# Ledwell Rollback

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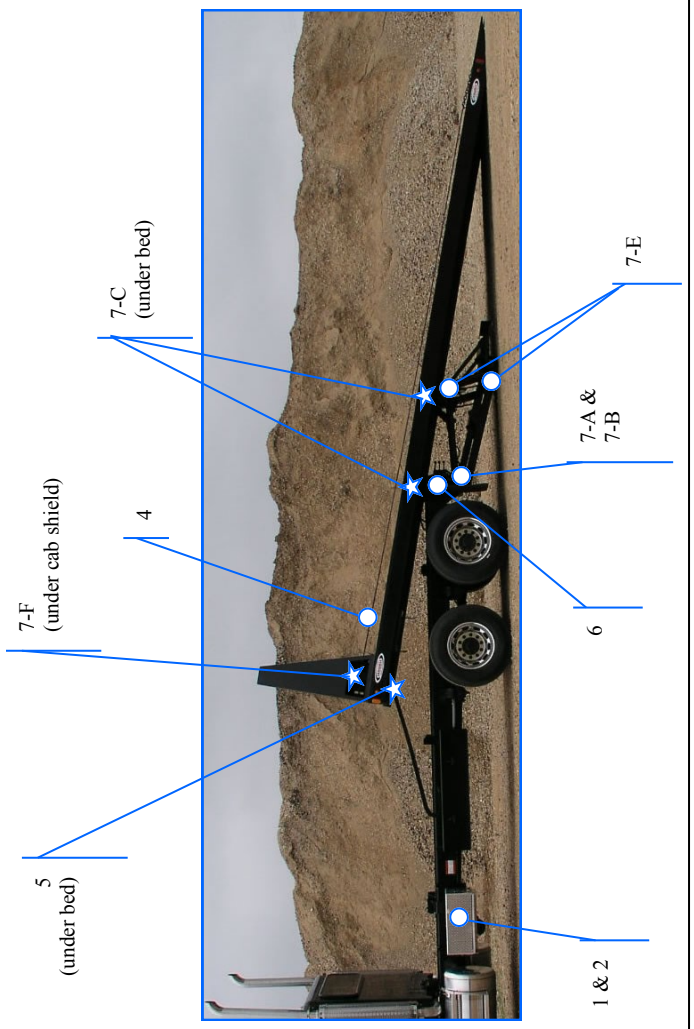
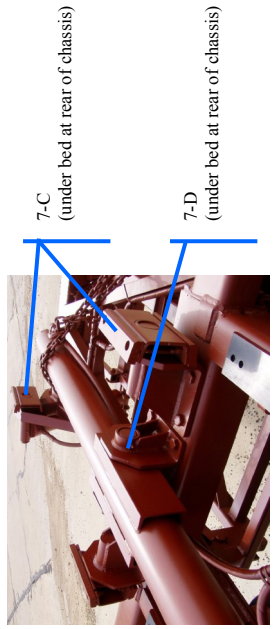
# LEDWELL EQUIPMENT WARRANTY

Ledwell warranty assures the purchaser that should a defect in material or workmanship occur during the warranty period, Ledwell will assume specific repair responsibilities as listed in this warranty statement. Warranty period shall begin on the date the product is delivered to the customer and continue for one year from that date. The following guidelines should be followed when making repairs to Ledwell equipment whenever possible.

1. Reimbursement for parts used in warranty repairs will be credited only when the replacement parts are ordered from and returned to Ledwell & Son Enterprises.
2. All replacement parts sent to the customer will be billed to the customer. The warranty claim will be reviewed, and determination will be made as to its disposal. If approved, replacement parts cost will be credited to the customer.
3. When replacement parts are shipped from Ledwell, freight will be prepaid by Ledwell and will be shipped by the most economical means to arrive in the shortest possible time. Air, Next Day Air, Priority and other special shipments requested by the customer will be at the customer's expense.
4. Warranty labor reimbursement for labor expense to the customer will be paid at the most reasonable and customary rate. Repair times will be reviewed by Ledwell and may be adjusted to average repair times required by other shops to make similar repairs.
5. Reimbursements for repairs made by outside sources other than customer shops will be made for those services deemed necessary for the resolution of the warranty by Ledwell's warranty department. Outside repair invoices must have prior approval from Ledwell's warranty department.
6. In all cases, the most economical repair should be performed unless otherwise directed.
7. Only those parts provided by Ledwell will be covered by our warranty.
8. Service bulletins will be issued when necessary to alert customer of special repairs and maintenance procedures.
9. Approved Claims will be paid in a timely manner.
10. Notice of denied claims will be sent along with a statement as to the reason for the denial within 30 days of receipt of said claim.







## MAINTENANCE AND LUBRICATION

If normal care is exercised in keeping the operating mechanisms clean and a lubrication program is followed, few problems should arise.

If any part of the unit, truck frame, or section of the rollback mechanism becomes damaged or bent, straighten or repair as necessary, making certain that no binding or distortion occurs during the rollback operation or use. For specific problems or if your shop is not equipped to handle certain repair work, consult:

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1. Periodically, check the hydraulic system for leaks.
2. Check oil level in the reservoir.
3. Check all mounting bolts for tightness.
4. Check winch cable for wear and tightness. Frayed cables can be dangerous.
5. Clean dirt from the I-beam and nylatron pads where the slide together and lightly grease.
6. Clean off the valve spools and oil lightly.
7. Grease fittings are as follows and should be greased as appears necessary.
    A. Upper arm pivot bushings—2
    B. Lower arm pivot bushings—2
    C. Slide blocks—4
    D. Rollback cylinder brackets—2
    E. Tilt cylinder bushings—4
    F. Winch—2

8. Change hydraulic oil filters at least once a year or anytime your hydraulic system has been compromised.

SEE RIGHT PAGE FOR POINT LOCATIONS

## ROLLBACK OPERATIONS

### CONTROLS

1. Power-take-off, air shift handle with finger lift or electric hot shift switch
2. Tilt valve handle (control box—forward handle).
3. Rollback valve handle (control box—center handle).
4. Winch valve handle (control box—rear handle).

### OPERATION

***USE SAME OPERATING PROCEDURES FOR REMOTE EQUIPPED TRUCKS***

1. Park the vehicle in a relatively aligned position in the front of the object to be loaded. Maintain about twelve feet of space behind the rear of the deck and the object to be loaded.
2. If your truck has an automatic transmission, put truck in gear, depress the brake (to lock transmission torque converter), engage the P.T.O., set the emergency brake, place truck in park or neutral, and finally release the brake pedal.
3. Move “tilt” handle toward “up” to lower bumper, until the bumper rests solid on the ground or other hard surface.
4. Move the “rollback” handle toward “off” and the deck will slide back. Move the deck back until its center of weight (balance point) is between the front and rear slide blocks that support the deck.
5. Move the “tilt” handle toward “down” and allow the rear of the deck to lower.
6. Using the “rollback” handle, move it toward “off” to slide the deck off the remaining portion of the cylinder stroke. When approaching the end of this stroke, the rear of the deck should contact the ground. If the rear of the deck should dig in to the ground, tilt the rear deck to remedy this condition.
7. Move the “tilt” handle down and allow the rear of the deck to rest on the ground. The unit is now ready to load or unload.

### WINCH OPERATION

1. Move the winch control handle up toward the “off” position to unreel the cable (if a one man operation exists, it is recommended that “free spooling” be used for unreeling the cable. To accomplish this, disengage the clutch dog on the winch and manually pull out the cable, unreeling the cable without keeping it taut will result in loosening of several rolls and can cause tangling or uneven rewind condition. (After the cable has been pulled out in the “free spool”, make sure the clutch dog is re-engaged.)

Move the handle to the “on” position to reel in the cable. When cable is not attached to the loaded object, it should be attached to the deck within reach of the operation and kept taut.

## OPERATION OF DECK TO TRANSPORT POSITION

1. Slightly raise the rear of the deck. If it will not lift, the unit is overloaded, insufficient power is being used, or the load is too far aft.
2. Slide the deck forward until the center of weight is between the slide blocks.
3. Raise the rear of the deck until the deck aligns with the top of the nylatron pads.
4. Slide the deck forward; making certain the front of the deck frame enters under the hold-down brackets locking the deck in position.
5. Lift the rear bumper into transport position.

## LOADING AND UNLOADING

Even though the object to be loaded may be capable of moving up the deck under it's own power, it is advisable to use the winch either to assist or act as a load snubber in the event of stalling or sliding backward. It is desirable to get the load at least as far forward as the center of balance or as experience dictates in the size of the load. Always make certain that either the brakes are locked or wheels blocked to avoid having load roll forward. During unloading, it is again advisable to use the winch as a snubber as a safety precaution.

## DOCK LOADING

It is only necessary to lower the bumper to support the deck by using the "tilt" control. Do not raise and support the rear of the deck on a dock that is too high because when the load is moved on to the truck deck, the deck can become jammed on the dock and excessive loads will be applied to the trunnion assembly.

## CAUTION

Always make certain P.T.O. is disengaged prior to moving the truck. Over speeding of the pump will greatly reduce its life or ruin it completely.

When loading or unloading, be aware of any overhead obstructions — power lines, buildings, etc. — that could create a safety hazard during the operation.

**NEVER GET UNDER YOUR TRUCK IF THE ENGINE IS RUNNING!**
*Hands, clothes, hair, etc. can get caught on spinning shafts and U-joints.*

**YOU COULD BE HURT OR EVEN KILLED!**

It is against Federal Law to try to fix P.T.O. driven machinery if the engine is running. Always turn the engine off. Then, put the keys in your pocket. (OSHA 1910.147)

## TROUBLESHOOTING OPERATION PROBLEMS

If a specific problem cannot be found after checking the following listed items, please, consult:

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1. Apparent looseness and rattling of the deck
   A. Adjust the hold-down bracket.
2. Hydraulic system functioning improperly.
   A Operations appear slow
      a. Check the engine R.P.M. maximum pump speed is 1800 R.P.M.
      b. Check the oil level in the reservoir. The reservoir should be 1/3 to 3/4 full depending upon whether the cylinders are extended or retracted.
      c. Check the condition of the oil. Is it dirty?
      d. In cold weather, the oil may be "heavy". Increased oil viscosity will slow the hydraulic system. Prolonged running under this condition may result in damage to the pump or other parts. Mixing different base oils may result in thickening of the oil.
      e. In hot weather, the oil will thin and this may slow the speed of operation. Normal heating from normal operation of the system results in decreased viscosity. Keep the outside surfaces of the oil reservoir clean at all times to promote better heat dissipation from the tank.
      f. Check for partially blocked lines, especially where bends may collapse the hoses. It may be necessary to re-position the hoses affected.
      g. The internal parts of the pump, cylinders, or winch orbit motor may have become worn. These parts will have to be examined and be replaced or repaired as required. If the pump is worn, the entire hydraulic system will be slowed, and proper pressure adjustment will not be possible. If the cylinders are bypassing internally, they will not hold pressure. This condition can be observed visually; the cylinder will leak off under load. Ordinarily, only one cylinder or one system of cylinders will wear this way. However, a faulty valve will contribute to the same condition of leaking off under load. If the problem cannot be corrected, consult Ledwell & Son Enterprises. Continued operation with a worn pump or cylinder will eventually result in a complete failure of these parts. This failure may occur at a time when proper functioning is most needed. Do not risk personal injury. Continued operation will very possibly result in damage to other system components.
   B The system fails to operate
      a. Check all of the before mentioned items under slow operation. The probable cause of system failure will be more readily apparent and immediate action will be required.

3. Mechanical problems
   A. Periodically, check all of the bolts, hydraulic fittings, and especially the winch cable clamp for tightness. This regular check and maintained recommended lubrication should result in a minimum of mechanical difficulties above and beyond normal wear and service
   B. Check the winch cable often for frays or kinks, as they could cause the cable to break and damage to the equipment or injury to the operator may occur.