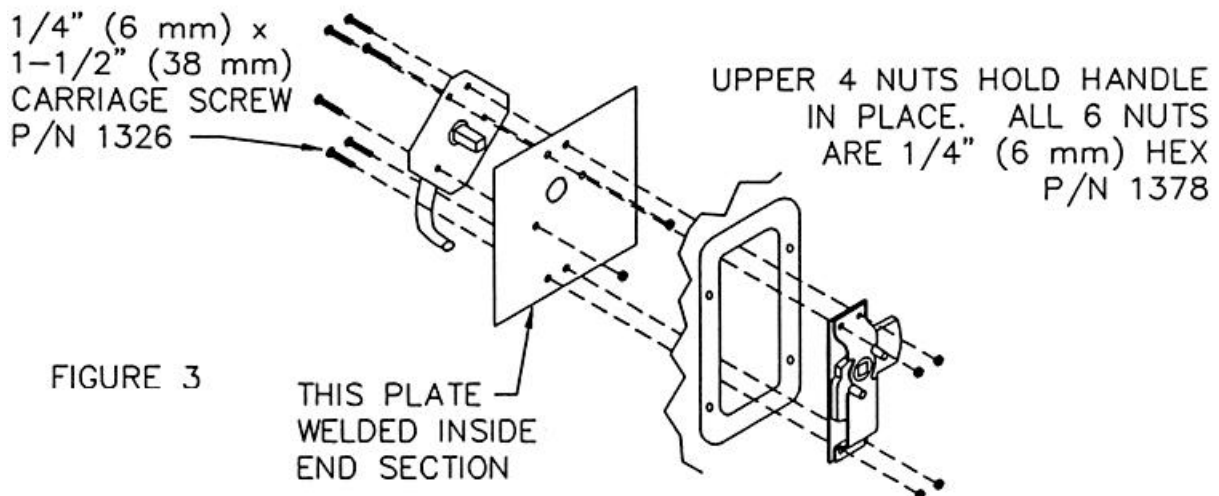
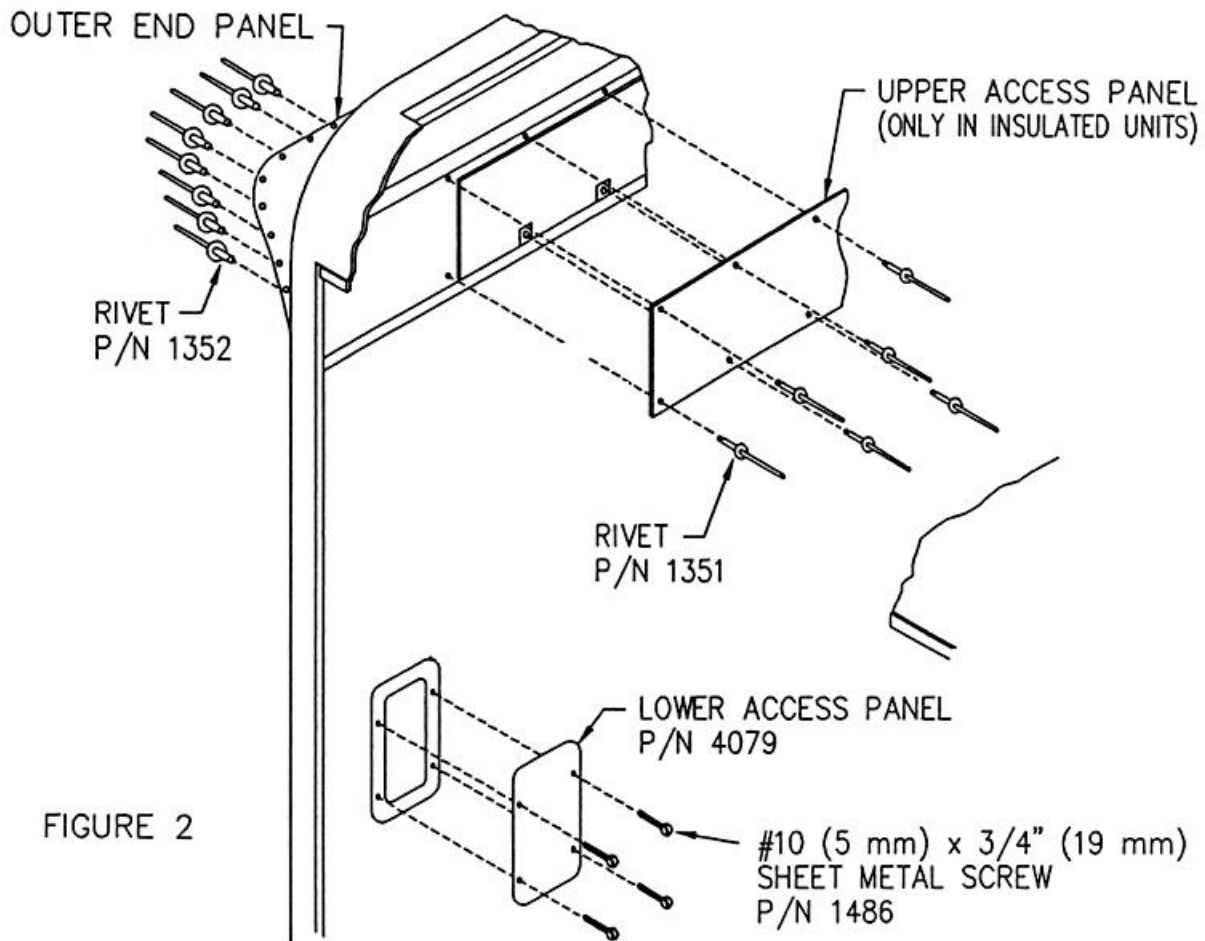


FIGURE 1

Lock Handle

1. The lower access panel is located inside body directly behind lock handle. Remove screws holding this panel and remove panel (see Figure 2, page 6-5).
2. Handle is retained by its mounting plate. Mounting plate is fastened to body by four carriage bolts. These bolts are removed by taking off the upper four hex nuts around center case (see Figure 3, page 6-5). Be careful not to drop nuts in body end section.
3. Pull handle and mounting plate off body.
4. Reverse this procedure to replace handle and mounting plate. Be sure handle is in "unlocked" position before mounting it on body.

Removal and Replacement of Lock Parts



Removal and Replacement of Lock Parts

Center Case

1. Remove lower access panel (see Figure 2, page 6-5).
2. Remove two cotter pins which retain lower lever to center case and remove washers (see Figure 4). Disengage lower lever from center case. Do not drop cotter pins or washers in body end section.
3. Remove two hex nuts at top and two hex nuts at bottom of center case (see Figure 3, page 6-5). Do not drop nuts in body end section.
4. Pull center case off square shaft of lock handle and out through access hole.
5. Reverse this procedure to replace center case. Be sure movable part of center case is in "unlocked" position before installing it in body. Also put one washer on each post of center case before installing lower lever.

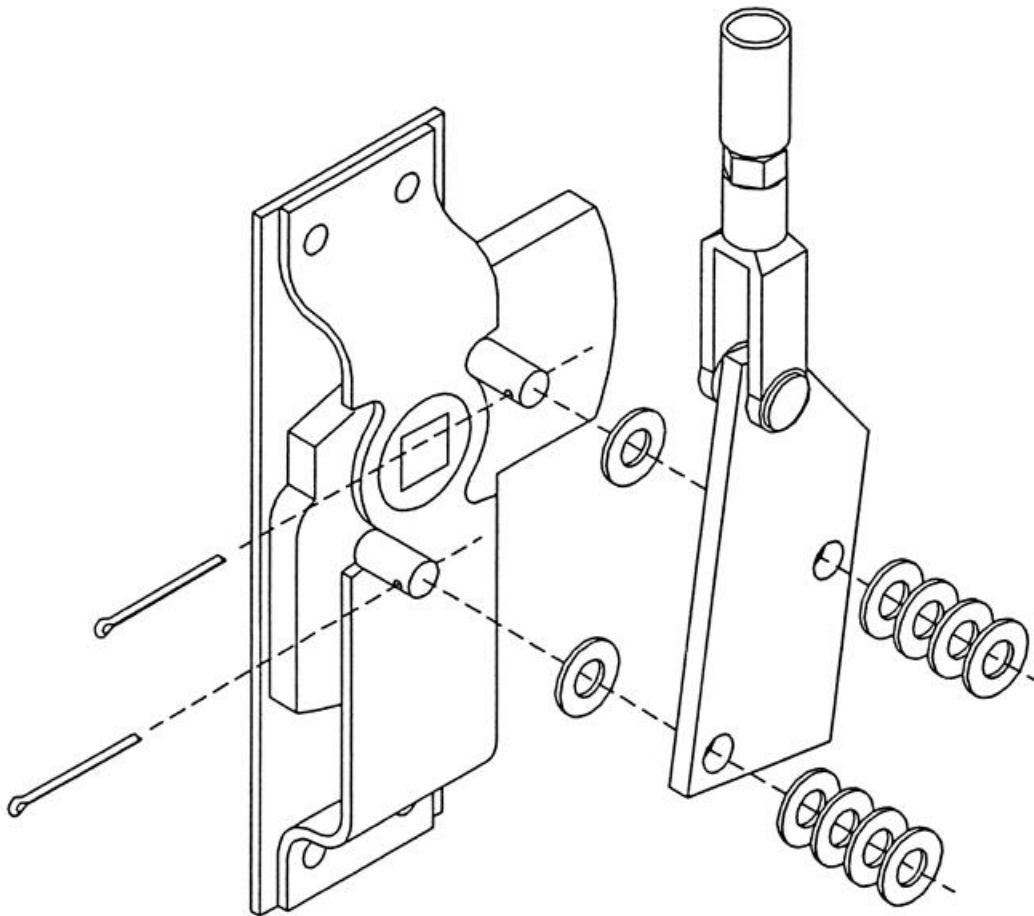


FIGURE 4

Removal and Replacement of Lock Parts

Linkage

All joints of linkage are pinned except outer end of upper lever which is welded to lock pipe (see Figure 1 in "Description of Central Lock System Operation" page 6-1). Cotter pins keep the pins in the joints.

To remove lower lever and rod assembly:

1. Remove lower access panel (see Figure 2, page 6-5).
2. Remove two cotter pins which retain lower lever to center case and remove washers (see Figure 4, page 6-6). Disengage lower lever from center case. Do not drop cotter pins or washers in body end section.
3. Remove rivets from upper corner of front outer cover and pull cover out enough to gain access to upper lever (see Figure 2, page 6-5). **DO NOT CREASE COVER.** Remove cotter pin from joint (see Figure 5). Hold on to rod assembly and remove clevis pin from joint. Pull rod assembly and lower lever up and out.
4. Reverse this procedure to replace lower lever and rod assembly. When outer cover is refastened, use only Hackney P/N 1352 rivets.

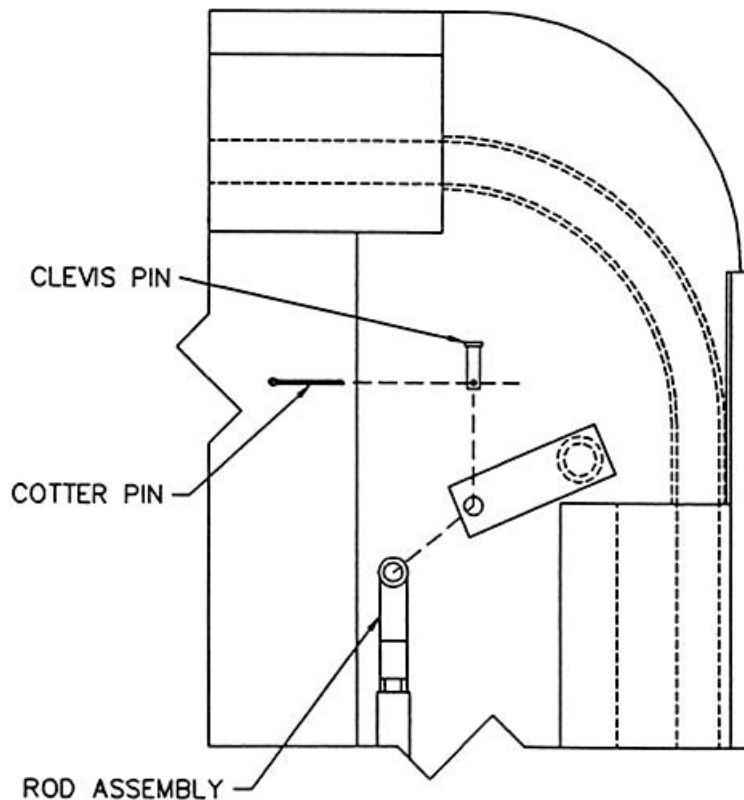


FIGURE 5

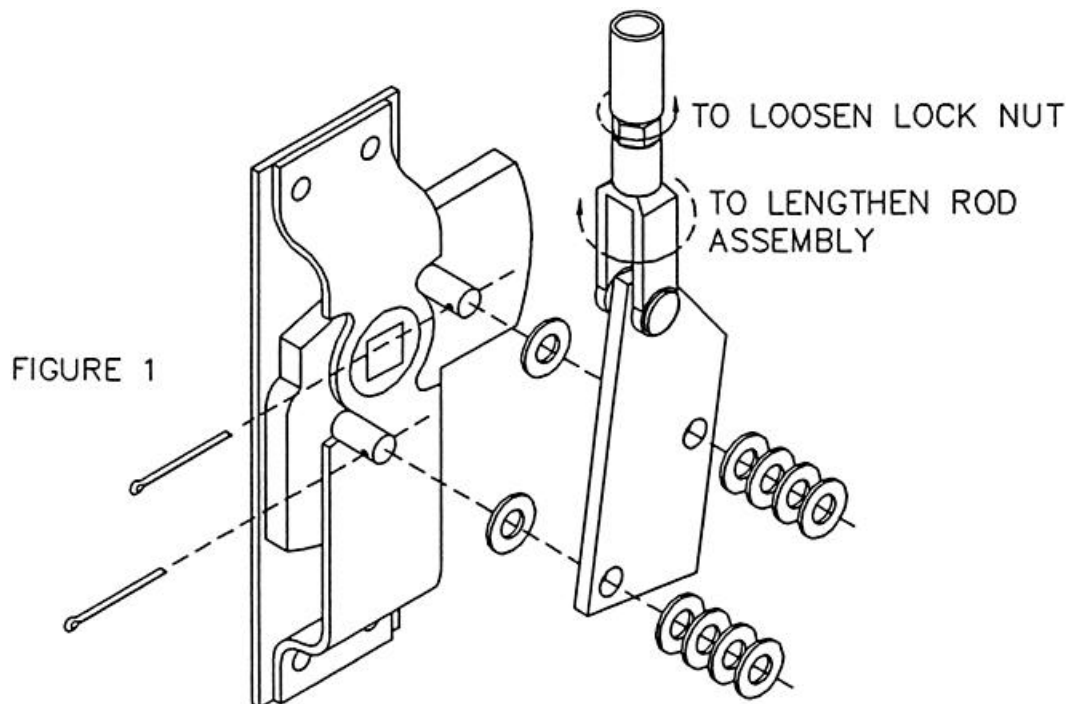
Adjustment of Lock Linkage

If all doors on one side of body can be raised more than 1/4" (6 mm), lock rod assembly on that side needs to be adjusted. To lock doors tighter, rod assembly must be lengthened.

1. Remove lower access panel (see Figure 2 in "Removal and Replacement of Lock Parts", page 6-5).
2. Remove two cotter pins which retain lower lever to center case and remove washers (see Figure 1). Disengage lower lever from center case. Do not drop cotter pins or washers in body end section.
3. Loosen lock nut just above clevis of rod assembly.
4. Leave lower lever attached to clevis and unscrew clevis four turns.
5. Put lower lever back on center case without washers and cotter pins.
6. Lock doors and check how much doors can be raised. If any door can be raised more than 1/4" (6 mm), remove lower lever from center case and repeat steps 4 and 5.

CAUTION - DO NOT LENGTHEN ROD ASSEMBLY MORE THAN NEEDED OR LOCK SYSTEM MAY BE DAMAGED.

7. When rod assembly is properly adjusted, replace lower lever on center case with washers and cotter pins.
8. Tighten lock nut against clevis and replace lower access panel.



Lubricating Central Lock System

Lock Cylinder

It is recommended that the lock cylinder be lubricated every three months.

1. Remove cylinder from handle (see "Removal and Replacement of Lock Parts" page 6-4).
2. Wash cylinder with Hackney Freeway Door Lube. Dry cylinder.
3. Open keyhole with small screwdriver or wire. Put graphite or other dry lubricant in keyhole. Remove screwdriver (or wire) and insert key. Turn key several times to distribute lubricant in cylinder.
4. Coat surface of cylinder with Hackney Freeway Door Lube and replace in handle.

Lock Mechanism

It is recommended that the lock mechanism (center case and linkage joints) be lubricated every six months. The following procedure should be used (all work done in same pallet bay):

1. Remove lower access panel (see Figure 2 in section titled "Removal and Replacement of Lock Parts" page 6-5). Spray Hackney Freeway Door Lube on movable part of center case and pin joint at lower end of rod assembly (see Figure 1).
2. Reach behind track plate and spray Hackney Freeway Door Lube on pin joint at upper end of rod assembly (see Figure 2).
3. Spray Hackney Freeway Door Lube on lock rod where it comes out of body end section (see Figure 2).

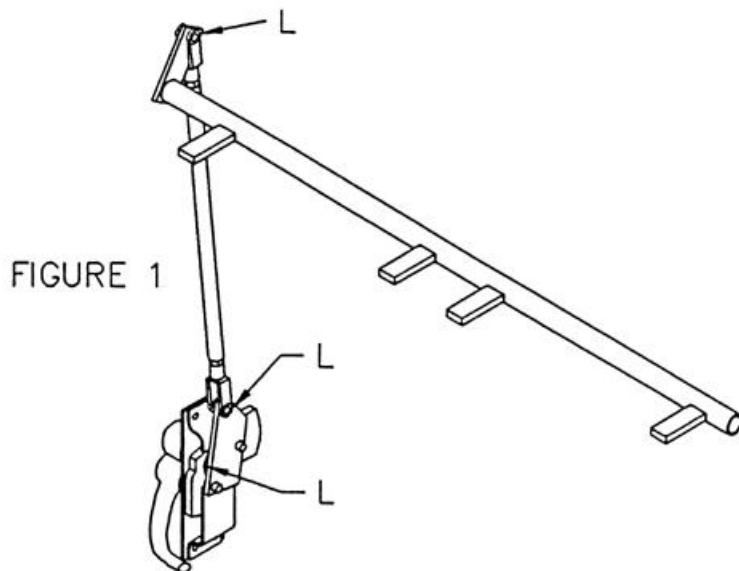


FIGURE 1

L = Lubricate
TP = Track Plate

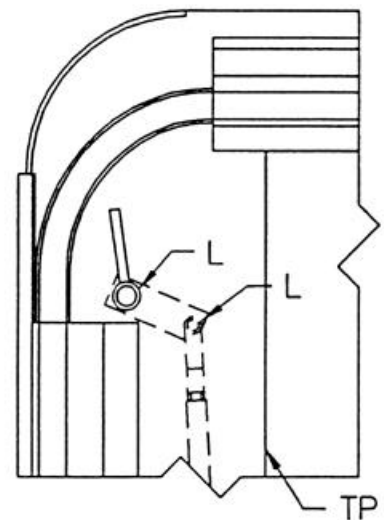


FIGURE 2

Removal of Lock Cylinder Which Will not Unlock

When a lock cylinder does not unlock, one of the following may have occurred:

1. The cylinder may be corroded in the handle.
2. The spring (see Figure 1 in "Removal and Replacement of Lock Parts", page 6-4) may be broken.
3. The cylinder may be broken internally.

If the cylinder is held by corrosion, it can usually be freed by applying Hackney Freeway Door Lube.

If the spring is broken, the cylinder may be removed by:

- A. Remove lock handle from body (see section titled "Removal and Replacement of Lock Parts", page 6-4).
- B. Drive cross pin out of handle (see same section).
- C. With key in cylinder in unlocked position, push cylinder out by pressing the part of cylinder that extends through lock handle mounting plate (see Figure 1).

If cylinder is broken internally, it may be removed by:

- D. Follow steps A, B, and C above.
- E. Drill a small hole (about 1/8" [3 mm]) through lock handle mounting plate about 1/4" [6 mm] below hole that cylinder is locked in (see Figure 2).
- F. Insert small screwdriver through the drilled hole and push plunger toward lock cylinder. When plunger moves far enough, cylinder can be pulled out.

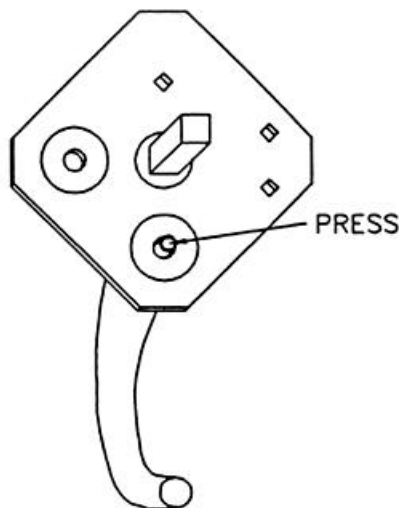


FIGURE 1

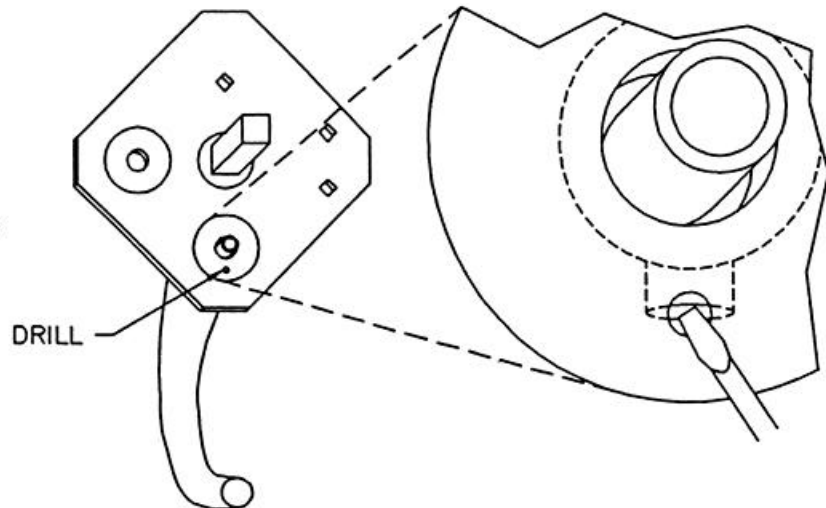


FIGURE 2

Routine Maintenance - Door Locks

<i>Part</i>	<i>Maintenance</i>	<i>Perform Every</i>	<i>See Page</i>
LOCK CYLINDERS	Remove and clean with Hackney Freeway Door Lube. Put graphite or other dry lube in keyhole and turn key in lock several times. Spray Hackney Freeway Door Lube on exterior of cylinders and replace in lock handles.	3 Months	6-4 & 6-9
LOCK MECHANISMS	Remove access plates inside body. Lubricate center cases and linkage joints with Hackney Freeway Door Lube. Inspect clevis pins and cotter pins in linkage joints and replace if needed. Replace access plates.	6 Months	6-5 to 6-9
LOCK ADJUSTMENT	If all doors on one side of body can be raised more than 1/4" (6 mm), adjust rod assembly to tighten lock.	As Needed	6-8

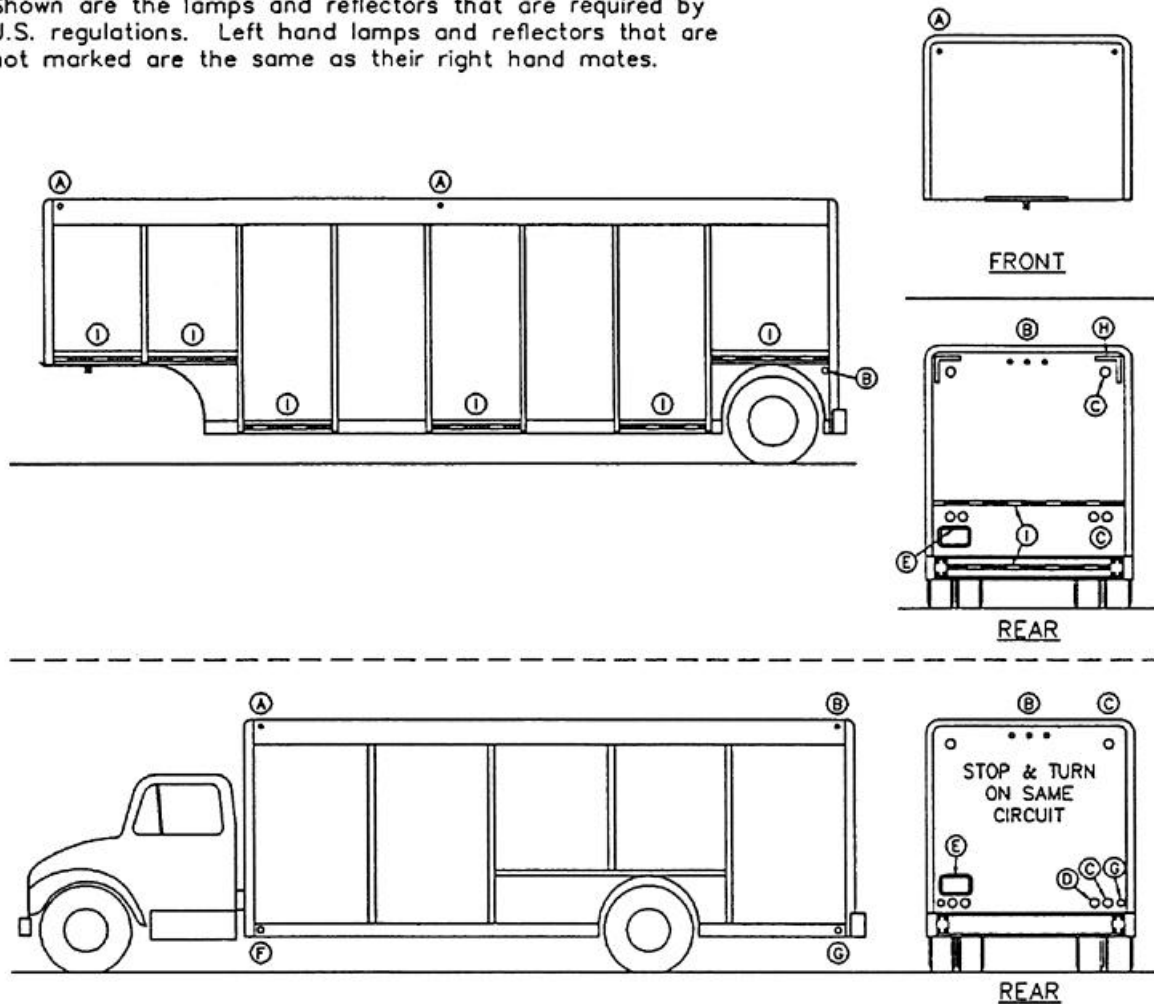
CAUTION - IF LOCK SYSTEM IS NOT LUBRICATED ROUTINELY WITH HACKNEY FREEWAY LUBRICANT DAMAGE MAY OCCUR TO IT.

NOTE - DO NOT FORGET TO USE HACKNEY FREEWAY LUBRICANT.

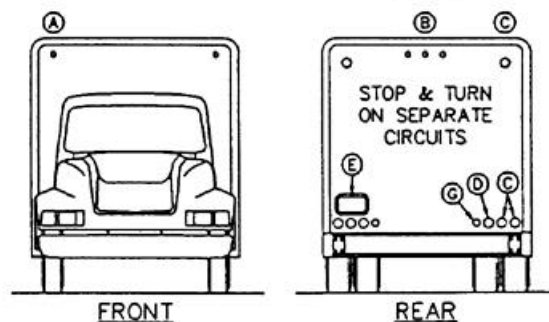
OTHER FEATURES

Identification of Lamps and Reflectors

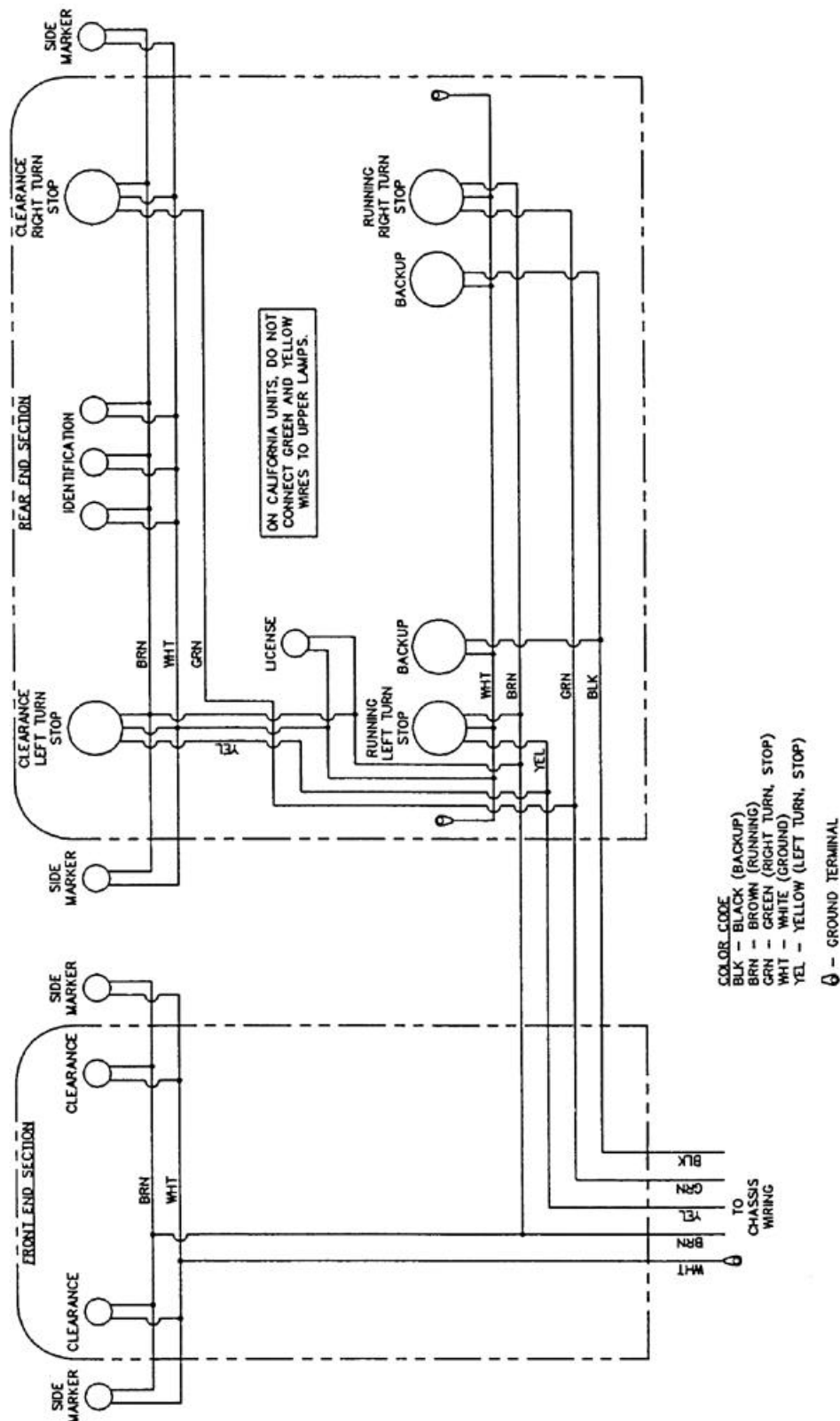
Shown are the lamps and reflectors that are required by U.S. regulations. Left hand lamps and reflectors that are not marked are the same as their right hand mates.



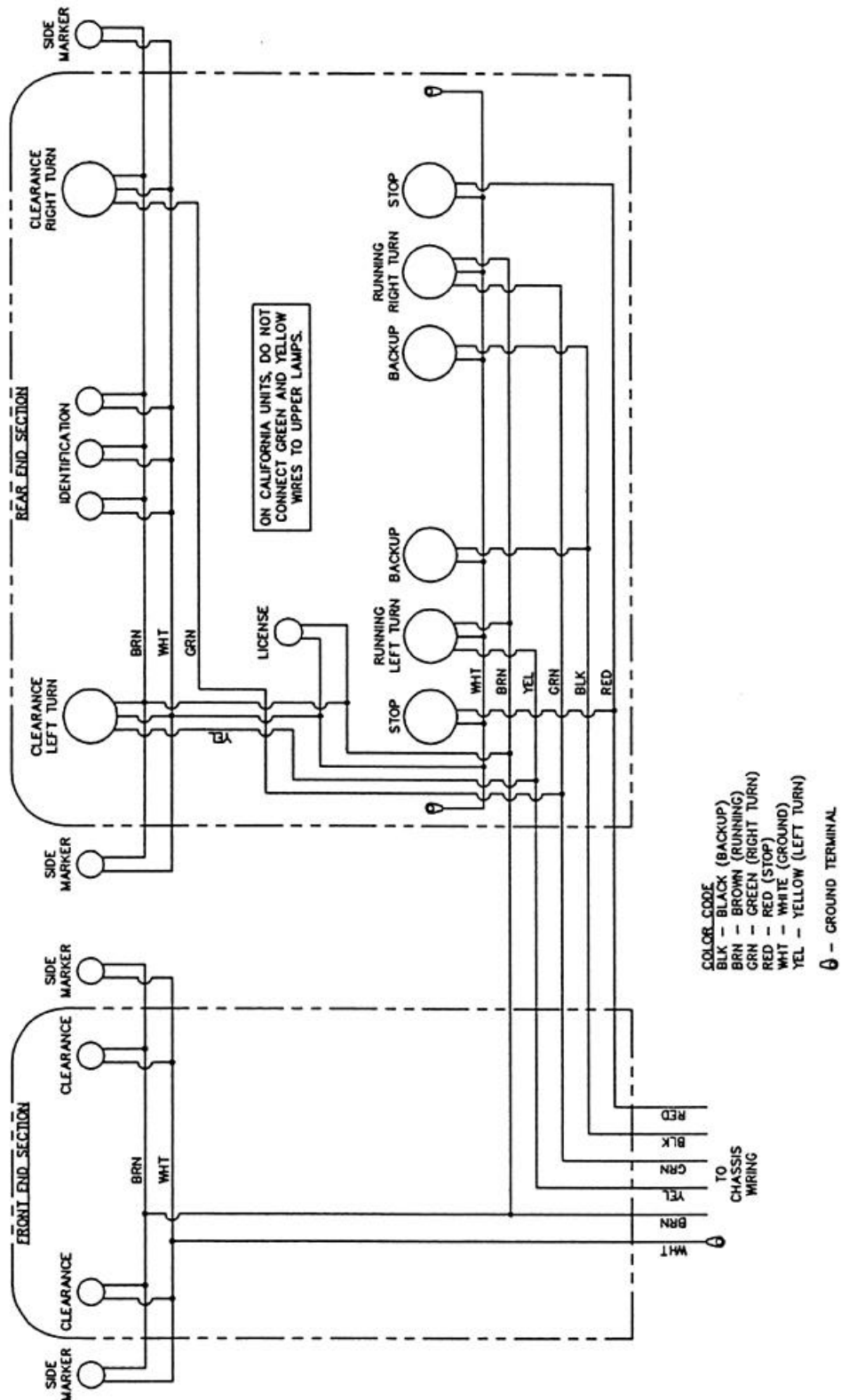
LETTER	STD P/N	LED P/N	DESCRIPTION
A	1742	802294	SMALL AMBER LAMP
B	1743	802295	SMALL RED LAMP
C	1757	802292	LARGE RED LAMP
D	1758	SPECIAL ORDER	BACKUP LAMP
E	3850	SPECIAL ORDER	LICENSE PLATE LAMP
F	1773		AMBER REFLECTOR
G	1774		RED REFLECTOR
H	83274		WHITE REFLECTIVE TAPE
I	83275		WHITE/RED REFLECTIVE TAPE



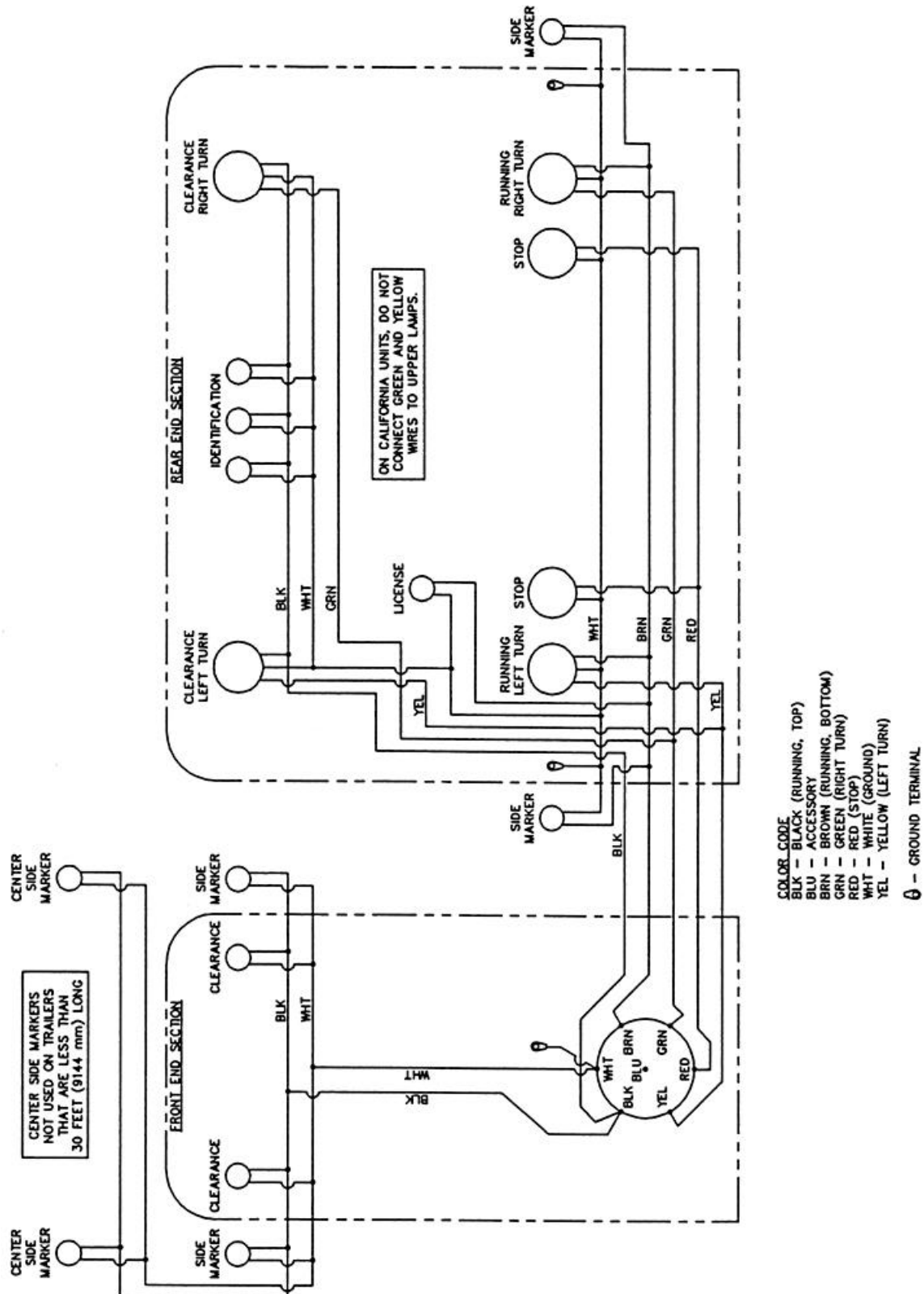
Standard Body Wiring Diagram



Body Wiring Diagram, Separate Stop Lamps



Standard Trailer Wiring Diagram



Removal and Replacement of Lamps and Reflectors

All lamps are sealed plastic units mounted in rubber grommets. Wiring harness plugs into back of each lamp.

Lamps may be pried out of grommets with a screwdriver (see Figure 1).

Lamps or reflectors with the same removal and replacement procedure are grouped together.

Replacement procedure is reverse of removal.

<u>STD P/N</u>	<u>LED P/N</u>	<u>DESCRIPTION</u>	<u>REMOVAL AND REPLACEMENT PROCEDURE</u>
1742	802294	Small amber lamp	To remove, pry lamp out of small rubber grommet and disconnect two-pin plug from lamp. (Plug will always have two wires.)
1743	802295	Small red lamp	
1757	802292	Large red lamp	To remove, pry lamp out of large rubber grommet and disconnect three-pin plug from lamp. (Plug may have two or three wires, depending on use of lamp.)
1758	SPECIAL ORDER	Large clear lamp	To remove, pry lamp out of large rubber grommet and disconnect two-pin plug from lamp. (Plug will always have two wires.)
3850	SPECIAL ORDER	License plate lamp	To remove, pry lamp out of rectangular grommet and disconnect two-pin plug from lamp. (Plug will always have two wires.)
1773		Amber reflector	To remove, take out screw that is in center of reflector.
1774		Red reflector	
83274		White reflective tape	Tape has adhesive back and will be destroyed if it is removed.
83275		White/red reflective tape	

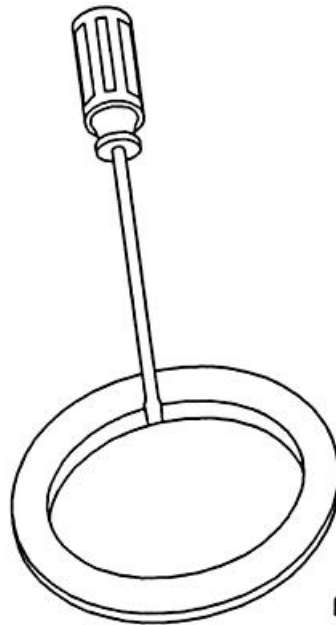
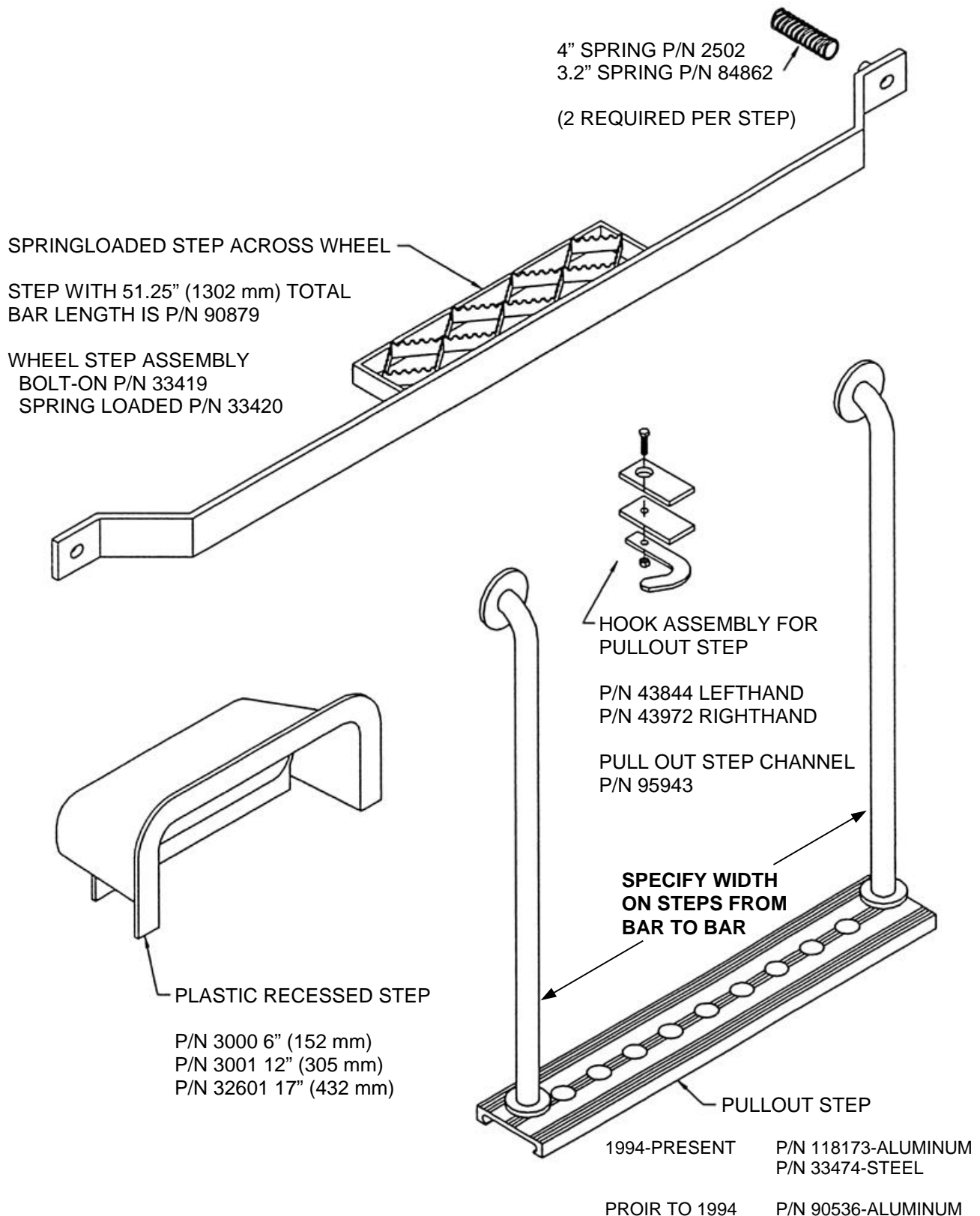


FIGURE 1

Steps

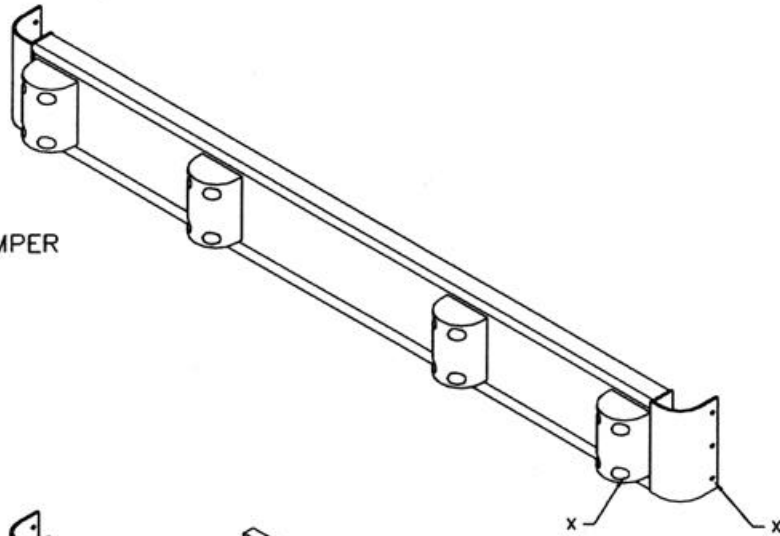
Replacement parts for various steps are shown here.



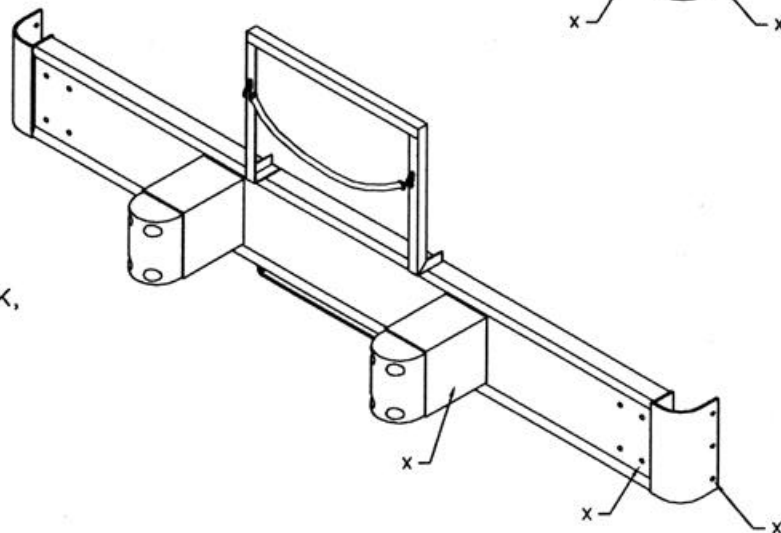
Bolt on Bumpers

Rear bumpers are available straight (without handtruck rack), with single handtruck rack, or with double handtruck rack. All come with parts needed to bolt them on.

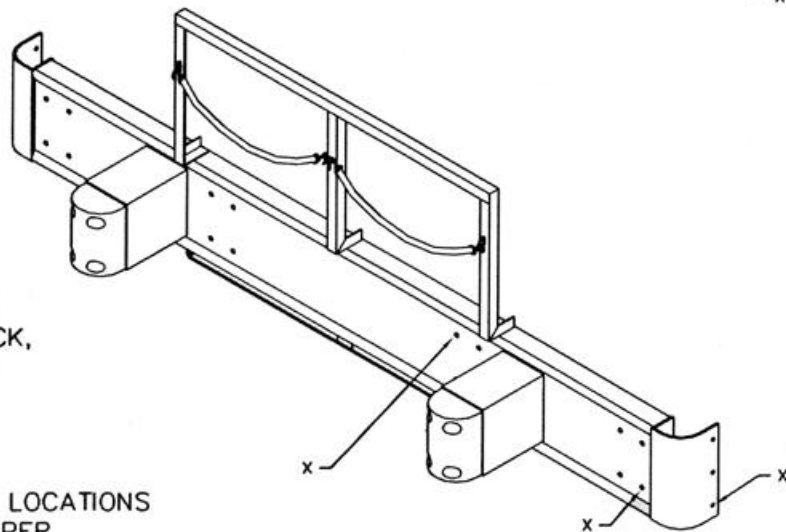
P/N 13007
COMPLETE STRAIGHT BUMPER



P/N 124401
COMPLETE BUMPER WITH
SINGLE HANDTRUCK RACK,
STIRRUP UNDER BUMPER



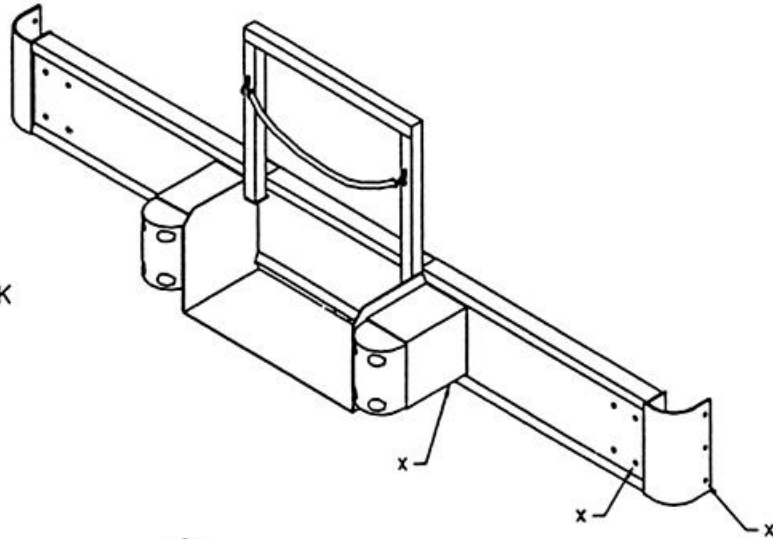
P/N 124403
COMPLETE BUMPER WITH
DOUBLE HANDTRUCK RACK,
STIRRUP UNDER BUMPER



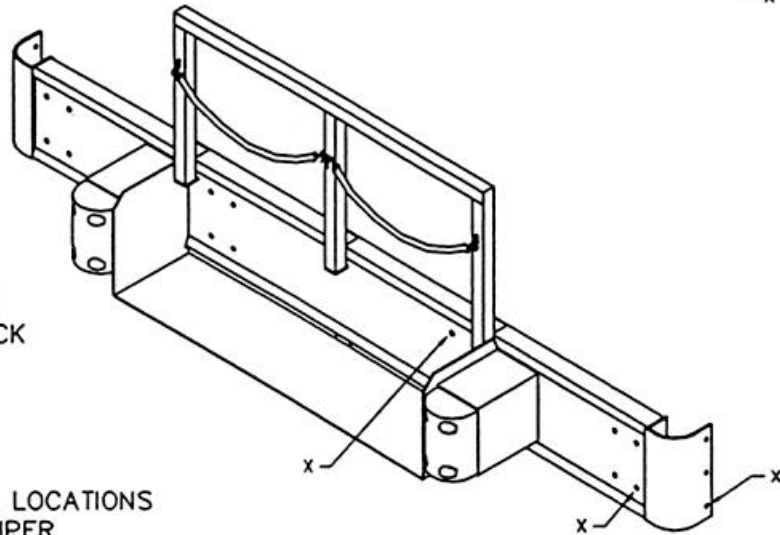
"X" MARKS TYPICAL LOCATIONS
FOR BOLTING BUMPER

Bolt on Bumpers (older style)

P/N 22896R
COMPLETE BUMPER WITH
SINGLE HANDTRUCK RACK



P/N 22889R
COMPLETE BUMPER WITH
DOUBLE HANDTRUCK RACK

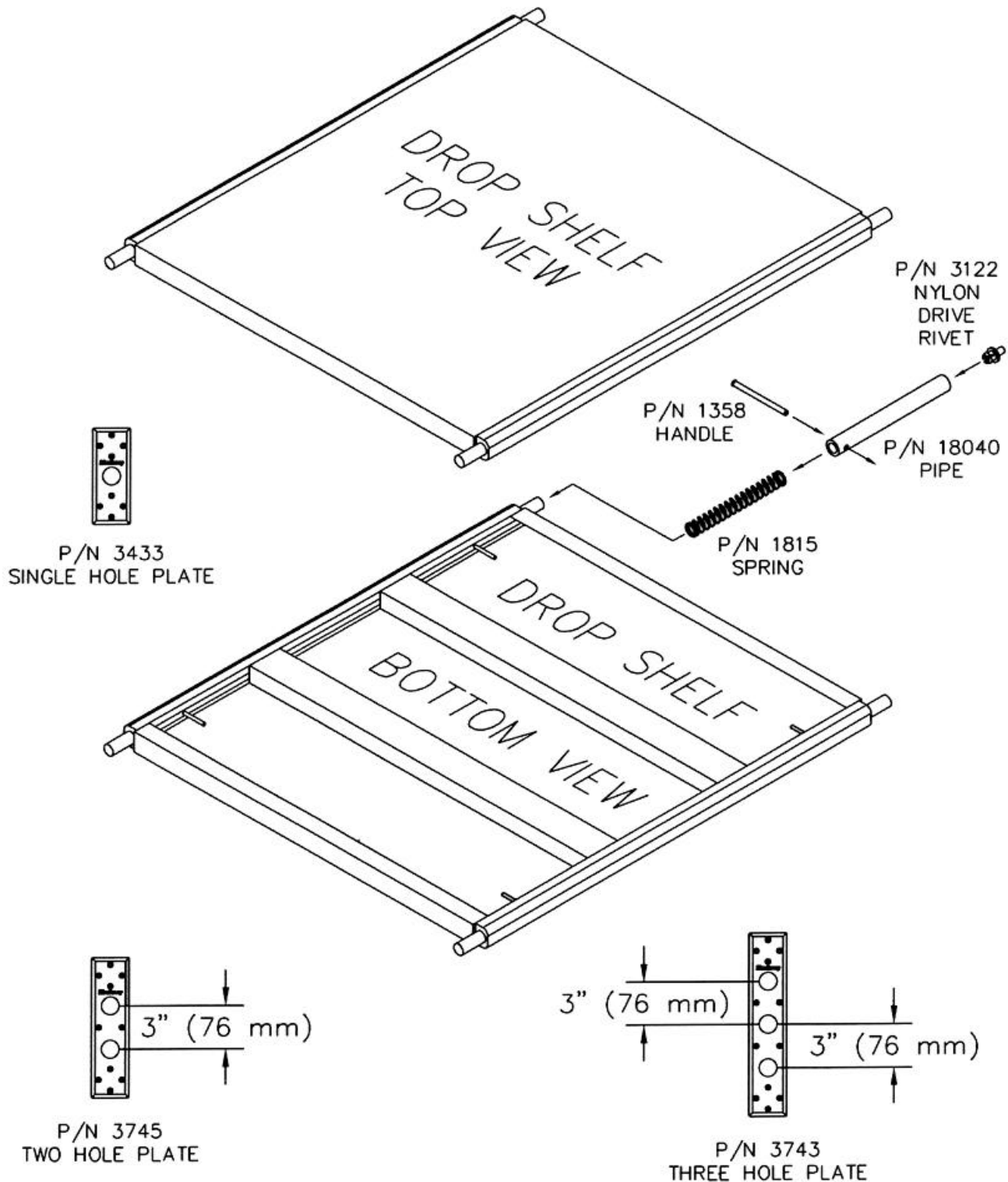


"X" MARKS TYPICAL LOCATIONS
FOR BOLTING BUMPER

Drop Shelf

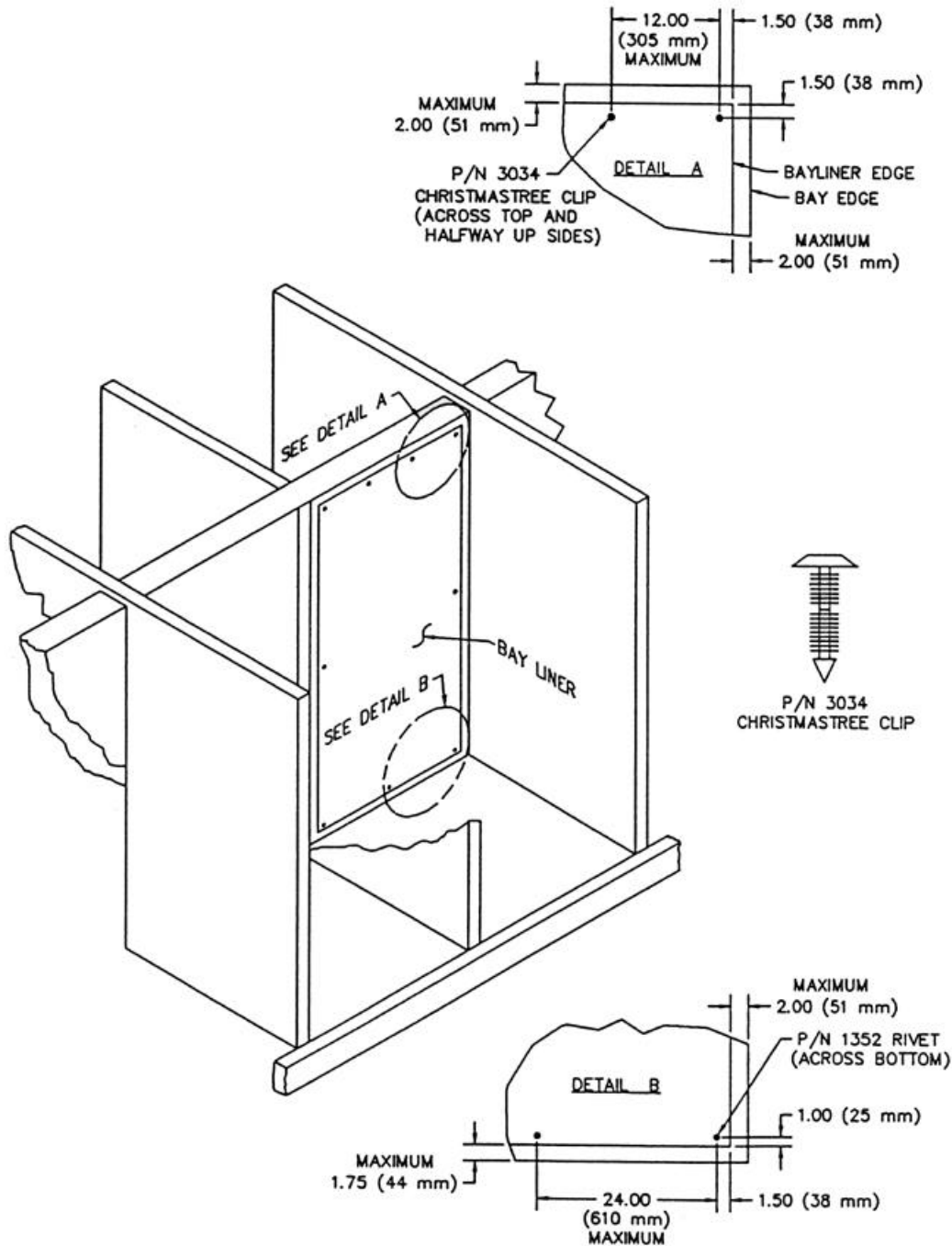
A drop shelf is a removable shelf used to divide a bay into smaller load spaces. The drop shelf is supported at each corner by a springloaded pin which extends into a hole in the bay wall. These holes in the bay walls are reinforced to carry the load by plates either outside or inside the wall.

Three different outside plates are shown below. All are fastened with P/N 1452 rivets.

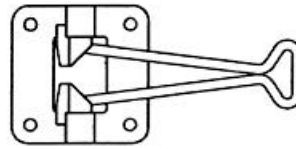
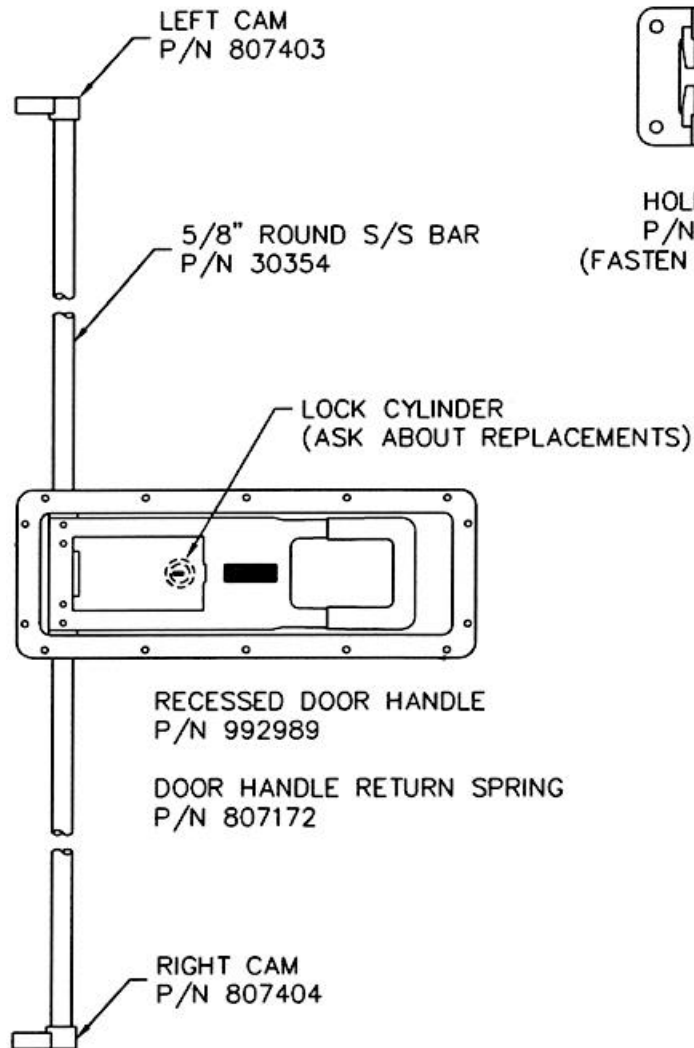


Bay Liner

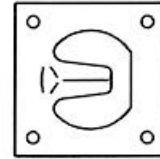
Plastic Bay Liner may be added on bay back walls. Specify your body serial number and which bays you want to install Bay Liner in. Install it by the instructions shown here.



Identification of Hinged Door Parts



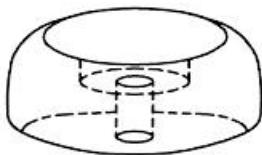
HOLDBACK
P/N 30903
(FASTEN BOTH PARTS WITH RIVET P/N 30284)



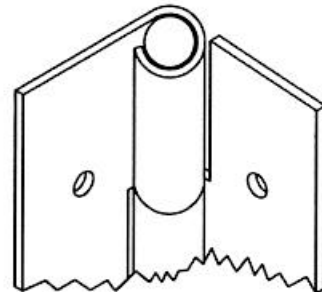
KEEPER
P/N 30904



DOOR SEAL
P/N 1868



ROUND RUBBER BUMPER
P/N 1816
(FASTEN WITH BOLT & WASHER P/N 3043
AND RIVNUT P/N 1414)



CONTINUOUS HINGE
P/N 3848
(FASTEN WITH RIVET P/N 30357)

NOTE: UNITS OLDER THAN 1996, PLEASE SPECIFY UNIT SERIAL NUMBER FOR PROPER LOCK HANDLE.

Routine Maintenance – Door Seals and Door Hinges

<i>Part</i>	<i>Maintenance</i>	<i>Perform Every</i>	<i>See Page</i>
DOOR SEALS	Inspect for damage. Spray with Hackney Freeway Door Lube to prevent sticking.	Month	9-1
DOOR HINGES	Inspect for damage. Lubricate with Hackney Freeway Door Lube. Replace loose rivets.	Month	9-1

TRAILERS

Trailer Tire Pressure/Load Specifications (English units)

(For speeds of 50 mph through 60 mph)

		Cold inflation pressure, PSI								
Tire size		70	75	80	85	90	95	100	105	110
Tubetype	Tubeless	Maximum load per axle with four tires, pounds								
9.00*20	10*22.5	15480	16160(E)	16800	17440	18080(F)	18680	19280	19880(G)	
10.00*20	11*22.5	17520	18320	19040(F)	19800	20480	21200(G)	21880	22520	23200(H)
11.00*20	12*22.5	19120	19960	20760(F)	21560	22360	23120(G)	23840	24600	25280(H)

- Notes:
1. Replace * with – for bias ply tire or R for radial ply tire
 2. Letters in parentheses denote Load Range. Load to left of letter is maximum load for that Load Range.
 3. Tire load capacity may exceed load capacity of wheels, axle, suspension, and other load carrying components and legal load limits. Actual load should not exceed the lowest of these items.

Trailer Tire Pressure/Load Specifications (Metric Units)

(For speeds of 80 km/h through 97 km/h)

		Cold inflation pressure, PSI								
Tire size		483	517	552	586	621	655	689	724	758
Tubetype	Tubeless	Maximum load per axle with four tires, pounds								
9.00*20	10*22.5	7020	7329(E)	7619	7909	8200(F)	8472	8744	9016(G)	
10.00*20	11*22.5	7946	8308	8635(F)	8980	9288	9615(G)	9923	10213	10522(H)
11.00*20	12*22.5	8671	9052	9415(F)	9778	10141	10485(G)	10812	11156	11465(H)

- Notes:
1. Replace * with – for bias ply tire or R for radial ply tire
 2. Letters in parentheses denote Load Range. Load to left of letter is maximum load for that Load Range.
 3. Tire load capacity may exceed load capacity of wheels, axle, suspension, and other load carrying components and legal load limits. Actual load should not exceed the lowest of these items.

Warning

WARNING! (1) FOLLOW ALL TORQUE REQUIREMENTS. (2) DO NOT USE ANY COMPONENT WITH VISIBLY WORN OR DAMAGED THREADS. FAILURE TO FOLLOW THESE SAFETY ALERTS CAN LEAD TO LOSS OF VEHICLE CONTROL, PROPERTY DAMAGE, SERIOUS PERSONAL INJURY OR DEATH.

Hutchens Suspension Torque Requirements 7600-7700-9600-9700 Series (Decal Part number 16086-01 Rev. C)

After an initial break in period, approximately 1000 miles (1609km), and at least every 4 months periodically thereafter, ALL bolts and nuts should be checked to insure that recommended torque values are being maintained.

Oiled torque values listed are for new fasteners with lubricated threads. It is recommended that new installations be performed with oiled fasteners. For dry threads which have been in service, use the higher torque values which are noted below.

	Oiled English	Oiled Metric	Dry English	Dry Metric
1 1/8 – 7 (9600/9700 Rocker Bolt)	590 lb-ft	800 N-M	790 lb-ft	1071.3 N-M
1 – 14 (7700 Radius Rod Bolt)	540 lb-ft	732.2 N-M	720 lb-ft	976.3 N-M
7/8 – 14 (Axle U-Bolts & 7600 Rad. Rod Bolt)	350 lb-ft	474.6 N-M	470 lb-ft	637.3 N-M
3/4 – 16 (Axle U-Bolts)	310 lb-ft	420.4 N-M	420 lb-ft	569.5 N-M
5/8 – 18 (7600/7700 Rocker Step Bolt & Cast Rad. Rod Clamp Bolt)	130 lb-ft	176.3 N-M	170 lb-ft	230.5 N-M
5/8 – 18 (Spring Retainer Bolt)	35 lb-ft	47.5 N-M	50 lb-ft	67.8 N-M
1/2 – 20 (Rad. Rod Clamp Bolt)	65 lb-ft	88.2 N-M	85 lb-ft	115.3 N-M

Bolt sizes listed above are not converted to metric.
These bolts used by Hutchens are based on actual inches for their sizes.

[Metric Unit of Torque (Oiled & Dry)
is Newton-Meter.
N-M = (LB-FT) x 1.356]

Routine Maintenance Items – Trailers

BODY PART	MAINTENANCE	PERFORM EVERY
Air Tanks: A. Manual Drain	Completely drain moisture from tanks.	Day
B. Automatic	Check to be sure automatic drains are working.	Day
Brake Line & Hoses	Inspect.	6,000 miles (9,656 km)
Brake Linings	Measure lining thickness through slots in dust covers. Replace if 1/4" (6.35 mm) thick or less.	12,000 miles (19,311 km)
Slack Adjusters	Adjust manual slack adjusters to compensate for brake lining wear. Replace automatic slack adjusters if needed.	When insufficient stopping power is shown in loaded practice stop.
Brake Chamber Diaphragms	Replace.	50,000 miles (80,464 km)
Tires	Inspect and check air pressure of cool tires. (see air pressure chart in Operator's Manual.)	Day
Wheel Nuts	Retorque.	First 500 miles (805 km), then every 1,000 miles (1,609 km).
Axle Alignment	Check. Adjust if needed	When offtracking or uneven tire wear is noted.
Suspension Bolts	Retorque.	First 1,000 miles (1,609 km) and then at least every 4 months.
Grease Fittings	Lubricate with multi-purpose grease. (Also fifth wheel and landing gear fittings.)	6,000 miles (9,656 km)
Fifth Wheel Plate	Clean and coat with multi-purpose grease.	6,000 miles (9,656 km)
Wheel Oilers	Check oil level and look for leaks. (If oil needed, use S. A. E. 90 gear oil.)	6,000 miles (9,656 km)
Electrical System	Inspect wiring insulation, connections.	Year

ORDERING PARTS

Dear Customer:

This manual, designed specifically for you, contains descriptions and numbers of parts for Hackney beverage truck bodies and trailers. We encourage you to use it for ordering.

The manual has several sections. Within these sections are subdivisions with drawings and part lists to aid you in identifying the item you need. We also provide measuring instructions when measurements are necessary and a list of raw material numbers for ordering large pieces and cutting them to size.

The Table of Contents will help you locate parts by identifying subdivisions within the manual.

We hope you find this manual helpful. If you desire to order parts by mail, forms are provided in the back. You may, of course, call, fax, or email in your order.

For instructions for safe installation of parts, consult the appropriate section in this manual. If you do not have a Parts and Service Manual, you should order one with your parts or visit www.hackneyparts.com to view and/or print the manual online.

To Order by Mail

Make a copy of one of the Parts Order Forms provided or print a copy from www.hackneyparts.com. Fill in the information requested, and send to Parts Department:

**Hackney and Sons, Inc.
400 Hackney Avenue
Washington, NC 27889**

To Order by Phone

**Call the Parts Department:
Toll Free: (877) 238-7278**

**Washington, North Carolina
1-800-763-0700 or USA (252) 946-6521**

To Order by Fax

Fax the Parts Department:

**Washington, North Carolina
USA (252) 975-8368 or 8340**

To Order Online

**Online Parts Dept:
www.hackneyparts.com**

When calling, please provide the following information:

Your name
Company name
Shipping address
Phone number
Purchase Order Number
Serial Number of Body or Trailer
Shipping instructions
Name of manual
Page part appears on
Page issue date at top corner of page
Part description
Part number when manual provides one
Other specifications requested in manual

SEND EMAIL FOR ORDERS AND INFORMATION TO HACKNEYPARTS@TTIVEHICLES.COM

TO: HACKNEY PARTS DEPARTMENT

INQUIRY NUMBER:

HACKNEY

REPLACEMENT PARTS INQUIRY

FROM:

SHIPPING

ADDRESS:

CITY:

COUNTRY:

DATE:

P.O. NO.:

CONTACT:

UNIT SERIAL

NUMBER(S):

PHONE NUMBER (Include country code):

FAX:

[illegible]

*** NOTE:** * Page number should be taken from the Hackney Parts and Service Manual (June, 2001). If part number and/or part descriptions are unknown, please circle the general area where these part(s) are located. You can do this by using the drawings located on the next pages. In order to pinpoint a specific part in a general area, please use arrows as necessary. If possible, send detailed clear pictures with the items marked with arrows. **Unit serial number(s) must be provided to ensure you receive the correct Hackney replacement parts.**

TO: HACKNEY PARTS DEPARTMENT

INQUIRY NUMBER:

HACKNEY

REPLACEMENT PARTS INQUIRY

FROM:

SHIPPING

ADDRESS:

CITY:

COUNTRY:

DATE:

P.O. NO.:

CONTACT:

UNIT SERIAL

NUMBER(S):

PHONE NUMBER (Include country code):

FAX:

[illegible]

*** NOTE:** * Page number should be taken from the Hackney Parts and Service Manual (June, 2001). If part number and/or part descriptions are unknown, please circle the general area where these part(s) are located. You can do this by using the drawings located on the next pages. In order to pinpoint a specific part in a general area, please use arrows as necessary. If possible, send detailed clear pictures with the items marked with arrows. **Unit serial number(s) must be provided to ensure you receive the correct Hackney replacement parts.**

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INQUIRY NUMBER:

HACKNEY

REPLACEMENT PARTS INQUIRY

FROM:

SHIPPING

ADDRESS:

CITY:

COUNTRY:

DATE:

P.O. NO.:

CONTACT:

UNIT SERIAL

NUMBER(S):

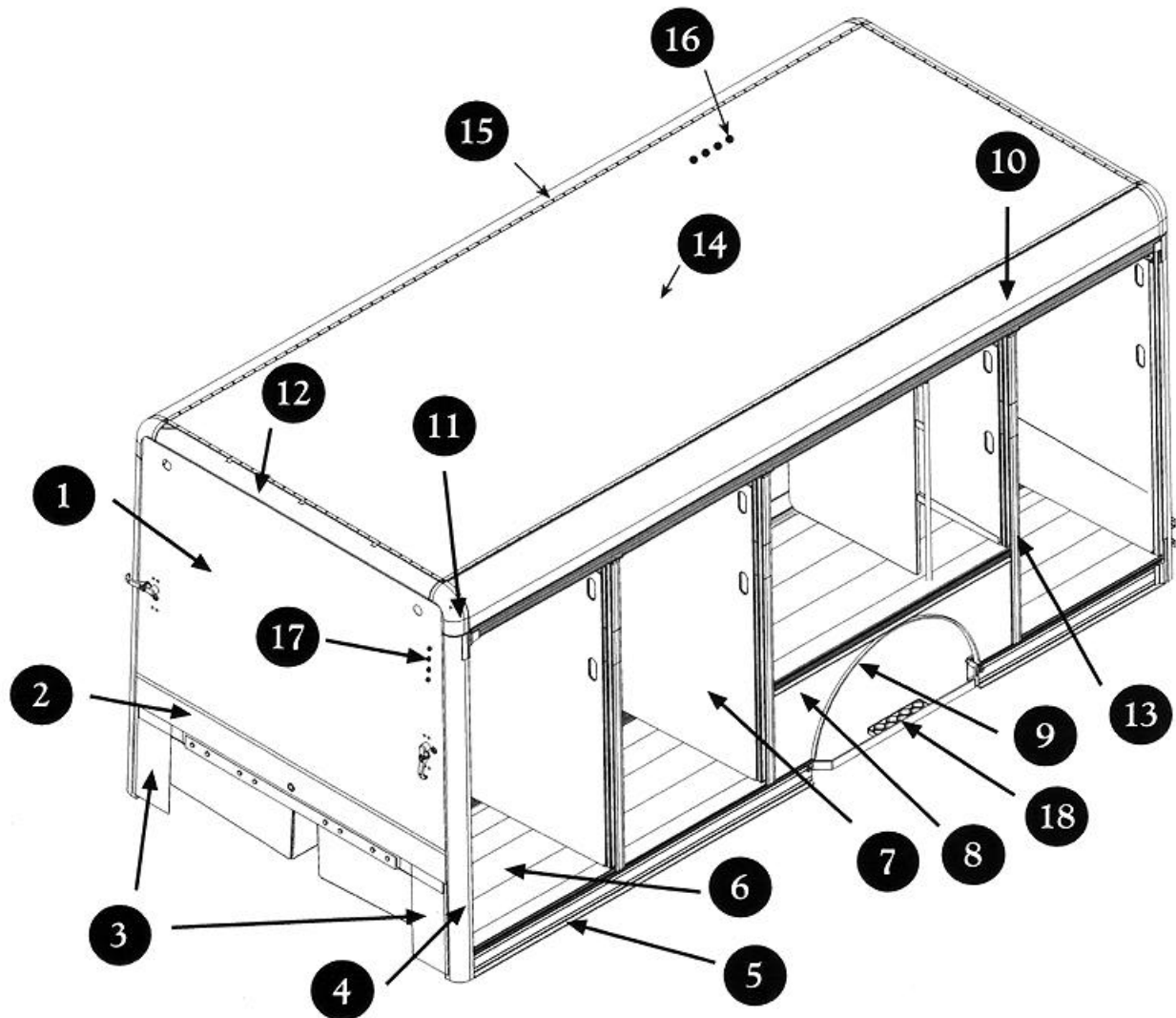
PHONE NUMBER (Include country code):

FAX:

[illegible]

*** NOTE:** * Page number should be taken from the Hackney Parts and Service Manual (June, 2001). If part number and/or part descriptions are unknown, please circle the general area where these part(s) are located. You can do this by using the drawings located on the next pages. In order to pinpoint a specific part in a general area, please use arrows as necessary. If possible, send detailed clear pictures with the items marked with arrows. **Unit serial number(s) must be provided to ensure you receive the correct Hackney replacement parts.**

Body Side View

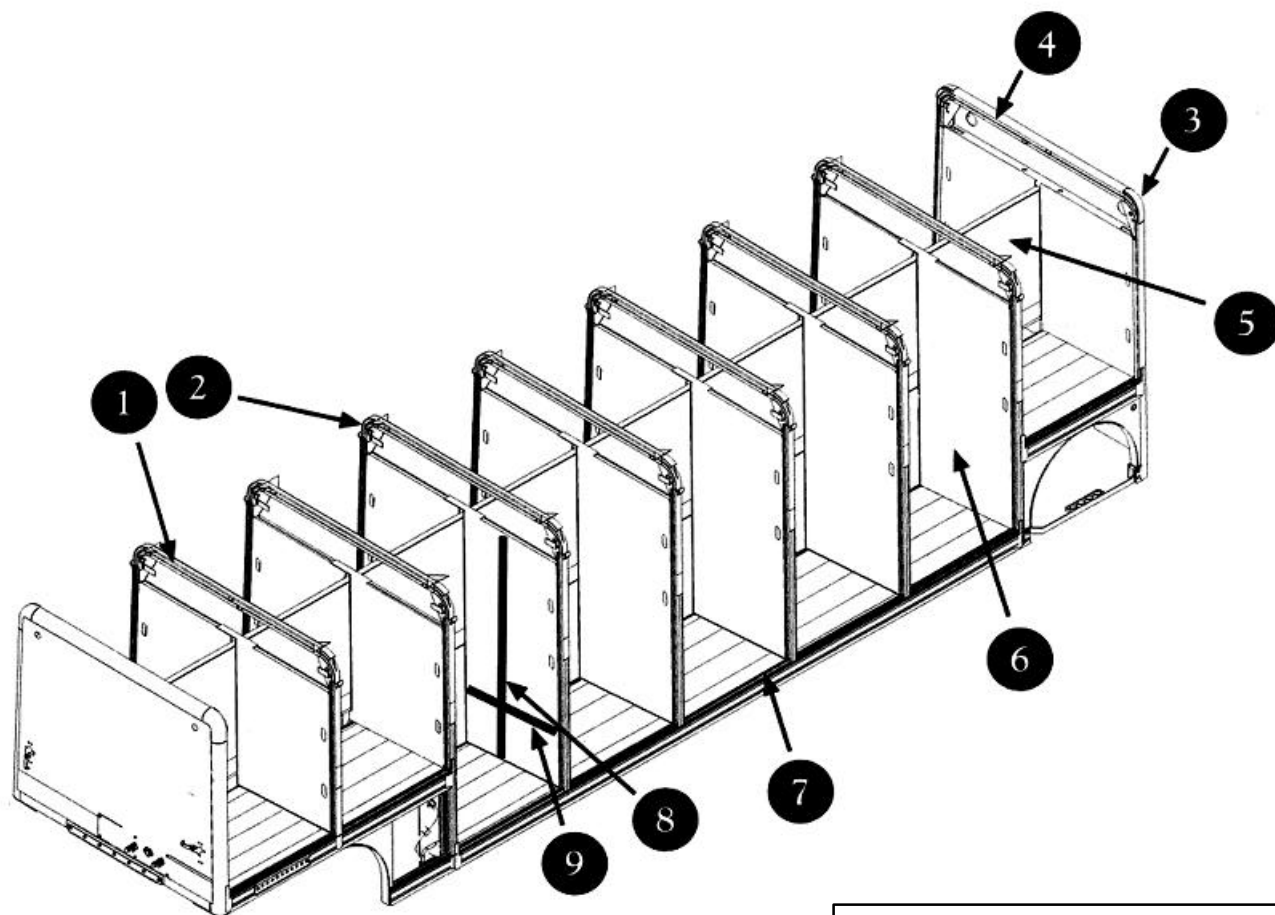


- | | | |
|---|---|--|
| 1. Front Upper Cover
*Rear Upper Cover (not shown) | 7. Bay Partition Cover Right & *Left
(not shown) | 12. Top Post |
| 2. Front Middle Cover | 8. Wheel Housing Skirt Right
& *Left (not shown) | 13. Door Track Assembly |
| 3. Front Lower Cover
*Rear Lower Cover (not shown) | 9. Skirt Ring | 14. Roof Sheet (specify width & length) |
| 4. Corner Post | 10. Top Rail | 15. Roof Molding |
| 5. Bottom Rail | 11. Corner Cap (specify Front Left or Right,
Rear Left or Right) | 16. Roof Rivets |
| 6. Floor Slats (specify width & length) | | 17. Front End Rivets
*Rear End Rivets (not shown) |
| | | 18. Springloaded Step Bar |

ATTENTION:

Use all part Numbers (P/N) in this manual as a reference only, they may be discontinued. When ordering parts refer to the description name and unit serial number.

Trailer Interior



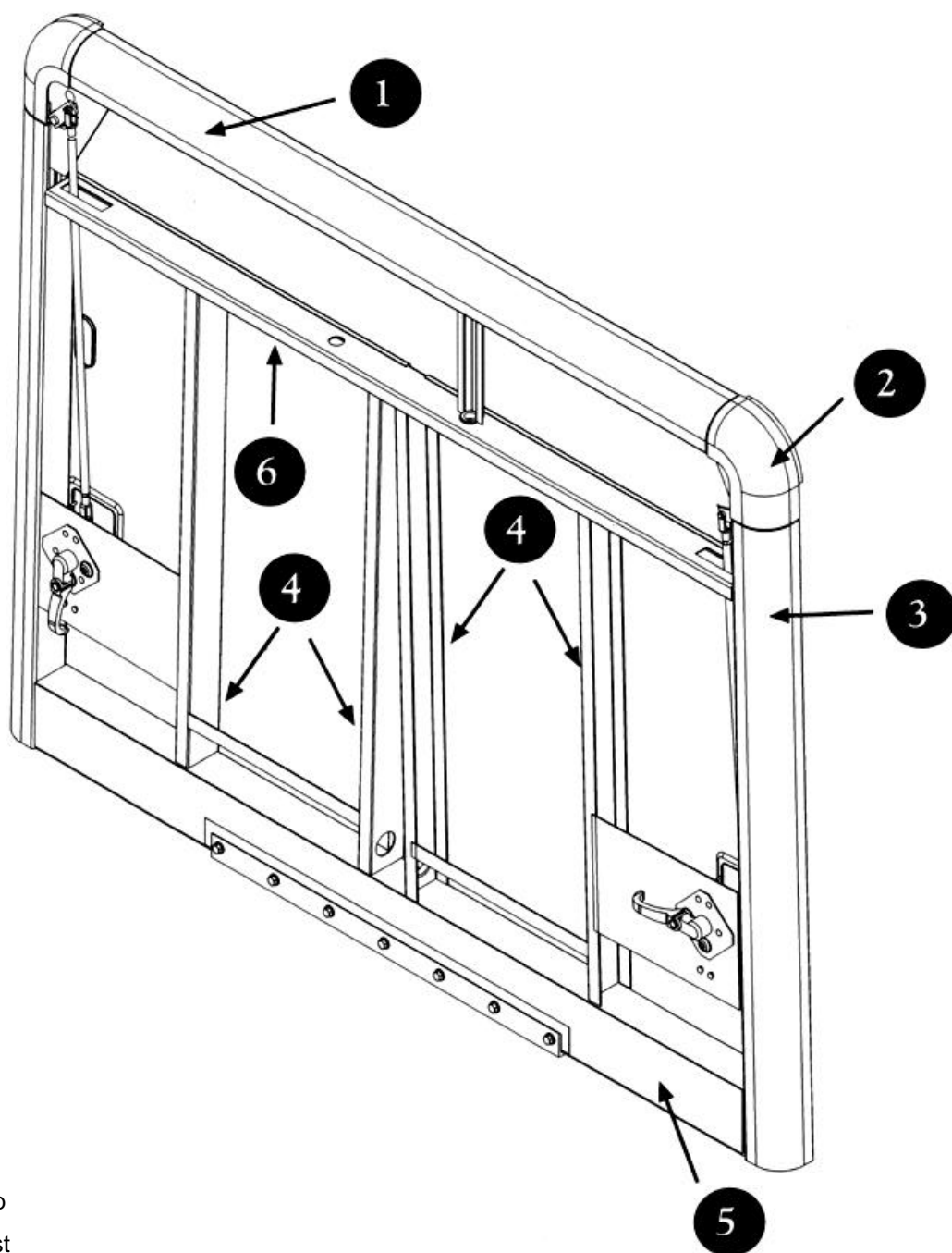
NOTE:
PARTS 1, 2, 3, 4, 5, and 6 apply to bodies also.

- | | |
|--|---|
| 1. Horizontal Track | 6. Partition Cover |
| 2. Horizontal Track Plate for Middle Section
Passenger/Driver | 7. Floor Assembly (sheet or slats based on serial number) |
| 3. Horizontal Track Plate for End Section | 8. Vertical Channel (between partition covers) |
| 4. Horizontal Track for End Section | 9. Cross Still Channel |
| 5. Horizontal A-Frame Covers (specify width & height) | |

ATTENTION:

Use all part Numbers (P/N) in this manual as a reference only, they may be discontinued. When ordering parts refer to the description name and unit serial number.

Trailer Front End Section

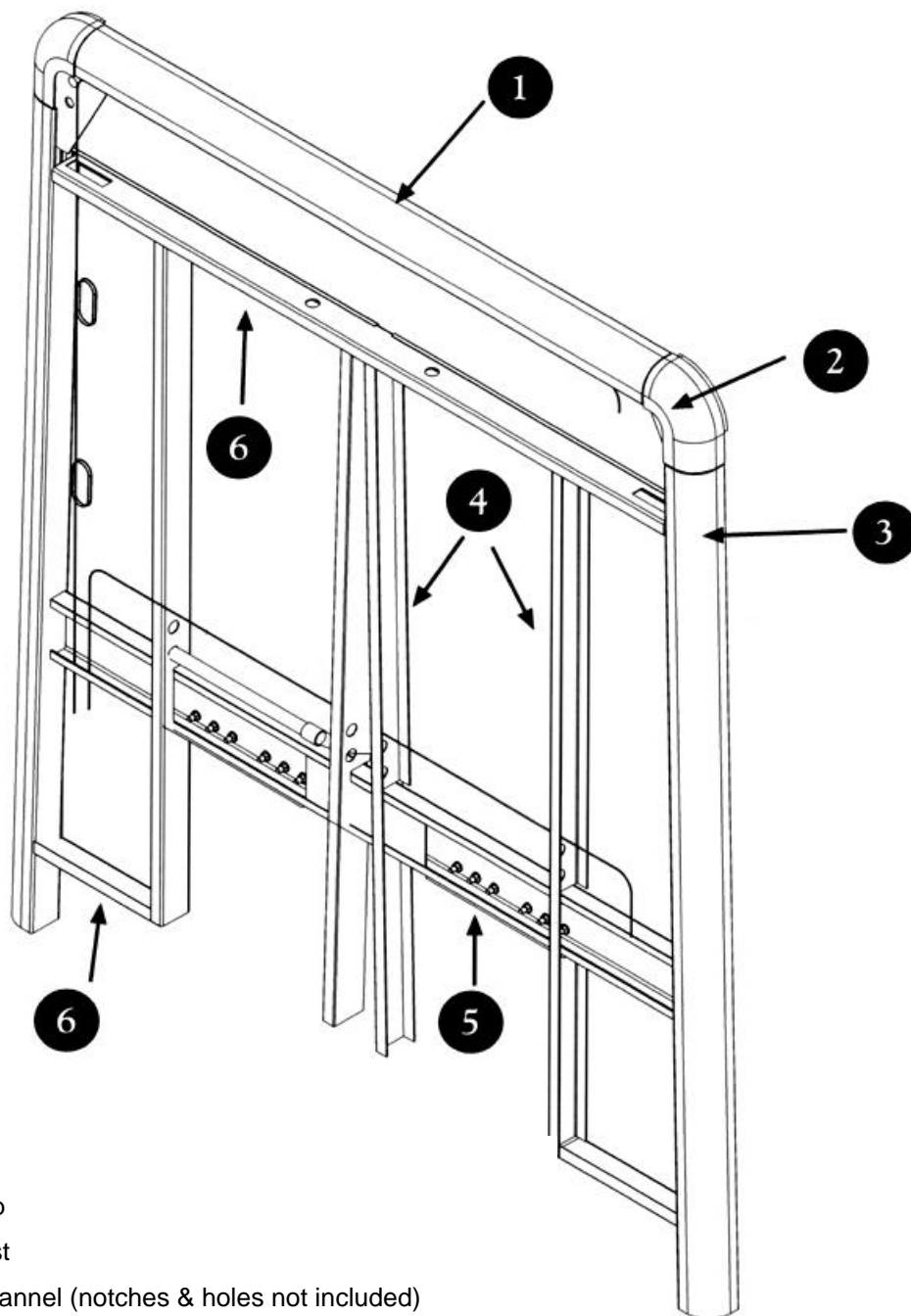


1. Top Post
2. Corner Cap
3. Corner Post
4. Vertical Channel (notches & holes not included)
5. Front Cross Still Assembly (includes bolts & steel angle)
6. Horizontal Channel (includes bolts & steel angle)

ATTENTION:

Use all part Numbers (P/N) in this manual as a reference only, they may be discontinued. When ordering parts refer to the description name and unit serial number.

Rear End Section

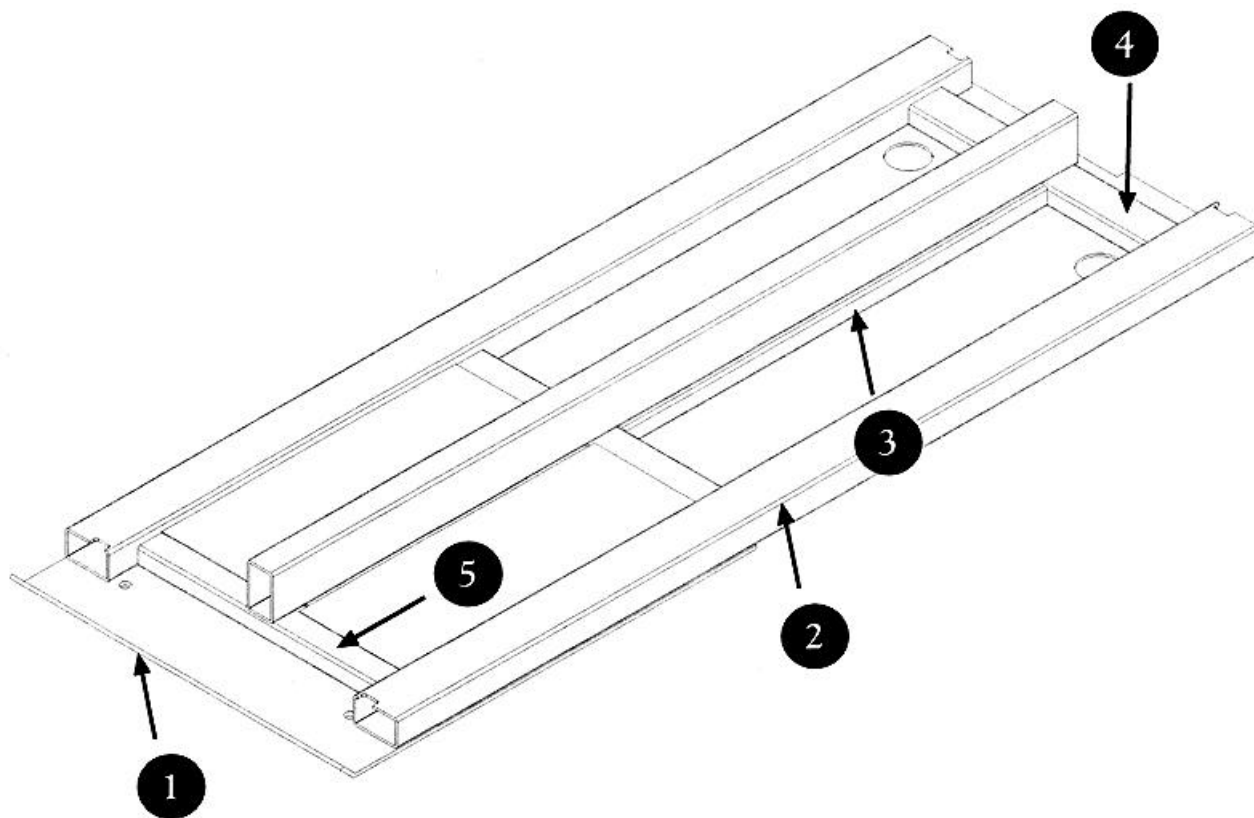


1. Top Post
2. Corner Cap
3. Corner Post
4. Vertical Channel (notches & holes not included)
5. Front Cross Still Assembly (includes bolts & steel angle)
6. Horizontal Channel (includes bolts & steel angle)

ATTENTION:

Use all part Numbers (P/N) in this manual as a reference only, they may be discontinued. When ordering parts refer to the description name and unit serial number.

Kingpin Plate Assembly

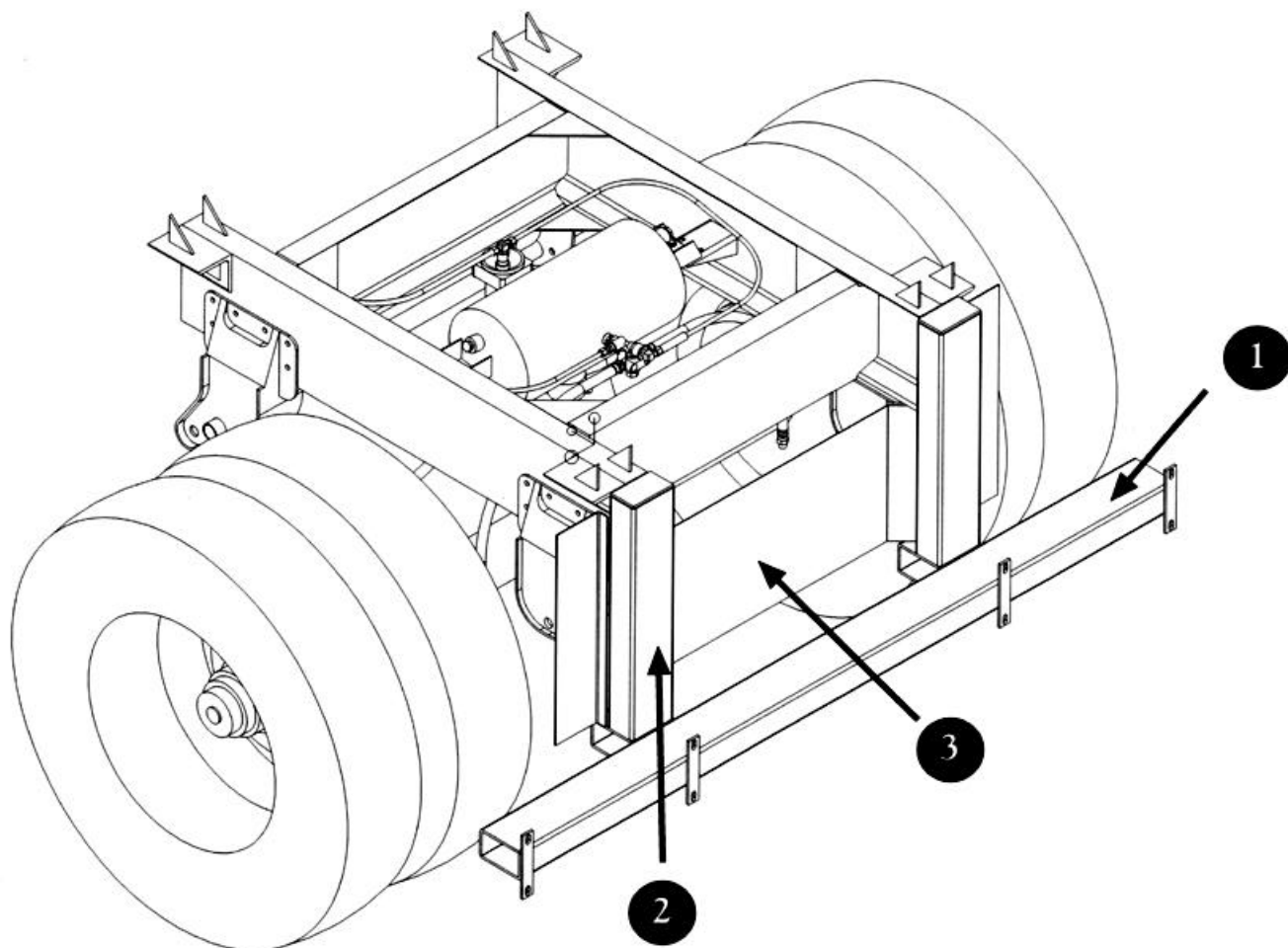


1. King Pin Plate (*King Pin not shown)
2. 3" x 5" Tubing (specify length)
3. 2" x 4" Tubing (specify length)
4. 2" x 4" Tubing Rear (specify length)
5. 2" x 4" Tubing Front (specify length)

ATTENTION:

Use all part Numbers (P/N) in this manual as a reference only, they may be discontinued. When ordering parts refer to the description name and unit serial number.

Dolly Assembly



1. Bumper Mount Assembly
2. Vertical 3 x 5 Tube (specify length)
3. Mud Pan

ATTENTION:

Use all part Numbers (P/N) in this manual as a reference only, they may be discontinued. When ordering parts refer to the description name and unit serial number.