



9000ELD

**Installation Instructions, Troubleshooting
And Warranty Information.**



Important Warranty Information Enclosed.

Dealers: Please pass this booklet along to your customers.

9000ELD

Installation Instructions

STEP 1

Required Parts for step one (head assembly)



1x Extruded Roller-Bar



1x Direct Drive Motor W/Cover



1x Switch & Relay Box



1x³/₄" Bearing Shaft



1x ³/₄" Flange Bearing



28m 2 Core Electric Wire

Before Beginning Installation:

Check parts bags for correct contents. Contact Thompsons if parts are missing.
Read through instructions for entire system to get a general idea of how each component is mounted and how the components fit together.

Choosing the Mounting Location

In general the rollerbar should be mounted within the cab shield and as far forward as possible so that the DD motor and pivot arms will be less likely to be damaged by loaders.

Mounting the Direct Drive Motor and Rollerbar

Mount the DD motor to the bearing plate or cab shield.

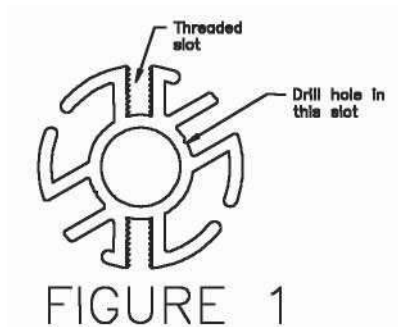
(Preferably on the drivers side.)

Measure the distance between the two ends of the cab shield.

Cut the roller bar one inch shorter than this length.

Drill a 8mm hole, $\frac{1}{4}$ " from one end of the rollerbar. Start the hole in one of the smooth-sided slots, not a threaded slot (see Figure 1). Slide one end of the rollerbar over the DD motor output shaft and secure with a M8 x 60 rollerbar bolt.

Ensure hole on extruder bar is in line with hole on bearing shaft.



Wiring the Motor

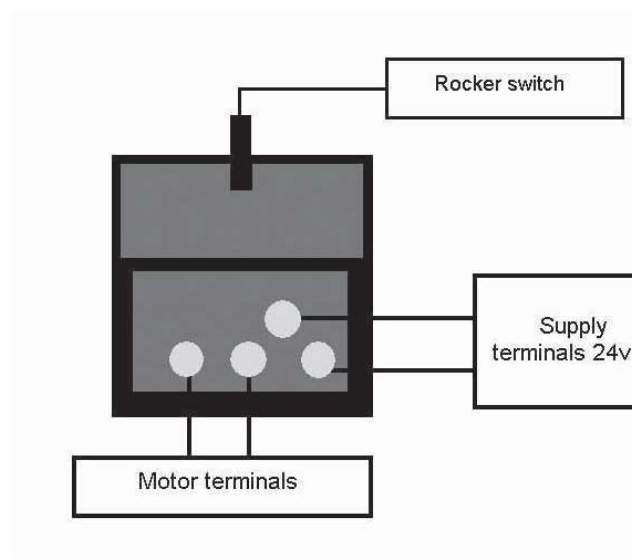
CAUTION: The Vehicle must be wired using the wire provided. Smaller wire will cause the system to operate slowly and possibly overheat.

Hint: Running EMT conduit down the length of the chassis and back along the frame rail provides a safe place to run the wires as well as adding a clean, finished look to the installation.

1) Choose a location close to the battery and cab to mount the relay box and the control switch. The location should be protected from heavy road spray and mounted on a flat surface using at least 3 of the 4 mounting points, use sealer around mounting bolts between bolts and mounting location. Do not connect to battery until switch is fitted.

2) Unroll the wire (included). Run the wire down the chassis from the relay box to the DD motor, back along the bottom of the body, around the hinge (leaving enough slack to avoid binding or pinching during tipping), and forward on the chassis into the cab where the switch is mounted leaving enough slack for the cab to tilt.

Wiring diagram

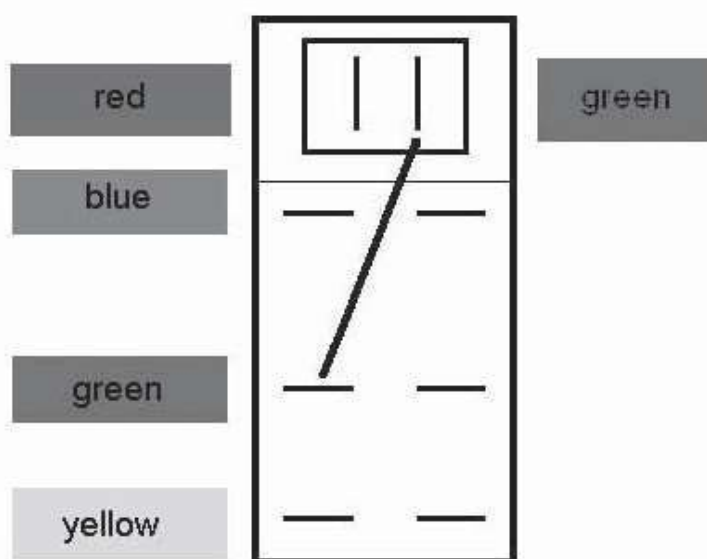


Switch Connections

RED	ILLUMINATED SWITCH
GREEN	FEED/BRIDGE TO LIGHT
BLUE	SWITCH TO RELAY
YELLOW	SWITCH TO RELAY
GREEN	FEED

Fuses

10 AMP	SWITCH FEED
80 AMP	MAIN FEED



PLEASE NOTE: GREEN MUST BE BRIDGED WITH FEED

STEP 2

9000ELD Pivot Mount Installation Instructions

Parts required for step two:



2x Underbody Springs

Installation Instructions

Before beginning installation:

- 1) Make sure that the extruded bar has already been installed.
- 2) Check parts bags for correct contents. Contact your dealer if parts are missing.
- 3) Read through instructions for entire system to get a general idea of how each component is mounted and how the components fit together.

To find the pivot point, pull one tape measure from point "A" and a separate tape measure from point "B". Next, cross the tape measures at the bottom-middle of the truck body where the two measurements are equal. Mark the spot beneath where they cross. This is your pivot point.

(See Figure 1)

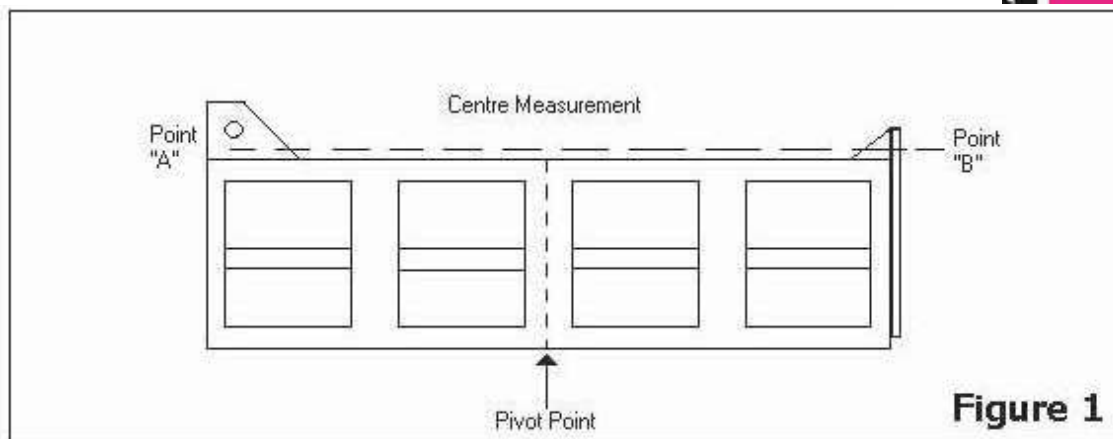


Figure 1

Use the underbody spring assembly as a guide to determine the hole position for mounting. Ensure the centre of the mounting plate is aligned with the pivot point as shown in figure 1. Drill 2 8mm holes in line with the holes in the pivot mount or weld plate to body.

It is recommended that the spring hanger plate is welded to the pivot point.

Ensure the spring straight end is facing cab.

STEP 3

Pivot Arm Installation Instructions

Required parts for step three:



LH Upper Arm



RH Upper Arm



1 X Rear Cross Piece (RCP)
2 x Lower Arms



2 x Lower Arms



2 x Rubber Bumper - Arm Rest Assemblies



Before beginning installation:

- 1) Make sure that the Head Assembly and Pivot Mounts have already been installed.
- 2) Check parts bags for correct contents. Contact your dealer if parts are missing.
- 3) Read through instructions for entire system to get a general idea of how each component is mounted and how the components fit together.

Installing the Pivot Arms

- 1) Install the lower pivot arms on the hex shaft of the underbody pivot arm mounts. Insert and tighten the screw set included in the hardware. Lower arm should be pointing towards the rear tyre to obtain correct spring tension
- 2) Slide one of the upper pivot arms over a lower arm. Adjust the arm length until the corner rests on the desired landing point at the body of the box and at the head assembly. If the upper arm is too long, cut both lower arms to allow at least 18 inches of lower pivot arm sticking into the upper pivot arm.
(See figure 1)
- 3) Slide the other upper pivot arm over the lower pivot arm (make sure that both arms end up the same length).
- 4) Drill 2 8mm holes through each lower arm where the upper and lower arms overlap. Secure the upper and lower arms included in the hardware kit.
- 5) Slide the ends of the rear cross piece (RCP) into the upper pivot arm ends.
- 6) Drill a 8mm hole through each end of the rear cross piece and upper arm bends.

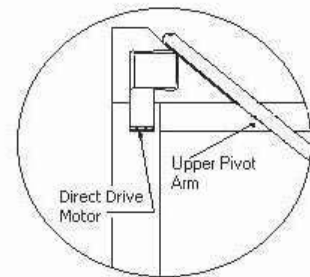


FIGURE 1

Installing the Tarp

- 1) In order to ensure your system is aligned as desired and to determine the mounting position of the pivot arm rests, it is recommended to install the tarp at this time.
- 2) Thread the tarp spline into the aluminium roller bar. (Make sure to remove excess spline or it may hinder the system's operation).
- 3) Thread the tarp pocket (sewn into the tarp) onto the RCP.
- 4) Centre the tarp on both aluminium roller bar and rear cross piece.
- 5) Bolt the Rear Cross Piece back to the 90° bend in the upper arm using T nuts and bolts.
- 6) Check all mechanism bolts and screws for security.

Installing the Pivot Arm Rests

- 1) Unwind the tarp so that the system is in the "covered" configuration.
- 2) Position the pivot arm rests so that upper arms are as level as possible and do not make contact with the tailgate or any other part of the body.
- 3) Bolt pivot arm rests into place.
- 4) Ensure for enough clearance the spring locking plate is not touching underside of body. If so, cut off to clear.

Operating Instructions

Operation:

(starting position with the arms in the forward position towards the cab and the tarp rolled up on the roller).

To cover the load, turn the switch to cover. Make sure there are no overhead obstructions or any persons in the travel area of the arms. This action allows the springs to take the tension up on the arms and pull the sheet from the roller bar. Keep attention that there are no obtrusions from the contents of the load move the arms to the rear position until the sheet is fully covering the load and the arms are resting on the arm rests.

Tip:

When the sheet has covered the load allow enough material to relax over the load, without letting excess material to unroll, as this will cause the sheet to flap during travel. Do not keep sheet taut, as it will put unnecessary strain on the tarp pocket.

To uncover the load, turn the switch to uncover the tarp on the roller, Making sure there are no overhead obstructions or any persons in the travel area of the arms. This action adds tension to the springs to allow previous movement. Once the tarp is fully wound up on the roller and the arms are back in the forward position, release the switch or stop turning the control box without over tightening.

Tip:

Do not over tighten roller especially with ELD version as the torque in the motor is high and put unnecessary strain on the pocket of the sheet / motor.

THIS SYSTEM IS FITTED FOR THE DRIVERS SAFETY

TROUBLESHOOTING

READ THESE SHEETS CAREFULLY AS IT MAY EFFECT YOUR WARRANTY

DO NOT TIP WITH SHEET COVERING LOAD. ALWAYS UNCOVER. DAMAGE INCURRED TO ARMS DUE TO NEGLIGENCE WILL NOT BE COVERED

DO NOT OPERATE ARMS UNDER ELECTRIC CABLES OR WHILE THE BODY IS IN THE RAISED POSITION

DUE TO THE INDUSTRY THIS SYSTEM IS ENGAGED IN IT MAY PROVE VULNERABLE TO DAMAGE FROM TIME TO TIME. WHILE CARE IS TAKEN DURING INSTALLATION TO MINIMISE ANY PROBLEMS, DAMAGE TO ROLLER BAR OR ARMS ARE NOT COVERED UNDER WARRANTY. THEREFORE BEFORE ALERTING INSTALLER TO A PROBLEM, PLEASE CHECK THESE POINTS FIRST AS FAILING TO DO SO MAY END IN COSTS TO THE OPERATOR.

PROBLEM

SHEET FAILS TO RELEASE WHEN UNWINDING. CHECK FOLLOWING ITEMS FIRST AS THEY MAY BE THE CAUSE AND ARE NOT COVERED UNDER WARRANTY

CAUSE 1

ROLLER BAR MAY HAVE BEEN DAMAGED OR BENT BY LOAD OR LOADING BUCKET RESULTING IN THE ROLLER BAR NOT ROLLING AND ALLOWING THE SHEET TO UNWIND

REMEDY

STRAIGHTEN ROLLER BAR OR IF THE DAMAGE IS TO SEVERE REPLACE ROLLER BAR

CAUSE 2

NOT ENOUGH TENSION ON THE SPRINGS TO PULL SHEET AWAY FROM THE ROLLER BAR. THIS CAN BE CHECKED BY PULLING ARMS WHILE A SECOND PARTY UNWINDS THE SHEET. ONCE THE ARMS ARE IN THE REAR POSITION PUSH THE ARMS IN AN UPWARD DIRECTION IF THERE IS LITTLE RESISTANCE THEN THE TENSION HAS EITHER BEEN SET INCORRECTLY BY YOUR INSTALLER OR MAY HAVE NATURALLY RESET.

TROUBLESHOOTING

Electrical Problems

IS THERE A RELAY BOX?

THERE IS A RELAY BOX ON MOST FRONT TO BACK AUTOMATIC SYSTEMS. THIS IS LOCATED ON THE PASSENGER SIDE ALONGSIDE THE BATTERY AREA. THIS IS EITHER A SMALL WHITE BOX WITH A FLEXIBLE RUBBER TEAT ON THE TOP, OR A SQUARE GREY BOX.

IF THE RELAY BOX HAS BEEN FITTED UNDERNEATH THE BODY BETWEEN THE CHASIS - **DO NOT** WORK UNDERNEATH. ALWAYS PROP THE BODY BEFORE WORKING ON THE VEHICLE.

IF YOU HAVE THE GREY RELAY BOX, THIS RESETS ITSELF AFTER 15 SECONDS. TRY THE SWITCH ON OPEN AND CLOSED GIVING A 15 + SECOND DELAY BETWEEN EACH. THIS IS SO THAT THE BUTTON ISN'T BEING TRIPPED OUT AGAIN BY THE SAME DIRECTION THAT BLEW IT.

IF YOU HAVE THE WHITE RELAY BOX, THE TEAT NEEDS TO BE PUSHED DOWN HARD WITH A SCREWDRIVER AS IT CAN SOMETIMES BE RELUCTANT TO RESET WHEN PUSHED NORMALLY. SHOULD THE SYSTEM NOT WORK AFTER THIS THEN THE NEXT STAGE IS TO CHECK THAT THE FUSE IS STILL IN GOOD CONDITION. SHOULD THIS NEED REPLACING THEN YOU WILL NEED TO OBTAIN AN 80AMP MAXI-BLADE FUSE.

STILL NOT WORKING?

CHECK TO SEE IF THERE IS POWER TO THE MOTOR. IF THERE IS THE MOTOR HAS FAILED AND A NEW ONE WILL BE REQUIRED. TAKE THE SERIAL NUMBER DOWN AND CALL YOUR INSTALL AGENT OR CALL DONOVAN UK AT +44 (0) 8712 728277.

Warranty Information

What is covered?

Mechanism components: 12 month warranty against defects in material or workmanship.
Motor: 3 year warranty.

Tarps: 90 days (material and workmanship).

This warranty is effective if the product is installed according to Donovan UK's published installation instructions and is used for the system's intended purpose.

Donovan UK's obligation to customer satisfaction under this warranty begins with repair, or at its option, replacement of any part under warranty. Parts must not have been altered, modified, or subject to misuse or negligence.

What is not covered?

Donovan UK shall not be liable or responsible to supply or pay labour to replace any part found defective, we shall not be liable for damages of any kind or nature to person, product, property, or other consequential damages.

The warranty does not apply to the following:

- Non-standard covering system designs or applications.
- Damage caused by improper installation, operation or abuse.
- Damage caused by chemical or environmental exposure.
- Damage due to lack of the proper circuit breaker.
- Consequential losses or damage to equipment or materials.
- Consequential expenses such as labour, delays, vehicle downtime, loss of revenue etc.

Repair / Replacement Procedure

All returns for warranty purposes must be assigned a return authorisation number prior to return of defective product to

Warranty on Motors

The Donovan motor is covered by a 3 year replacement warranty.

Anytime during the first 3 years of operation, if there is a problem with the motor and it meets our warranty requirements, Donovan UK will replace your motor and pay the delivery to send the replacement motor back to you (in UK only).

Please note: The replacement motor's 3 year warranty will only begin from the initial purchase date of Full system.

When is The Motor Not Covered On Warranty?

- Warranty is void if the motor end bell has been opened - No Exception.
- Warranty is void if the gearbox has been cracked open - No Exception.
- Damage caused by improper use, installation, or abuse.
- Damage due to use of improper circuit breaker or lack of circuit breaker.
- Damage caused by chemical exposure.
- Any and all consequential damages (i.e. damage to equipment or materials, delays, downtime, loss of revenue etc.)

The warranty starts from the day the motor is shipped from Donovan UK.

What do I do if my motor malfunctions?

First, record the motor serial number and call

If the motor is within the three year period, a Donovan UK representative will ask a few questions and try to diagnose the motor's problem. A new motor will be dispatched the same day when possible.

In order to get a replacement motor you will need to call Donovan UK, who will fax a form to the customer to complete. On signing the form the customer will accept he/she has 10 days to return the faulty motor, failure to return will result in the invoicing of the motor to the customer.

Once the form has been signed and faxed back, we will send you a replacement motor, warranty will still have whatever warranty was left on the original motor.

Thank you for purchasing the 9000ELD Sheeting System.

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