RAILDECKS

User Manual Raildecks Model 7.1

Safety - Specifications - Operation - Maintenance and Repairs - Warranty

Message to Our Valued Customers

Your Model 7.1 flat rack container has been designed to give your company a transportation solution to move long dimension products on the intermodal rail network safely and efficiently without the need for costly trans-loading.

Please carefully read this User Manual which tells you how to safely and easily operate and maintain your Raildecks container.

Be sure that you and other Users follow the recommended safety practices. Failure to do so could result in accidents causing injury or property damage.

Keep this manual in a convenient location for reference when needed.

We value our partnership and your feedback. Please contact Raildecks with any comments or questions.

We are at your service!

Our goal is to provide consistent, safe and reliable service that meets or exceeds our customer's expectations. Care, attention and testing have been devoted to the design and manufacture of your Raildecks container.

If at any time you have questions or a service problem, please contact Raildecks for service personnel recommendations, genuine Raildecks container parts and the necessary tools and equipment to satisfy your service needs.

To talk to a Raildecks representative, or to obtain a free replacement copy of this manual, please call us toll-free.

Model and serial numbers

Raildecks wants to provide you with the best service as quickly as we can.

The model number and the production control number (PC) of your container are registered with Raildecks. They are stamped on the manufacturer's data plate on your container.

Sales and support

Toll free at 1-877-374-3347.

Parts and service suppliers

Toll free at 1-877-374-3347.

This symbol is used to alert you to a particular safety message. Failure to obey the safety message could result in injury or property damage.

Training

It is the responsibility of the employer to provide training and certify drivers in Raildecks container operations. Raildecks can provide the training materials and instructors to assist your company with the operation of the container. Contact Raildecks at the toll-free number to make arrangements for training.

Some railroads may require additional certification from authorized providers. Consult with the railroad partners you are working with for their requirements.

Contents

Section 1 - Safety

1 (1) Introduction to the major components

Posts raised for transport

Posts collapsed for stacking

Posts extended for loading

Figure 1 Sec. 1(1) Raildecks container

Directional references used in this inspection guide are: front – indicated by labels and arrows, rear, road-side (left-side) and curb-side (right-side).

- Frame
- 40 foot posts assemblies with pivoting stacking blocks and braces
- Four traps secure the bottom of the brace when posts are raised. The traps are also used to secure the main posts when posts are collapsed.
- Floor and rub rails with sliding winches
- Power cord and storage cabinets

The Raildecks container has been designed with reference to the Association of American Railroads - Safety and Operations - Manual of Standards and Recommended Practices - Section I Intermodal Equipment Manual (2004) - Standard M-930-08.

It is the User's responsibility to completely read and understand the User Manual before attempting to operate a Raildecks container. Take any training offered by your company. Take the time to follow the rules and recommended practices.

Lack of knowledge can cause accidents. Raildecks containers should be operated only by those who are trained to do so. Read and apply the safety precautions highlighted throughout this manual. Obey all warning signs and labels.

- Always obtain advice on the use of any unfamiliar tools and equipment.
- Do not jump off the Raildecks container. Get on or off in a controlled manner. It is recommended that you use an approved ladder in accordance with your company's policies and procedures.
- Do not put any part of your body between any moving parts.
- Know and follow the rules and regulations at the loading sites, the unloading sites and at the railroad properties that you visit.

- Know the rated capacity of your Raildecks container and the securement devices you intend to use.
- Never use the 40 ft. posts or braces and the hydraulics for any other purposes such as pulling or lifting.

If you still have questions, please consult your supervisor who can contact a Raildecks representative if required. Raildecks is ready and pleased to help.

1 (2) Maximizing operational life

For maximum operational life, carefully follow the correct operation procedures and the preventative maintenance and service schedules set out in this manual. Planned maintenance will ensure that your machine remains in good working order.

Conducting the Pre-Trip / Gate / Post-Trip Inspections, and regular maintenance of the Raildecks container also ensures that the equipment is in safe working condition for you and the person who will be using the container next. Inspection and maintenance will help prevent problems, frustration and delay, and will reduce the risk of personal injury and financial loss.

For your safety, always keep your Raildecks container in good operating condition.

1 (3) Raildecks container labels and decals

Keep safety and information labels and decals clean and legible at all times. Replace safety signs that are missing or become illegible. If you need a replacement decal, please refer to the Parts List.

If original parts on which a label or decal was installed are replaced, be sure the repair part also bears the current safety sign.

There shall be container initials and container numbers on each side of the container. These are obtained by the owner from the National Motor Freight Traffic Association and/or the Association of American Railroads Business Services if the container owner subscribes to the AAR Interchange Rules for Containers-on-Flat-Cars.

The labels and decals are shown here in reduced size.

RIR-1450 FRONT

RIR-1451 CAUTION 9' 6" HIGH

RIR-1453 CAUTION – KEEP HANDS CLEAR

RIR-1454 CAUTION - POST OR BRACE NOT TO BE USED FOR ANCHORING LOAD RESTRAINTS

RIR-1455 CAUTION - ALL CHAINS AND STRAPS MUST BE INSIDE OF THE RUB RAIL

RIR-1456 CAUTION - SECURE EACH COLLAPSED BRACE ARM WITH WEB STRAP

RIR-1457 FOR EMPTY ONLY

RIR-1459 Stacking block do not hold zone

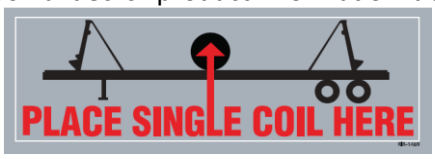
RIR-1460 Reserved

RIR-1461 WARNING for hydraulic safety

RIR-1465 91” clearance under cross tube

RIR-1466 Raildecks” product information label

RIR-1468 WTP



RIR-1469 PLACE COIL HERE

RIR-1470 POST / BRACE LOCKING PIN MUST BE ENGAGED: ORANGE TIP OF PIN VISIBLE

RIR-1471 PULL STRAP OVER TOP OF THIS FLAT RACK ONLY

RIR-1472 REAR for braces

RIR-1473 WARNING WHEN SECURING CARGO

RIR-1474 ANCHOR POINT INFORMATION

RIR-1475 REAR top of cross tube

RIR-1476 FRONT label for top of cross tube

RIR-1477 Arrows for top of cross tube

RIR-1478 Red cross hatch strip

RIR-1481 TOP LIFT ONLY

1 (4) Personal safety equipment

When operating a Raildecks container, always wear the proper safety equipment that meets the standards contained in regulations: gloves, hard hat, safety glasses, safety footwear and high visibility vest.

Follow your company's safety policies and rules. The customer and the railroad where you are loading or unloading a Raildecks container will have additional safety and security requirements. Pay attention to signs, comply with instructions and check in with the site supervisor or security as necessary.

1 (5) Pinch and crush points

Stand clear of the Raildecks container when posts and braces are moving.

Do not place any part of their body into any pinch point or nip point location without first progressing through all steps of a lockout hazardous energy control process to ensure that nothing can move or release.

Do not leave the post / brace assembly in a partially raised position because this creates a safety hazard. If the hydraulic system fails, the arms will drop, which could be a potential hazard to anyone working in the area. Other than during operating between positions, the post / brace assemblies must either be fully extended, fully collapsed or in the transport position with braces in traps.

Lockout

Lockout is a method of securing equipment from being set in motion or releasing energy in any form by the use of individual and unique personal locks with identifying tags, and securing moving parts with adequate blocking. This is to make it inoperative and secure from moving in any way. It is a requirement of OSHA standard number 1910.147.

Lockout whenever accessing any location where the unexpected release of energy is possible: adjusting, cleaning, erecting, extracting, inspecting, installing, lubricating, modifying, releasing jammed mechanisms, repairing, servicing, testing, trouble shooting, and un-jamming items lodged in any manner. The reason for this is that the unexpected start-up of the Raildecks container, or the release of stored energy, could cause injury or death.

A Raildecks container User shall not perform any repair, maintenance, testing or adjustments unless they are qualified with the necessary knowledge, experience and training to perform the specific task safely and properly.

Lockout devices must be durable, substantial, capable of identifying who applied it, and readily accessible.

The personal lock and tag and blocking as may be necessary is the responsibility of the maintenance person.

Consult your company's policy and procedures regarding lockout hazardous energy control.

Defective equipment tags

When a Raildecks container is out of order or bad order, and it is intended for others who are qualified and authorized to perform maintenance or repairs, tag the Raildecks container with words such as: DO NOT OPERATE or BAD ORDER or OUT OF ORDER or DO NOT START or DO NOT ENERGIZE rather than lockout tags.

Lockout tagging is not appropriate in the situation where the User is not qualified and authorized to do repairs, and/ or is leaving the Raildecks container for others who are qualified to do the work.

These tags are recommended, but not supplied by Raildecks. Consult your company policy and procedures in this regard.

1 (6) Inspection and Maintenance

Conduct the pre-trip, gate and post-trip Raildecks container inspections and perform the regular schedule maintenance of the Raildecks container to ensure that the container is in safe working condition for you and the person who will be using the container next. This also helps to safeguard the public and the environment. It will reduce the risk of personal injury and financial loss. Inspection and maintenance will help prevent problems, frustration and delay.

See section 3 (16) *Traveling with a Raildecks container* for more information in this regard.

Section 2 - Specifications:

2 (1) Dimensions

Overall length	635-5/8 inches to 636 inches
Overall width	102-3/8 inches
Overall height	114 -1/2 inches
Height under cross bar to deck	91-5/16 inches
Height of cargo maximum permissible	92-11/16 inches
Width inside posts with stacking blocks lowered	96 inches
Width inside post with stacking blocks in stacking position	90 inches
Width available over 27 ft. 9-3/8 inches between braces	102 inches
Inside length with posts in loading / unloading position	612 inch (51 ft.)
Upper aperture centers, empty	472-7/8 inches
Bottom dual aperture castings outside dimension	480 inches
WTP twistlock position	96-3/8 inches
Center of gravity (CG) of empty container	
measured from the bottom casting surface	22-3/8 inches

2 (2) Weights

Tare weight*	10,750 lbs.
Maximum gross weight	67,200 lbs.
Maximum payload*	56,450 lbs.
Maximum top load	67,200 lbs.

* Actual weight numbers to be determined by scaling.

2 (3) Floor Load Limits

2 (3) a. Forklift Loading

Floor rating in accordance with Truck Trailers Manufacturing Association RP-37 : 20,000 lbs. (9072 KG).

2(3) b. Uniformly Distributed Loading

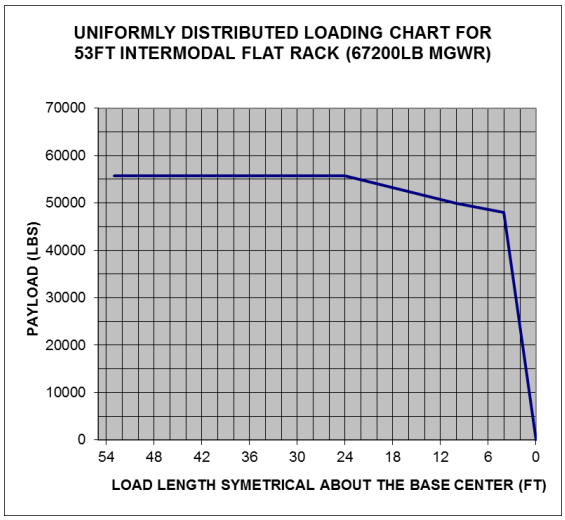


Figure 2 Loading Chart

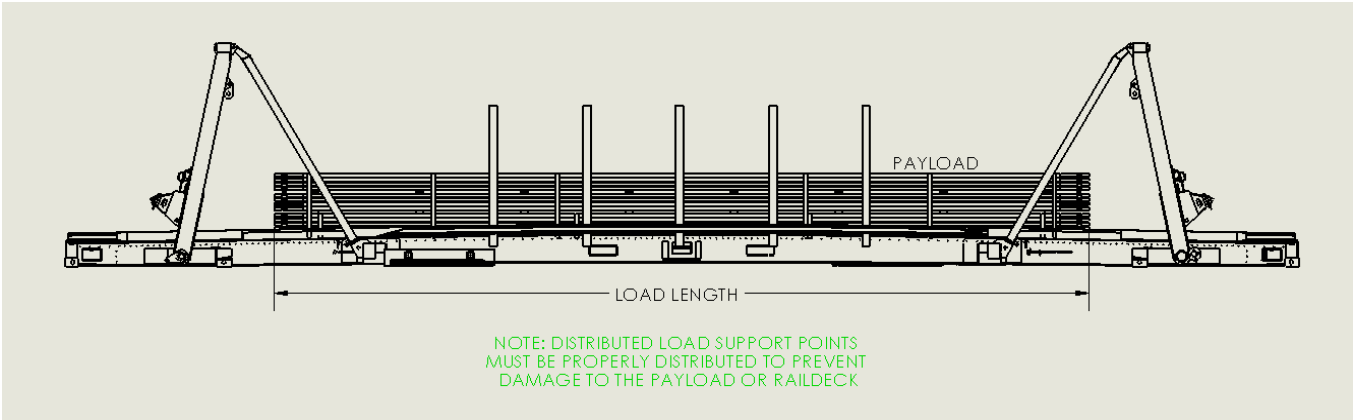


Figure 3 Distributed load

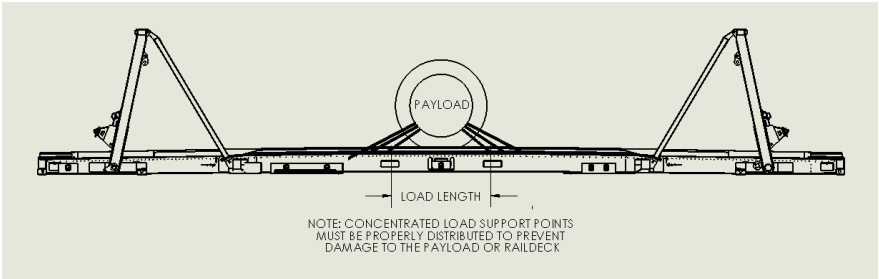


Figure 4 Coil load

All 53ft domestic chassis are equipped with tandem sliding axles. These axles slide as a tandem set forward and to the rear of the chassis for balancing weight in proper proportion. In the case where concentrated loads or steel coil loads are hauled on Raildecks flat racks, the axles must always be locked to the forward position of the chassis. Under no circumstances should the chassis be operated with the rear tandems in any other position other than the most forward position when hauling concentrated loads.

2 (4) Stacking

Double-Stacked By Rail

The Raildecks container with lading is double-stackable and interchangeable with existing domestic containers for bottom or top loading. The ISO container specification does require the ISO container to be on the bottom given the spacing difference of the connection points.

Multiple collapsed and stacked By Truck

Empty and collapsed Raildecks containers may be transported in accordance with the paragraph (d) of the Federal Motor Carrier Safety Regulations 393.126. The stacked containers will be secured to each other by use of the inter box connectors (twist locks) at each stacking block location. A loaded Raildecks container is transported on a container chassis by placing the Raildecks container directly onto integral locking devices. All lower corners of the container must be secured to the container chassis with securement devices or integral locking devices that cannot unintentionally become unfastened when the container is in transit. All four corners of the container must be secured to the chassis. These devices and the castings that they fit into must be in good condition and shall restrict movement of the container to no more than ½ inch horizontally in any direction and to no more than 1 inch vertically in accordance with the regulations.

Driver is responsible to prepare decks for the handling equipment at the rail yard

Multiple collapsed and stacked By Rail - four or three minimum required

Only special IBC twist locks shall be used for lifting a multiple-stack of collapsed Raildecks containers. They must be Peck and Hale CTC2000-L-C with 50 T tension and shear strength or equivalent as originally equipped. Otherwise lift off containers individually.

A maximum of four collapsed decks may be shipped by rail on a well car for efficient re-positioning of Raildecks containers by rail. **Given the vertical travel restriction of most container handlers, a stack of collapsed decks must be at least three high in order for the spreader to connect. The driver shall open the top pick apertures of the top most deck of a stack by rotating the hinged twistlocks out.**

Otherwise, the driver shall raise the post – brace assemblies in order for the railroad to handle and ship them as single decks with posts up.

Subject to railroad approval:

A four-stack may ride in the well with an empty container on top of the four-stack only, or by itself in the well. A four-stack shall not to ride on the top level when an empty is underneath or, in the well with a loaded container on top.

Maximum stacked height loaded in rail transport	2 high
Maximum stacked height collapsed in rail transport with container	4 high

2 (5) Hydraulic Power Pack and Controller

The complete assembly Stone Hydraulics SPX / Fenner power unit SA-4258 includes:

Electric motor	KMD1 SPX / Fenner 12vdc
Pump	KP08 SPX / Fenner 0.8 cc
Filter	in-line filter
Hydraulic Reservoir	1.5 gallons US
Maximum pressure	2500 psi
Hydraulic hose	3/8 inch 3000 psi
Power cord	20 ft. 4 gauge with battery clamps

2 (6) Hinged Twistlocks Integral to Stacking Blocks

Only use Peck and Hale SCF-PH 3010-1 twistlocks with 50 T tension and shear strength or equivalent.

2 (7) Securement Devices

The Raildecks container has been provided with the Fontaine Revolution floor and accessories:

Item	Model No.	Count	Working Load Limit	Minimum Breaking Strength
Ancra sliding winches	49207-137 winch On 49242-10 Double L track	17	5,500 lbs.	16,500 lbs.
Ancra X-TREME AAR approved Synthetic web strap 4 inches wide X 30 feet long with flat hooks (model 41766-1)	43795-90-30R 1643	17	5,400 lbs.	16,200 lbs.
Reitnouer rub rails with hook retainer		1 each side	6,600 lbs.	19,800 lbs.

Association of American Railroad approved synthetic-web strapping has been provided as original equipment on the Raildecks container. Please ensure that this standard is complied with when replacing synthetic-web strapping.

Section 3 - Operation

3 (1) Inspection after delivery

The Owner will operate the container through all positions and report to Raildecks any issues or concerns within five business days after date of delivery.

3 (2) Break in procedures

The Raildecks container has been tested prior to delivery. There are no special break-in procedures prior to the next regular schedule maintenance event.

3 (3) Follow the local safety and operating rules

The customer or railroad yard where you are loading or unloading a Raildecks container will have safety and security requirements. Pay attention to signs, comply with instructions and check in with the site supervisor or security as necessary.

3 (4) The Raildecks container

Figure 5 Sec. 3(4) Posts Up – with lading or when shipping single deck by rail

Figure 6 Sec. 3(4) Posts collapsed – no lading

3 (5) Three post configurations:

3 (5) a. Posts raised to transport position

Figure 7 Sec. 3(5) a ii Brace pinned in trap

3 (5) b. Posts collapsed

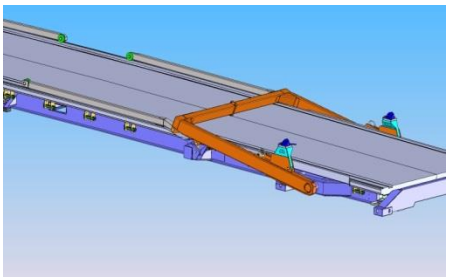


Figure 8 Sec. 3(5) b i Posts down.

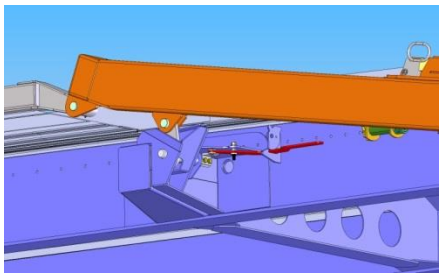


Figure 9 Sec. 3(5) b ii Main post locking link pinned in trap.

3 (5) c. Posts extended

Figure 10 Sec. 3(5) c Posts extended for loading long loads

3 (6) Steps to engage the post/ brace locking pin

To engage: push the handle toward the main beam. Observe the pin nose extend through the brace roller (transport position) or the post locking link (collapsed position). The pin tip with reflective tape will extend through the face plate of the trap.

3 (7) Steps to release the post / brace locking pin

To release: pull the handle towards you. Observe the pin nose retracting into the clear.

3 (8) Steps to connect the power cord to the tractor battery

- The battery to be used is a 12-volt battery with negative grounding. This is the typical battery, but some 24-volt systems exist, and these are not to be used.
- Turn off the ignition and any battery powered accessories on the tractor.
- Open the power cord cabinet near the front on the road side.
- Attach the red jumper clip to the positive terminal on the tractor battery.
- Connect the black jumper clip to a ground at least 15 inches away from the battery to minimize the risk of sparking battery gas.
- Do not use any other booster cables to extend the reach unless they are rated for 600 amps.

Remember that battery gas is hydrogen which can explode. Do not use a match to check electrolyte levels. Do not connect the poles of the battery by placing any wire or metal object between them. Follow the battery manufacturer's recommendations for the care, maintenance and use of your battery. Comply with the safety precautions.

Refer to the Material Safety Data Sheet for your battery.

Wear all personal protective equipment, but especially do not forget to wear gloves and safety glasses.

3 (9) Hydraulic pump control

The hydraulic pump controlled by two levers (left for front posts, right for rear posts) and a green power button found on the main beam front road-side; they allow the User to move posts up and out to extended for loading, and down to collapse the deck.

If for some reason the post / brace assembly should bind, the hydraulic power pack will go into relief mode and the pump forces oil though the relief valve and back into the tank to avoid damage to the equipment and an unsafe pressure build up. Determine the cause of any binding. Do not persist with running the pump when something is binding as this may cause overheating. Follow your company's lockout procedures before placing any part of your body in a location where there could be an unexpected release of energy.

The hydraulic pump is capable of developing pressure in excess of 5,000 psi (345 BAR).

A pressure relief valve is used to set the pressure at the desired level. Tampering with, adjusting, modifying or removing the relief valve is extremely dangerous and is not recommended. Only a trained hydraulics technician, using a calibrated hydraulic pressure gauge to assure the proper pressure setting is achieved, should make adjustment to the relief valve.

Warning: changes to the output pressure may render the power unit incompatible with pressure limitations of other components in the hydraulic circuit. This may cause catastrophic failure of those components, and could result in property damage, serious personal injury or death.

Important point *Replenishing the hydraulic oil will be undertaken by a mechanic. It is important to release any pressure in the reservoir prior to attempting to remove the filler cap.*

Hydraulic oil as a substance is not considered hazardous, but nevertheless read the safety precautions of the material safety data sheet (MSDS) for the hydraulic oil you are using. Contact Raildecks for a copy.

3 (10) Roller travel across the post / brace traps

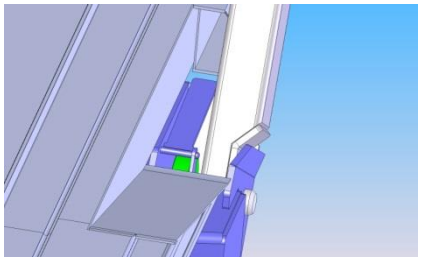


Figure 11 Sec. 3(10) Trap door plate down

To travel the rollers across the traps, the plates must be down.

3 (11) Steps to flip stacking blocks between locked (stacking) and unlocked (lowered) positions

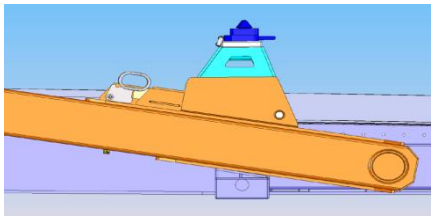


Figure 12 Sec. 3(11) i Stacking block in locked (stacking) position showing the sliding "safety pin" engaged, the "O-ring handle", the "safety latch" engaged.

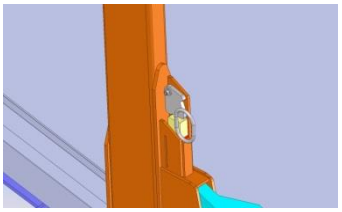


Figure 13 Sec. 3(11) i Stacking block in locked position with post up

The figures above show the preferred configuration for travel with the stacking block in stacking position.

The following illustrations how the various configurations of the stacking block swiveling from the stacking position to the lowered position.

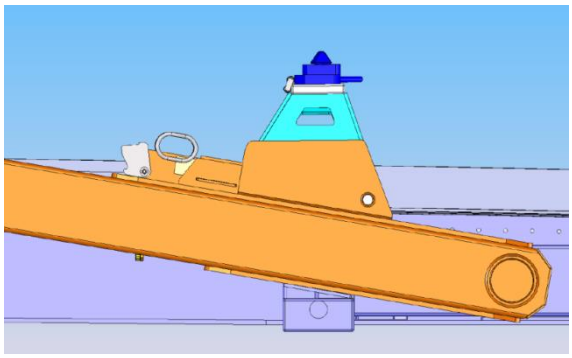


Figure 14 Sec. 3(11)ii Stacking block in locked position showing the sliding "safety pin" engaged, the "O-ring handle", the "safety latch" released.

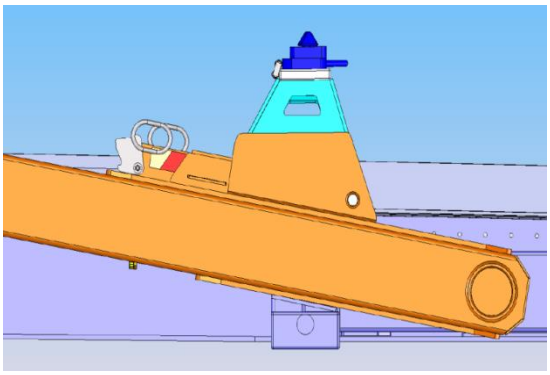


Figure 15 Sec. 3(11)iii Stacking block in locked position showing the sliding "safety pin" released (note RED label is visible), the "O-ring handle", the "safety latch" released.

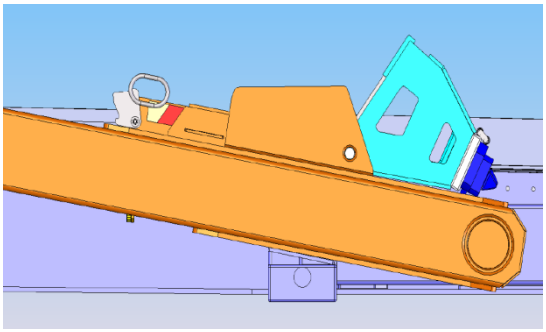


Figure 16 Sec. 3(11)iv Stacking block in unlocked (lowered) position showing the sliding "safety pin" released, the "O-ring handle", the "safety latch" released.".

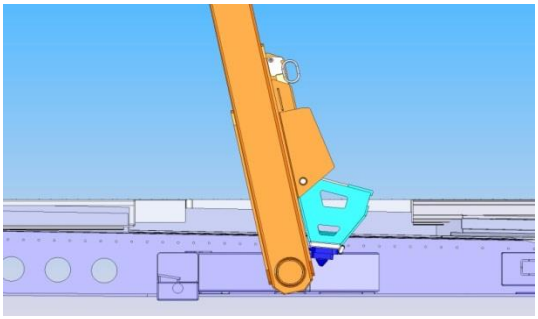


Figure 17 Sec. 3(11)v Stacking block in lowered position showing the sliding "safety pin" engaged (note no RED visible), the "O-ring handle", the "safety latch" engaged.

If it is intended to load lading that is more than 91 inches in width, and any part of the lading will be at or beyond a post, the User will need to lower the stacking blocks. With the stacking blocks lowered the available width is increased to 96 inches.

Only lower the stacking blocks when lading that is centered on the container will extend beyond a post, and the lading is more than 91 inches in width.

Important point *A stacking block is only to be swiveled when the posts are in collapsed position for safety of the operator. Serious injury may result if a stacking block is swiveled when the post is raised.*

The block weighs 35 lbs. and can pinch hands or fingers if not handled carefully. Do not attempt to swivel a stacking block unless you are trained.

Unless the additional width is necessary, the stacking blocks will be kept in stacking position.

IBC shall always be upright and secured, except when lifting a collapsed Raildecks container with a top pick spreader. If lifting with a top pick spreader the IBCs must be flipped out of the apertures.

3 (11) a. Swiveling the stacking blocks to locked position

Step 1. Ensure the posts are collapsed.

Step 2. Release the safety latch.

Step 3. Retract the safety pin by sliding the pin using the o-ring handle, ensuring the pin is slid all the way towards the safety latch.

Step 4. Using two hands positioned on top of the IBC, lift up the block and swivel it on its hinge in a controlled manner until it is in stacking position.

Step 5. Slide the safety pin into the lock position.

Step 6. Flip the safety latch into the lock position.

3 (11) b. Swiveling the stacking blocks to unlocked position

Step 1. Ensure the posts are in the horizontal or stack position.

Step 2. Move the safety latch into released or open position.

Step 3. Retract the safety pin by sliding the pin using the o-ring handle, ensuring the pin is slid all the way towards the safety latch.

Step 4. Using two hands positioned on top of the IBC, lift up the block and swivel it on its hinge in a controlled manner until it is resting in the lowered or unlocked position.

Step. 5. Slide safety pin forward into the lock position.

Step 6. Flip safety latch into the lock position.

3 (12) Moving posts between the various configurations

3 (12) a. Steps to raise the 40 ft. posts from collapsed position to transport position

These steps must be followed; do not use any other means to move the posts between various configurations other than the manual over-ride instructions. Trying to lift, push or pull the post-brace assemblies using any other means such as a crane or forklift to pry the posts will cause damage.

Step 1. Unstrap both braces.

Step 2. Use your Raildecks container storage cabinet key to unlock the power cord cabinet.

Step 3. Find your tractor battery, remove any battery cover and obtain access to your tractor battery.

Beginning at the front curb side, do the following:

Step 4. Inspect the roller track and clear any debris such as leaves or twigs at that corner of the container, and repeat at every subsequent corner you move to.

Step 5. Follow the *Steps to release the post / brace locking pin* for the front and rear curb side. See 3(7).

Step 6. Check that cover plates are lowered at both locations on the curb side.

Step 7 .Follow the *Steps to release the post / brace locking pin* for the front and rear road side.

Step 8.Check that cover plates are lowered at both locations on the road side.

Step 9. Follow *Steps to connect the power cord to the tractor battery*. See 3 (8)

Step 10. Go to power control levers.

Step 11. Communicate to any persons in the vicinity "Stand Clear!", and check that all persons are clear of the Raildecks container.

Step 12. Toggle the lever up for the **front** post assembly, press the green button until the posts and braces are raised and the roller has travelled onto the track just beyond the trap. Now raise the trap cover plates at both front traps.

Step 13. Toggle the lever down and press the green button for the front post assembly. Hold until the brace arms and rollers have dropped into the traps.

Step 14. Once the rollers have dropped into the traps, follow the *Steps to engage the post/ brace locking pin* on **both** sides.

Repeat the process above for the rear main posts.

Disconnect the power cord from the tractor, coil and place into its storage cabinet in an orderly manner.

3 (12) b. Steps for extending a post / brace assembly to 52 ft. loading / unloading position

To accommodate long cargo, the 40 foot post-brace assemblies must be angled out or extended towards the ends of the container.

Step 1. Raise trap cover plates on both sides.

Step 2. Follow the *Steps to release the post / brace locking pins*.

Step 3. Follow the *Steps to connect the power cord to the tractor battery*. See 3 (8).

Step 4. Go the control levers.

Step 5. Communicate to any persons in the vicinity “Stand Clear!”, and check that all persons are clear of the Raildecks container.

Step 6. Toggle the lever up for the post and brace assembly to be extended. Press the green button until the post-brace assembly has travelled the track to the 52 ft. post extended position.

Repeat for the other post-brace assembly if required.

Step 7. Disconnect the power cord from the tractor, coil and place into its storage cabinet in an orderly manner.

Step 8. The Raildecks container is now ready to load and secure lading up to 52 ft. in length.

3 (12) c. Steps to return a post / brace assembly from 52 ft. loading / unloading position to the 40 ft. transport position

Step 1. Raise the trap cover plates on both sides.

Step 2. Communicate to any persons in the vicinity “Stand Clear!”, and check that all persons are clear of the Raildecks container.

Step 3. Toggle the lever down button for the post / brace assembly until the rollers have dropped into the traps.

Step 4. Follow the steps to engage the post / brace locking pin on both sides. See 3 (6).

Repeat for the other post / brace assembly if required.

3 (12) d. Steps for collapsing a post / brace assembly from the transport position to collapsed position

Step 1. Clear the deck of items that conflict with lowering the post / brace assembly.

Step 2. The braces at each end must be secured with a web strap. To do this safety the web strap must be fed through a slot of the rub rail BEFORE the brace is lowered. Choose the strap near the top of the brace rather than down by the roller. Feed the hook of the winch at each forklift hole through the rub rail slot at this time.

Step 3. Follow the *Steps to release the post / brace assembly locking pins* on both sides. See 3(7).

Step 4. Follow the *Steps to connect the power cord to the tractor battery*. See 3(8).

Step 5. Go to the control levers.

Step 6. Communicate to any persons in the vicinity “Stand Clear!”, and check that all persons are clear of the Raildecks container.

Step 7. Toggle the lever up for the post / brace assembly that you wish to collapse, then press the green button until the brace rollers have entered the roller track – STOP.

Step 8. Lower the trap cover plate on both sides of the post / brace assembly.

Step 9. Toggle the lever down, and then press the green button to lower the post / brace locking link into the trap.

Figure 18 Sec 3(12) d Hook dropped through slot

Step 10. Take the web strap and hook prepared in Step 2. and cross it over the top of both braces and drop it through the rub rail slot on the opposite side without putting hands or fingers into the travel zone of the brace, and thereby respect the rule of keeping body parts out of potential pinch point locations.

Figure 19 Sec 3(12) d Tighten to secure brace after lowering completely

Step 11. Completely lower the post / brace assembly. Secure hook with a hook keeper and tighten the strap snug, but do not over tighten to cause undue stress on braces or rollers.

Repeat for the other post / brace assembly.

Follow the *Steps to engage the post / brace locking pin* through the post locking link at all four locations. See 3(6).

Important point *Secure one synthetic web strap over each collapsed brace arm to secure to the brace to the deck. Failure to secure could result in the brace arm shifting out of proper alignment during transport.*

Follow the steps of 3(11) a. *Swiveling the stacking blocks to locked position* to restore the stacking blocks if the stacking blocks had been in the unlocked position.

3 (13) Securing lading to the Raildecks container

Refer to Specifications section 2 (8) for the selection of securement devices the standard Raildecks container is equipped with.

Chains shall be Association of American Railroads approved 3/8 inch Grade 70 transport chain, and web straps must also be AAR approved.

Refer to the AAR Open Top Loading Rules Manual Section 1 for a list of approved securement devices. Consult with the railroads being utilized with regards to additional securement training that they may require. Follow the requirements of the Association of American Railroads Open Top Loading Rules Manual and any applicable loading figure.

The Raildecks container is equipped with seventeen sliding web winches on a track. The working load limit for each is 5,400 lbs. The minimum breaking strength for each is 16,200 lbs.

Important point *All chains and straps must be inside of the rub rails. No chains or straps over the outside of the rub rail. Use the hook keepers provided to hold hooks and to hold position of sliding winches.*

The latch pivot must be lubricated with a light rust inhibiting oil, and may require periodic lubrication during service. Latch must be kept lubricated to swing freely for safe operation.

Important point *Use extreme caution when tensioning the winch assembly to make sure the latch pawl is fully engaged into the sprocket teeth before releasing pressure on the tension bar.*

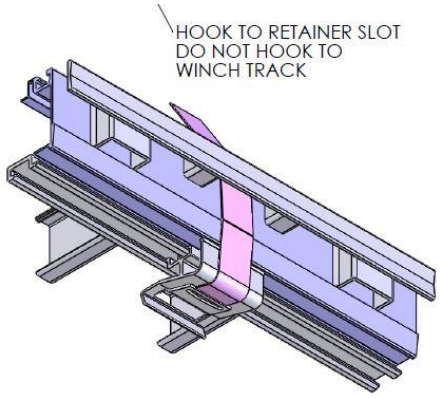


Figure 20 Reitnouer Hook Retainer

See Appendix C ***Reitnouer Working Load Limit All Configurations, March 2007*** for various tie-down anchor options.

Always make sure the load is adequately secured according to Federal and State requirements and applicable AAR load figures with sufficient quantity of appropriate strength binders being used.

Binders must be checked as a minimum as follows:

1. All binders are checked periodically during highway transit in accordance with regulations and re-tensioned as required.
2. All binders are checked upon arrival at intermodal ramp and re-tensioned if needed.
3. All binders are checked prior to departure from an intermodal ramp and re-tensioned if needed.

Never modify or misuse any equipment.

Regarding Ancra International components:

"WARNING: Read the warning and capacity rating information on page 72 (Ancra International Catalogue 210E). Failure to read all warnings, operating instructions and failure to adhere to the capacity ratings (breaking strengths/ working load limits) could result in serious personal injury or cargo damage."

"It is the owner's and user's responsibility to determine suitability of a product for any particular use. Check all applicable industry, trade association, federal, state and local regulations. Read all operating instructions and warnings carefully. All ratings shown in this brochure are based on the product being new, and used in normal environmental conditions. Special consideration must be given to item selection when unusual conditions can be expected. Particular caution should be exercised to avoid exposing the product to sharp edges, acids, alkalis and temperatures above 194 F. Products are subjected to age, wear, and deterioration, all of which cause a reduction in the product's breaking strength capacity. We recommend that all products be regularly inspected. Any worn, deformed, misused or overloaded products should be replaced immediately.

Remember! The component with the lowest breaking strength capacity in the entire restraint system will determine its strength. Each component of the entire system plays an important part in restraining cargo. It is important that tiedowns be attached to anchorage that are of sufficient strength to properly secure the load. For example, if one anchors a standard web binder assembly with a rated WLL of 5,000 lbs. to a device with a WLL of 1,000 lbs., then that system is only as good as the anchorage and would be limited to a 1,000 lbs. capacity WLL.

The purpose of this brochure is to assist our customers and users in the selection of cargo restraint products suitable for their specific applications. Because we continuously strive to offer new and improved products, part numbers and Specifications are subject to change. Please contact your Ancra representative or our customer service department for any new information." Refer to the complete General Information regarding the safe care and use of Ancra International products.

"Catalogue N. 210E", 2009 Ancra International LLC, date of accessed 25 Jan. 2012
http://www.ancra.com/truck/pdfs/Catalogue_210E.pdf#page=6

3 (14) Restoring cables and equipment to storage

Take the time to carefully coil up the power and control cables.

Carefully restore to the cabinets the stakes and securement devices in an orderly manner.

If time is not taken to do this properly, the User will have difficulty getting all the items to fit back into the cabinets.

3 (15) Securing Raildecks container to chassis trailer

Lifting the Raildecks container in either the collapsed position or the transport position, follow the User manual for the forklift or container handler that you are using.

All 53ft domestic chassis are equipped with tandem sliding axles. These axles slide as a tandem set forward and to the rear of the chassis for balancing weight in proper proportion. In the case where concentrated loads or steel coil loads are hauled on Raildecks flat racks, the axles must always be locked to the forward position of the chassis. Under no circumstances should the chassis be operated with the rear tandems in any other position other than the most forward position when hauling concentrated loads.

Use of the forklift pockets is for handling one empty Raildecks container at a time.

When the Raildecks container has been lowered onto the chassis engage all integral locking devices.

3 (16) Securing to rail well car

Driver is responsible to prepare decks for handling equipment at the rail yard

See section 2(4) *Stacking* for important considerations by the driver to either leave the deck as a single unit with posts up, or configuring as a stack of a maximum of four, or a minimum of three, collapsed and stacked decks in order for a railroad crane spreader to be able to connect. This includes opening the top pick apertures of the top most deck of a stack by rotating the hinged twistlocks out.

Follow the railroad rules and regulations. Engage all integral locking devices of the well car.

3 (17) Travelling with a Raildecks container

3 (17) a. Conduct a pre-trip inspection before travelling any distance with the Raildecks container

Before travelling with a Raildecks container with either posts up, or posts down, the User must ensure the following:

Locate the 12 volt tractor battery and ensure easy access. This may require removal of fairings and a battery cover. Follow the instructions contained in your vehicle operating manuals. Know how to do this, and have the necessary tools with you.

Your company may have issued you with a storage cabinet key or your company may be using a key holder placed on the Raildecks container. Know where the key for Raildecks container storage cabinets is located and that you have access to it. If a using key storage box, open the box and ensure that keys are available and that they will open cabinets.

3 (17) b. Pre-trip, Gate and Post-Trip Inspection Checklist

Conduct a complete and thorough walk around of the Raildecks container and chassis using the Pre-trip, Gate and Post-Trip Inspection Checklist as shown in the Appendices. One method is to start on the curb side at the front and walk to the rear, then around to the road side and back to the front of the container. As you move around the container check:

All post / brace assemblies are secured in the traps and that the post / brace locking pin is engaged.

All cabinet doors are closed, latched and locked.

All materials on top of the deck are secured properly.

All stacking blocks are locked in the stacking position, and all hinged twistlocks are restored and secured into the stacking block apertures.

Ensure that the chassis is in operating order according to motor transport regulations.

3 (17) c. Overhead clearance

The height of the container must be determined by the driver by measuring the height of the highest point of the Raildecks container.

3 (18) Stacking and storage of empty Raildecks containers

3 (18) a. Stacking Raildecks containers in the transport position with top pick spreader

The Raildecks container is handled in the same manner as a domestic container. Comply with all safety procedures described in the manufacturer's manuals, and as indicated by decals and instructions on the container handler with top pick spreader you are using.

3 (18) b. Stacking collapsed Raildecks containers with top pick spreader

Follow the *Steps for collapsing the posts from the transport position to collapsed position.* See 3(12) d.

Over wrap

With the hinged twistlocks flipped out of the apertures on the upper most collapsed Raildecks container, up to four collapsed and fully interconnected Raildecks containers may be lifted at once with a top pick spreader.

Use three over wrap straps on stacks as a contingency to the unitizing by twistlocks.

For added security of the bundle of collapsed containers use a web strap of the bottom container near BOTH stacking block locations, and wrap over the top of the stack and secure to bottom container on the opposite side. Do this again at mid-span for a third contingency strap over the stack.

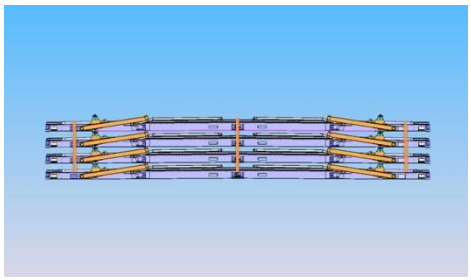


Figure 21 3(18) b. Collapsed stack with three straps (individual brace straps not shown)

Comply with all safety procedures described in the manufacturer's manuals and as indicated by decals and instructions on the container handler with top pick spreader you are using.

Only use the 50 Tonne rated twistlocks that are hinged to the stacking blocks top unitize the stack. Do not substitute with any other inter-box connector.

Important point *Establish a safe work zone before vertically lifting connected containers.*

When lifting a container or a stack of collapsed containers with any machine, please be aware that it is an Occupational Safety and Health Administration Marine Terminal regulation that the employer establishes a safe work zone within which employees may not be present when vertically connected containers are in motion. [Ref. 29 CFR 1917.71(k)] Raildecks recommends this safety measure at all locations when lifting Raildecks flatracks.

3 (18) c. Stacking and maneuvering collapsed Raildecks containers with a forklift

Important point *Use of the forklift pockets is for handling one empty Raildecks container at a time.*

The forks must be long enough to extend all the way through the forklift pockets such that the forks protrude out the other side, otherwise damage to the container may occur. Each forklift pocket is 4 ¼ inches by 14 ½ inches wide. Spacing is 67 inches inside edge to inside edge.

Comply with all safety procedures described in the manufacturer's manuals and as indicated by decals and instructions for the forklift you are using.

3 (18) d. Stacking on the ground collapsed

Up to four collapsed Raildecks containers may be stacked on top of each other.

The ground surface shall be level and smooth with good drainage and without any objects or irregularities that could damage the Raildecks container. It is recommended that the surface be engineered for storage of containers.

Storing on soft or wet ground will lead to rusting and possible damage to the Raildecks container.

3 (18) e. Stacking on the ground posts in transport position (raised) with or without lading

No stacking of 40 ft. containers onto Raildecks containers.

Stacking of Raildecks containers with posts raised can only be undertaken if interbox connectors are being used.

Raildecks reminds owners and Users of Raildecks containers to conduct a hazard and risk assessment and establish rules and best practices for stacked storage.

Raildecks will not be held liable for any injury or damages that may occur.

3 (19) Cold weather operation

During cold weather, clear ice from the track and the floor before loading or walking on it. If locks on cabinets are frozen use a lock deicer.

3(20) End wall operation (optional feature)

Install the end walls with assistance while remaining on the ground. Be careful of slippery surfaces. Use good body mechanics and lift using your legs not your back. Insert feet into pockets at ends of deck; secure to frame with carabineers.

When transporting the collapsed end walls, secure according to the regulations. It is recommended that straps be threaded through the stiffeners for additional restraint.

Section 4 - Maintenance and Repairs

4 (1) Safety when servicing and maintaining the Raildecks container

It is important to read and comply with all the safety messages and procedures in this manual.

Read warning label information.

This power unit contains a hydraulic pump that is capable of developing pressure in excess of **5,000 psi (345 BAR)**.

A pressure relief valve is used to set the pressure at the desired level. Tampering with, adjusting, modifying, or removing the relief valve is extremely dangerous and is not recommended. Only a trained hydraulics technician, using a calibrated hydraulic pressure gauge to assure the proper pressure setting is achieved, should make adjustments to the relief valve.

Warning: changes to the output pressure may render the power unit incompatible with pressure limitations of other components in the hydraulic circuit. This may cause catastrophic failure of those components, and could result in property damage, serious personal injury, or death.

In addition to the personal safety equipment listed in section 1 (4), also consider the need for additional or enhanced protective equipment for hearing, respiratory, hand, eye and face protection.

Do not perform any repair, maintenance, testing or adjustments unless you have the necessary knowledge, experience and training.

Be aware of pinch and crush points, and do not place your hand or any part of your body in a pinch point area unless you have taken the appropriate lockout procedures.

Servicing a Raildecks container without complying with lockout hazardous energy control may result in severe personal injury or death.

If you are not sure, take the time to seek qualified help.

4 (2) Daily User Maintenance chart

Prior to each use

- Clear the tracks.
- Clear ice – do not use propane “tiger” torches without protecting hydraulic lines and electrical lines. Thaw slowly. Be careful not to apply excessive heat.
- Drain hole in bottom of trap is open.
- Check inventory and restore to order.
- Conduct the pre-trip, gate and post trip inspections using the checklist Appendix #.
- Pressure-wash as required.
- Winches are protected from corrosion by the application of rust inhibiting paint, but oil with a light rust inhibiting oil to ensure pawl swings freely.
- Check for dents, deformation and cracking – see below.
- Report any defects or issues and concerns with any functionality of the Raildecks container.

Dents, deformation and cracking:

Cracking of any size or type found in any part of the steel frame or post structures constitutes an Out of Service Defect and must be inspected by a certified professional.

Cracking found on the end wall frame or in the aluminum deck near the end wall support shall be deemed an Out of Service Defect and must be inspected by a certified professional.

Damage to the post assemblies or main frame resulting in deformation of the members due to impact such that the members are no longer properly aligned within its assembly, or such that it affects the operation of the arms, or such that it affects the connection between containers or lift loaders, shall be deemed an out of Service Defect and must be inspected by a certified professional.

4 (3) Preventative Maintenance Schedule

Refer to the Maintenance and Repair Manual for more detailed information. Record maintenance events by having the maintenance and repair vendor affix their service stick to the Service Record Plate on the inside of the cabinet door for the power cord. Keep records on service events in your database.

Three month maintenance:

A qualified mechanic shall visually inspect, check functionality and restore or replenish as necessary:

Bolts torque specifications	Cargo door hinges, handles and latches	Control levers and green button
Corner castings	Electrical lines and connectors	End wall(s) if equipped
Hydraulic lines and fittings	Hydraulic fluid level	Hydraulic fluid filter housing
Inventory	Labels and decals	Lubrication of grease fittings
Post Brace Locking Pin and lever operation	Post Brace Locking Link	Paint repairs including post / brace locking pin tip and stacking block locking pin
Power cable	Rollers	Rub rail
Stacking blocks and hinged twistlocks	Welds and structural member visual inspection	Winches, anchors, straps, hooks and the track

Annual maintenance: Change hydraulic filter. Check, and if necessary, reset relief pressure. Inspect welds and structural members.	**Two year maintenance:** Change hydraulic oil once every two years plus: Change hydraulic oil Inspect welds and structural members.

Section 5 – Warranty

Warranty. Seller warrants to Purchaser that the Goods and any replacement parts provided in connection with a claim pursuant to this Section 5 or through aftermarket sales (the "Parts") will be free from defects in material and workmanship, when properly maintained, and under normal use and service only by Seller-approved drivers, which means the loading, unloading and transportation of uniformly distributed legal loads of non-corrosive cargo, adequately restrained and secured in a manner which does not subject the applicable Goods or Parts to strains or impacts greater than are imposed by normal use. Total weight of the applicable Goods and their cargo must not exceed the gross vehicle weight rating set forth on the identification plate affixed to such Goods.,

Seller's obligation to Purchaser under this warranty shall be limited to the repair or replacement, at Seller's option, of any defective part of the Goods or the Parts, which is the result of defective material and/or defective workmanship of parts furnished and installed by Seller. Purchaser must give notice of such defect immediately after such defect is or ought to have been discovered and such defective Goods or Parts must be returned to Seller (or Seller's agent, as designated by Seller) within ten (10) days after Seller requests their return for inspection and/or repair or replacement.

This warranty will expire twelve (12) months from the date of delivery of the Goods or the installation of the Part, and repairs under this warranty shall be at repair facilities designated by Seller. Transportation expenses to the repair facility will be borne by Purchaser. This warranty does not apply to, and Seller makes no warranties express or implied with respect to Goods or Parts which after delivery or installation hereunder have been repaired or altered by anyone other than has been authorized and approved by Seller, unless, in Seller's reasonable opinion, such repairs are in no way responsible for the condition complained of and Goods and Parts which are not defective but may wear out and have to be replaced during the warranty period.

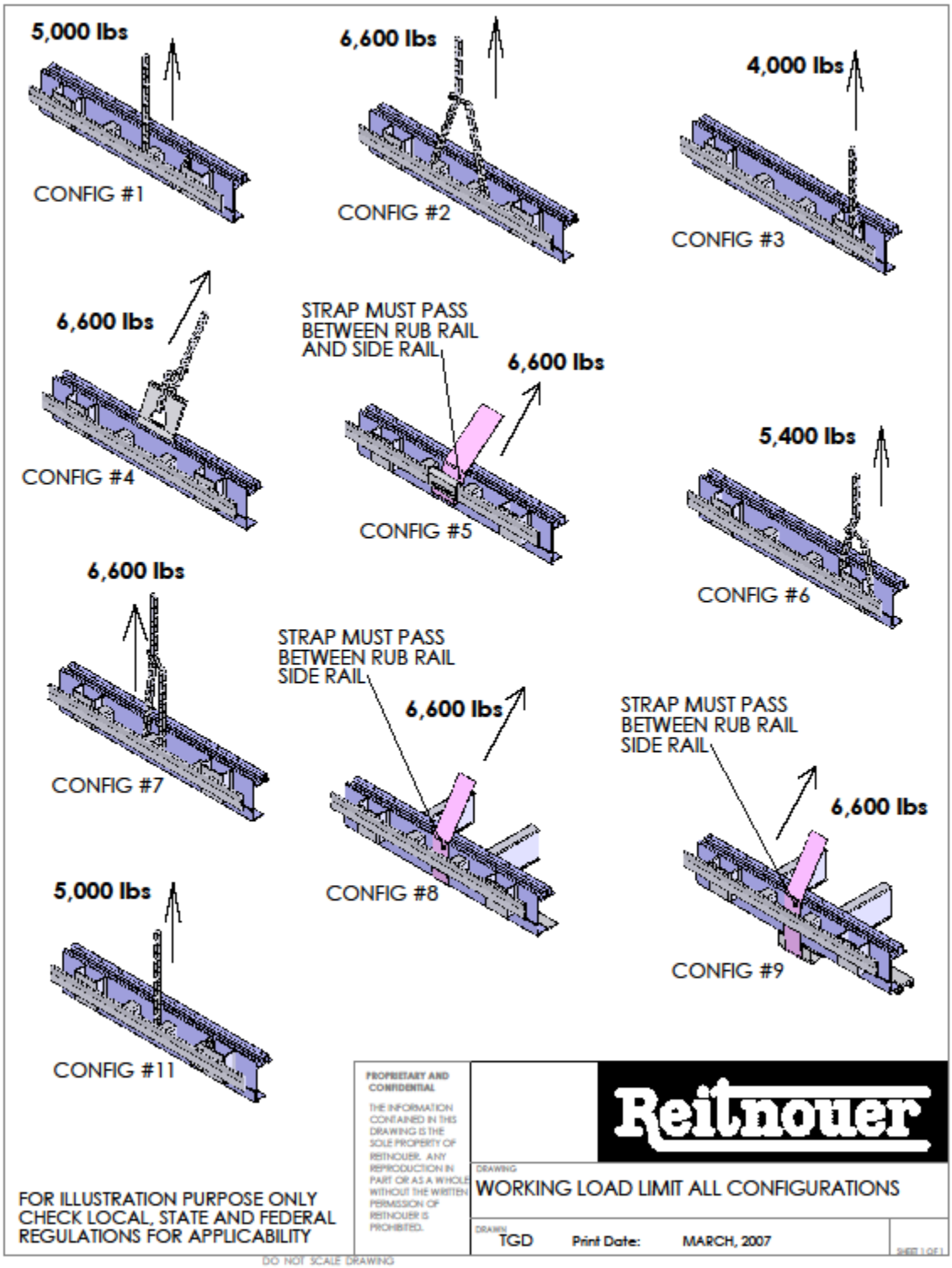
THE WARRANTY SET FORTH IN THIS SECTION 5 IS THE SOLE AND EXCLUSIVE WARRANTY GIVEN BY SELLER WITH RESPECT TO THE GOODS AND THE PARTS AND IS IN LIEU OF AND EXCLUDES ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, ARISING BY OPERATION OF LAW OR OTHERWISE, INCLUDING WITHOUT LIMITATION, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. UNDER NO CIRCUMSTANCES WILL SELLER BE LIABLE TO PURCHASER FOR ANY SPECIAL, CONSEQUENTIAL, PUNITIVE, INDIRECT OR INCIDENTAL LOSS OR DAMAGE OF ANY KIND, INCLUDING WITHOUT LIMITATION LOSS OF PROFITS OR REVENUE, WHETHER SUCH CLAIM IS BASED IN CONTRACT, TORT, NEGLIGENCE OR STRICT LIABILITY. IN NO EVENT WILL THE AGGREGATE LIABILITY OF SELLER UNDER OR AS A RESULT OF THIS CONTRACT EXCEED THE TOTAL AMOUNT ACTUALLY PAID BY PURCHASER FOR THE GOODS ON WHICH LIABILITY IS ASSERTED.

Appendix A - Pre-trip, Gate and Post-trip Inspection form

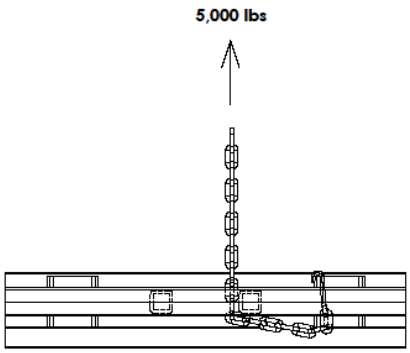
RAILDECKS	Raildeck Container Pre-Trip, Gate and Post-Trip Inspection Checklist				
Correct or Protect - Make It A Safe Day					
Raildeck Container:			Date (mm/dd/yyyy):		
Location:			Time:		
Walk around container visual inspection (see User Manual)				**Check if Defective**	**Correct or Protect**
Keys for storage cabinets for power cord and access to tractor battery.					
Cracking of any size in frame, posts, braces or post-brace locking pin.					Out of Service
Deformation affects alignment, operation of posts or connection with loader.					Out of Service
Bolts not loose.					
Cabinet door hinges, handles and latches engaged and locked.					
Control levers - look for damage.					
Chassis to flatrack integral locking devices engaged & secured.					
End wall(s) if equipped - secured with two pins.					
Look for hydraulic leaks or evidence on ground of leaks.					
Inventory - properly secured or stowed.					
Labels and decals - clean and legible.					
Post-brace locking pin and lever operating smoothly and engaged.					
Post-brace locking link and pin engaged (if in collapsed mode).					
Rollers and track - clear of obstructions.					
Rub rail - look for damage or visible cracks.					
Stacking blocks and hinged twistlocks engaged (lowered only when necessary).					
Straps and chains - check tension and re-tension as required.					
Winches, straps, chains, hooks and the track - look for cuts or cracks.					
Top lift: configure as single (posts up) or a 3 or 4 stack - upper apertures open.					
If stacked for top lift, secure all twistlocks and provide three over-wrap straps.					
Measure max height. Think handling changes. Plan your trip. Select route.					
Other (description, events and names and contact details of others- use reverse if needed.)					
Driver Name (print) :			**Cabinets doors locked, pull tested secure.**		
Driver Signature:					
Report damage to rail at out-gate. Submit this form in accordance with your company's instructions.					

M6.2 and 7.1 Rev.05/28/2013

Appendix B - Reitnouer Working Load Limit All Configurations, March 2007

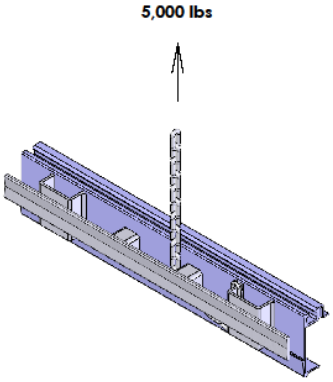


CONFIGURATION #1



WORKING LOAD LIMIT 5,000 LBS.

CHAIN AROUND ONE SPOOL &
STAKE POCKET - HOOKED TO POCKET



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REGULATIONS FOR APPLICABILITY

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DIMENSIONS ARE IN INCHES
TOLERANCES:
ANGULAR: MACH ± .05 BEND ± 1
TWO PLACE DECIMAL ± .030
THREE PLACE DECIMAL ± .015

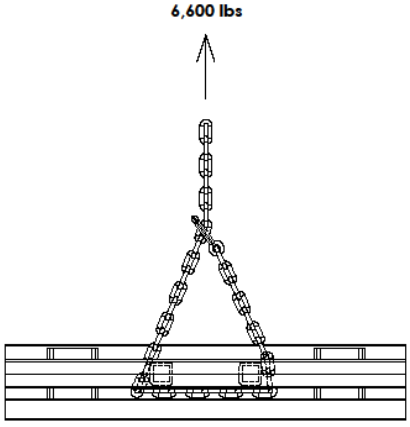
Reitnouer

PART NO.

WORKING LOAD LIMIT CONFIGURATION #1

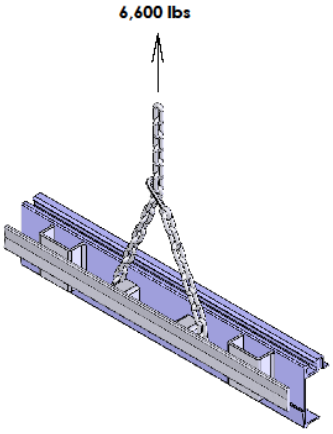
MODEL	REV:
TGD REV DATE: March, 2007	SHEET 1 OF 1

CONFIGURATION #2



WORKING LOAD LIMIT 6,600 LBS.

CHAIN LOOPED AROUND TWO SPOOLS
& HOOKED TO CHAIN



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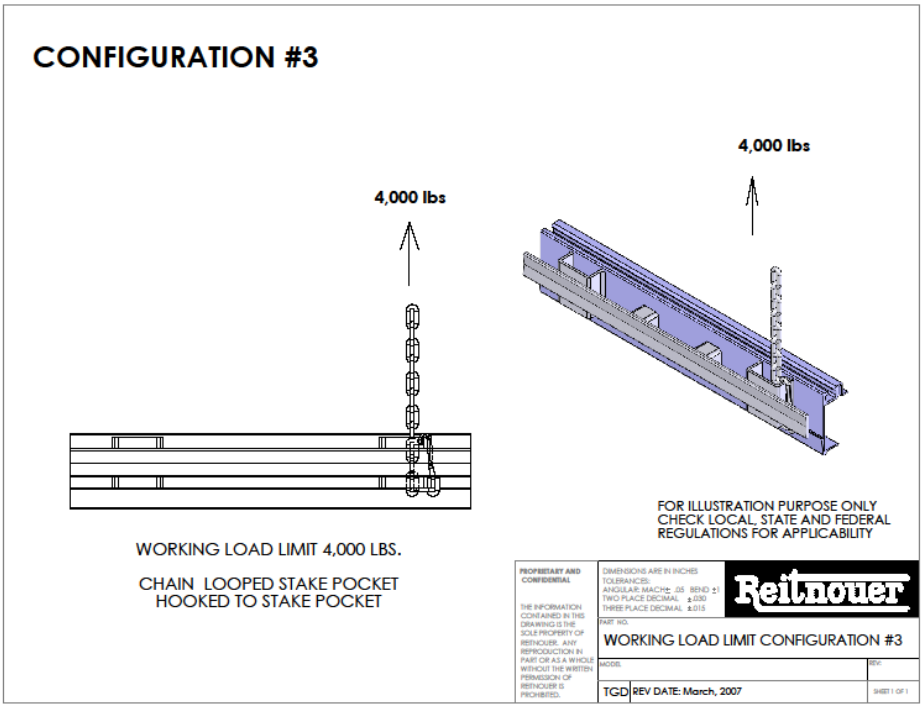
DIMENSIONS ARE IN INCHES
TOLERANCES:
ANGULAR: MACH ± .05 BEND ± 1
TWO PLACE DECIMAL ± .030
THREE PLACE DECIMAL ± .015

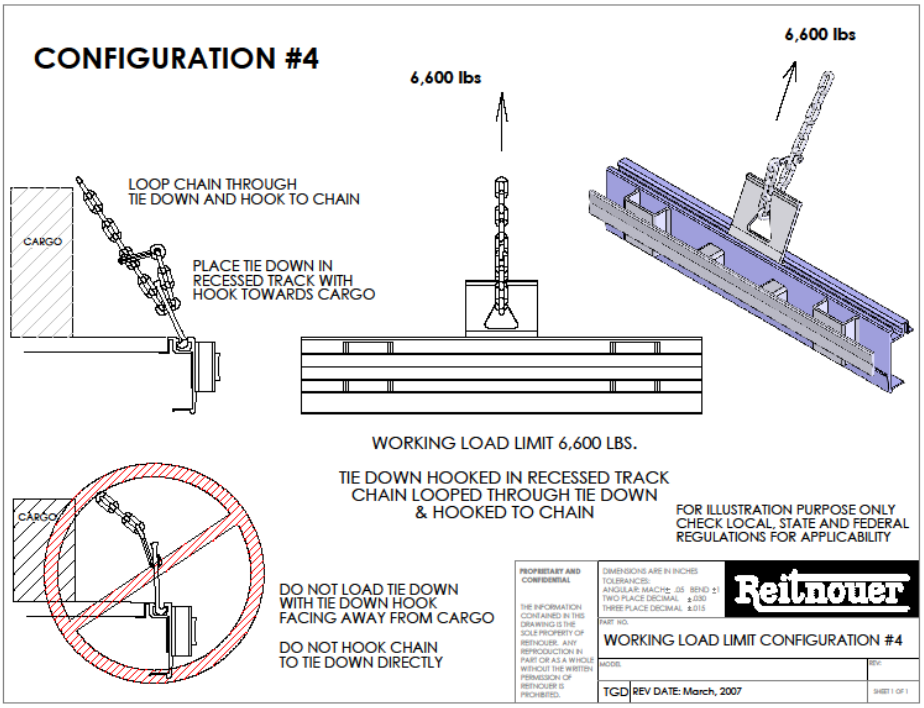
Reitnouer

PART NO.

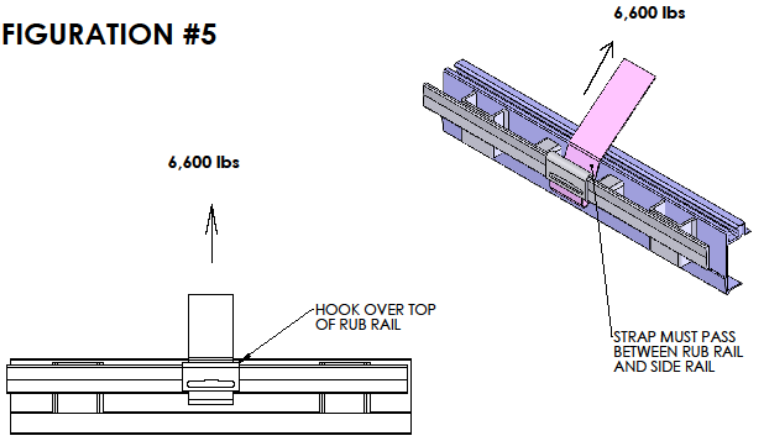
WORKING LOAD LIMIT CONFIGURATION #2

MODEL	REV:
TGD REV DATE: March, 2007	SHEET 1 OF 1


CONFIGURATION #3
4,000 lbs
4,000 lbs
WORKING LOAD LIMIT 4,000 LBS.
CHAIN LOOPED STAKE POCKET
HOOKED TO STAKE POCKET
FOR ILLUSTRATION PURPOSE ONLY
CHECK LOCAL, STATE AND FEDERAL
REGULATIONS FOR APPLICABILITY
Reitnouer
WORKING LOAD LIMIT CONFIGURATION #3
TGD
REV DATE: March, 2007


CONFIGURATION #4
6,600 lbs
6,600 lbs
LOOP CHAIN THROUGH
TIE DOWN AND HOOK TO CHAIN
CARGO
PLACE TIE DOWN IN
RECESSED TRACK WITH
HOOK TOWARDS CARGO
WORKING LOAD LIMIT 6,600 LBS.
TIE DOWN HOOKED IN RECESSED TRACK
CHAIN LOOPED THROUGH TIE DOWN
& HOOKED TO CHAIN
FOR ILLUSTRATION PURPOSE ONLY
CHECK LOCAL, STATE AND FEDERAL
REGULATIONS FOR APPLICABILITY
CARGO
DO NOT LOAD TIE DOWN
WITH TIE DOWN HOOK
FACING AWAY FROM CARGO
DO NOT HOOK CHAIN
TO TIE DOWN DIRECTLY
Reitnouer
WORKING LOAD LIMIT CONFIGURATION #4
TGD
REV DATE: March, 2007

CONFIGURATION #5



WORKING LOAD LIMIT 6,600 LBS.

FLAT HOOK - HOOKED TO RUB RAIL

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DIMENSIONS ARE IN INCHES
TOLERANCES:
ANGULAR: MACH ± .05 BEND ± 1
TWO PLACE DECIMAL ±.030
THREE PLACE DECIMAL ±.015

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PART NO.

WORKING LOAD LIMIT CONFIGURATION #5

MODEL | REV:

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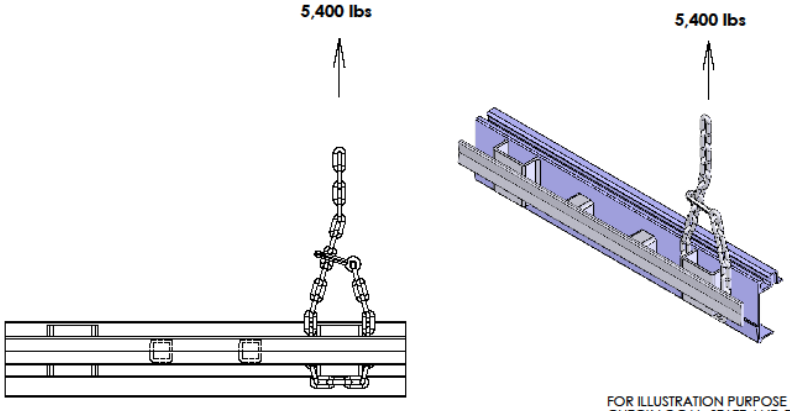
CONFIGURATION #6



WORKING LOAD LIMIT 5,400 LBS.

CHAIN LOOPED AROUND STAKE POCKET
& HOOKED TO CHAIN

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TWO PLACE DECIMAL ±.030
THREE PLACE DECIMAL ±.015

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PART NO.

WORKING LOAD LIMIT CONFIGURATION #6

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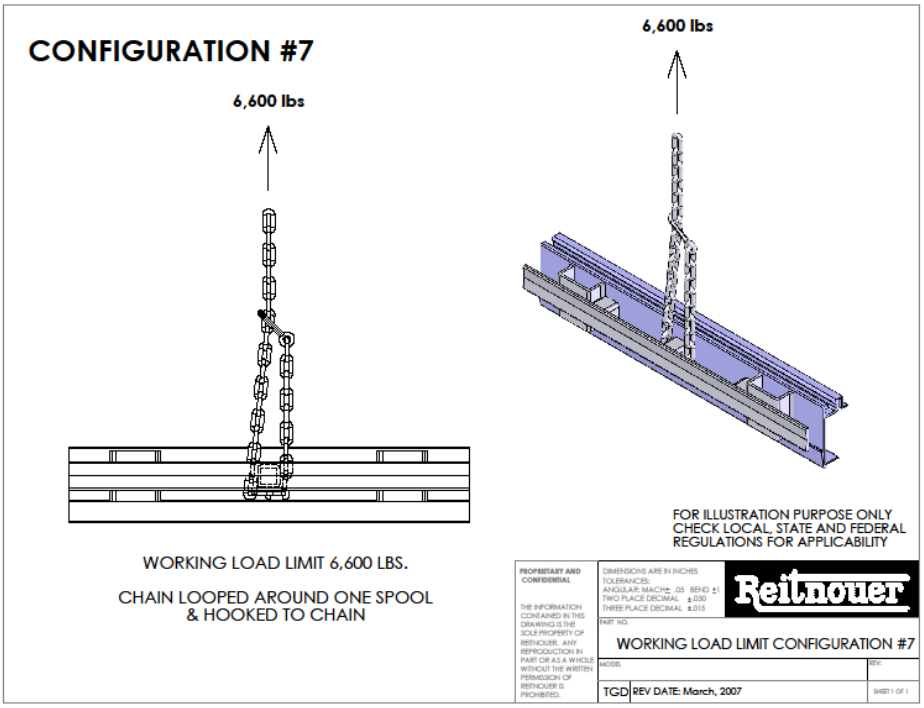
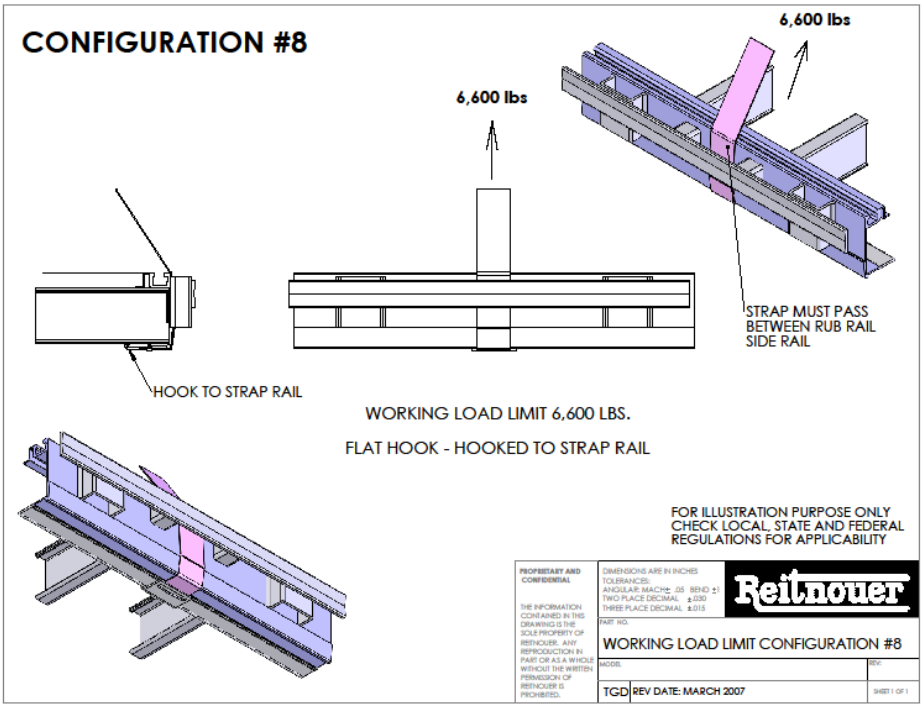

CONFIGURATION #7
6,600 lbs
6,600 lbs
WORKING LOAD LIMIT 6,600 LBS.
CHAIN LOOPED AROUND ONE SPOOL
& HOOKED TO CHAIN
FOR ILLUSTRATION PURPOSE ONLY
CHECK LOCAL, STATE AND FEDERAL
REGULATIONS FOR APPLICABILITY
Reitnouer
WORKING LOAD LIMIT CONFIGURATION #7
TGD
REV DATE: March, 2007


CONFIGURATION #8
6,600 lbs
6,600 lbs
STRAP MUST PASS
BETWEEN RUB RAIL
SIDE RAIL
HOOK TO STRAP RAIL
WORKING LOAD LIMIT 6,600 LBS.
FLAT HOOK - HOOKED TO STRAP RAIL
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REGULATIONS FOR APPLICABILITY
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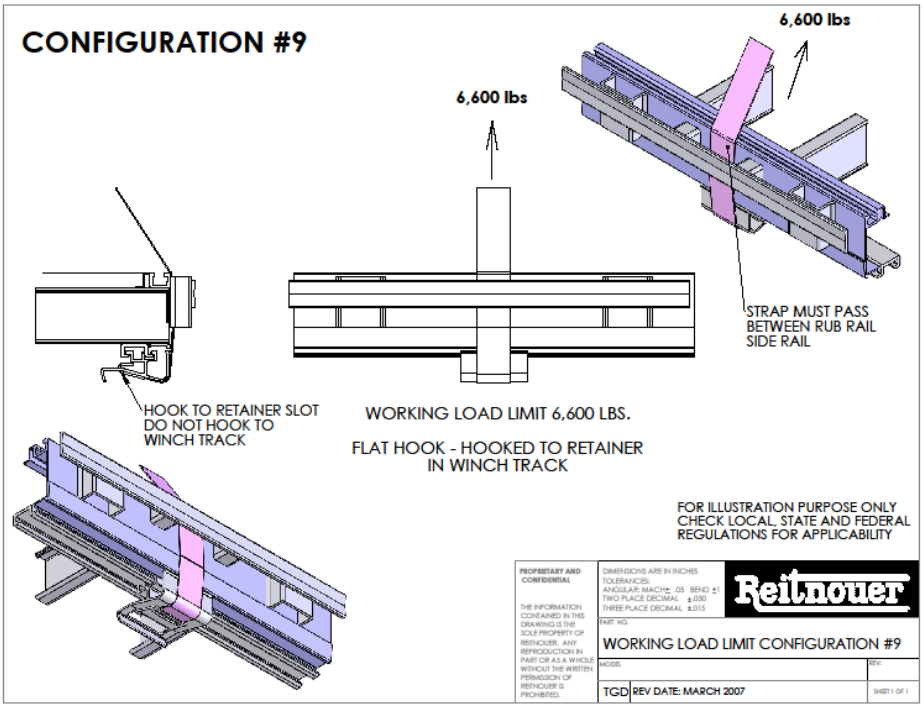
WORKING LOAD LIMIT CONFIGURATION #8
TGD
REV DATE: MARCH 2007


CONFIGURATION #9
6,600 lbs
6,600 lbs
STRAP MUST PASS BETWEEN RUB RAIL SIDE RAIL
HOOK TO RETAINER SLOT DO NOT HOOK TO WINCH TRACK
WORKING LOAD LIMIT 6,600 LBS.
FLAT HOOK - HOOKED TO RETAINER IN WINCH TRACK
FOR ILLUSTRATION PURPOSE ONLY CHECK LOCAL, STATE AND FEDERAL REGULATIONS FOR APPLICABILITY
PROPRIETARY AND CONFIDENTIAL
DIMENSIONS ARE IN INCHES
TOLERANCES:
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TWO PLACE DECIMAL ±.030
THREE PLACE DECIMAL ±.015
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PART NO.
WORKING LOAD LIMIT CONFIGURATION #9
MODEL
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TGD
REV DATE: MARCH 2007
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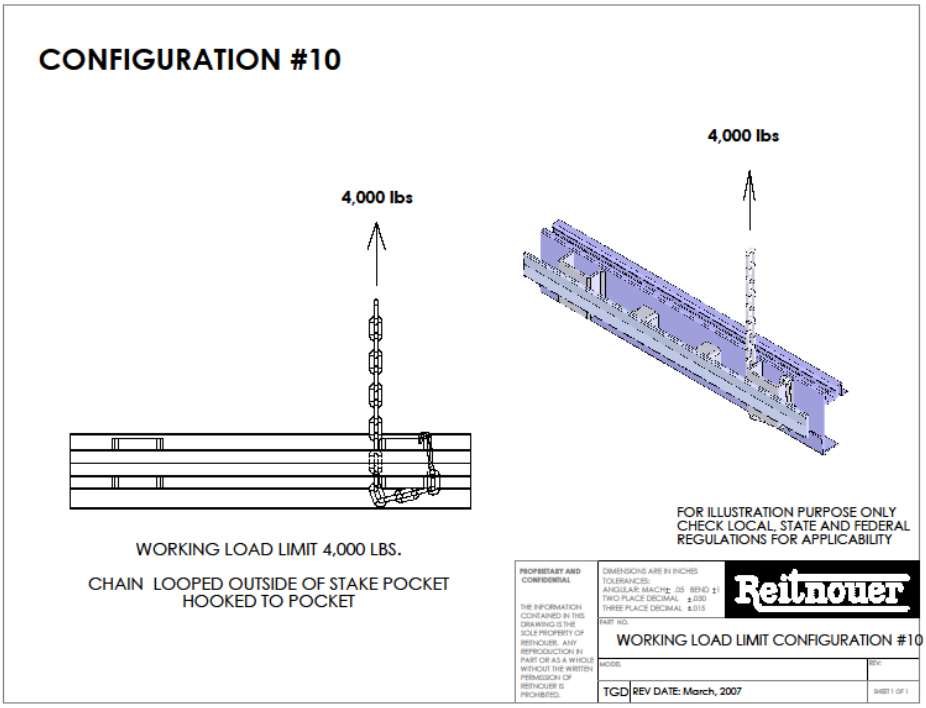
CONFIGURATION #10
4,000 lbs
4,000 lbs
WORKING LOAD LIMIT 4,000 LBS.
CHAIN LOOPED OUTSIDE OF STAKE POCKET HOOKED TO POCKET
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DIMENSIONS ARE IN INCHES
TOLERANCES:
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THREE PLACE DECIMAL ±.015
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PART NO.
WORKING LOAD LIMIT CONFIGURATION #10
MODEL
REV
TGD
REV DATE: March, 2007
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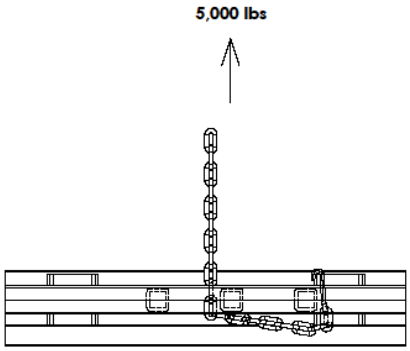
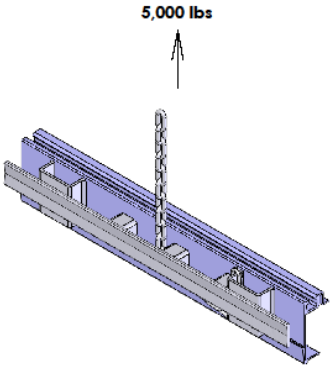
CONFIGURATION #11



WORKING LOAD LIMIT 5,000 LBS.

CHAIN AROUND ONE SPOOL &
STAKE POCKET - HOOKED TO POCKET



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THREE PLACE DECIMAL ± .015

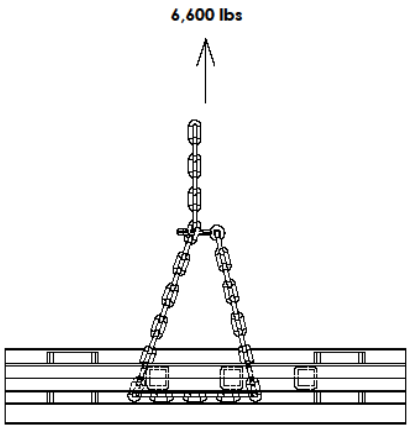
Reitnouer

PART NO.
WORKING LOAD LIMIT CONFIGURATION #11

MODEL | REV:

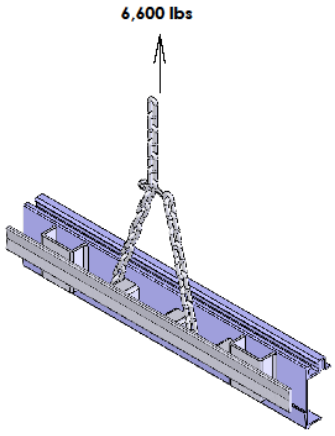
TGD | REV DATE: March, 2007 | SHEET 1 OF 1

CONFIGURATION #12



WORKING LOAD LIMIT 6,600 LBS.

CHAIN LOOPED AROUND TWO SPOOLS
& HOOKED TO CHAIN



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THREE PLACE DECIMAL ± .015

Reitnouer

PART NO.
WORKING LOAD LIMIT CONFIGURATION #12

MODEL | REV:

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Appendix C - Post Brace Assembly Manual Over-Ride Instructions

FEBRUARY 22, 2013 – Revised 05/29/2013

GENERAL INFORMATION

The manual over-ride consists of ball valves and fixed flow control valves which bypass the locking counter balance valves and directional control valves. When the ball valves are opened, hydraulic oil is allowed to flow unobstructed between the lift cylinder and the reservoir. This allows the post-brace assemblies to be pushed or pulled manually. There is a pair of bypass valves under the deck for each arm. **NOTE:** After using the manual override, air may be trapped in the system. This will cause the arms to move sporadically when first operated with the power pack. Operate the arms slowly until the air has been cycled out of the system.

NOTE: Prior to performing any of the following procedures be sure to:

1) Have the chassis tires chocked and trailer brakes on.
2) Disconnect all power to the unit, and be sure power is locked out.
3) Refer to the Model 7.1User Manual for other operating instructions.

TO LOWER ARM ASSEMBLIES FROM TRANSPORT POSITION

1) Make sure that the post-brace locking pins are unlocked.
2) Identify the pair of ball valves for the arms that will be moved first, and open them. There is a pair of these ball valves under each end of the deck for each post (Illustration below)

NOTE: Open only one pair of valves at a time. Opening both pairs of valves (four values) could create pressure when moving one set of arms which could inadvertently cause the opposite arms to move as well.

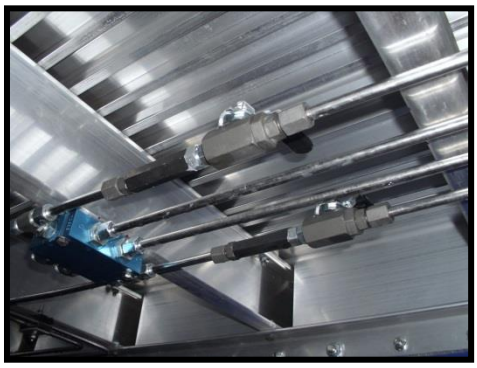

Figure 1 – Pair of ball valves shown in closed position for powered operation. Handles should be parallel with the valve when opened for manual operation. A pair is found at each end of the deck.

3) With the post-brace locking pins unlocked attach a web strap (minimum rated for 2000lbs) (1000kg) (**Do Not Use Chains**) to one of the outside edges of the top cross bar of the set of arms to be moved.

Figure 2 Web strap over cross bar

4) With the other end of the sling attached to a forklift or similar piece of machinery at a rated lift point, pull the arms out of the Support Brace Trap in accordance with lifting/ pulling machine instructions.
5) Make sure the trap cover plate covers the trap.

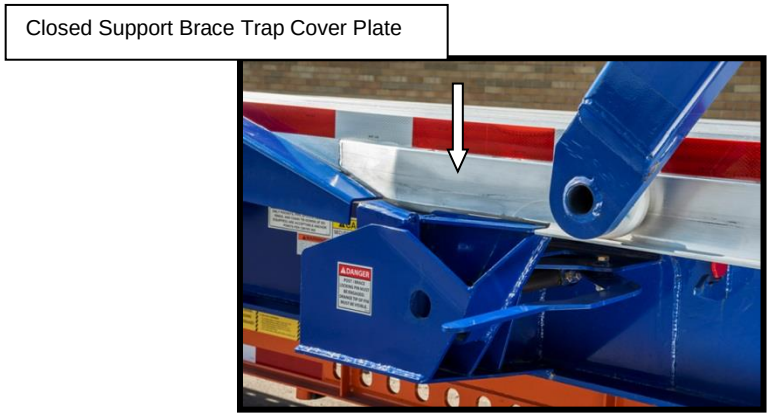

Figure 3 - Brace arm shown out of the support brace trap

6) Do not pull the main arms further than 90^0 vertical. The arms must be leaning towards the center of the deck in order to allow gravity to complete the collapse. The flow control valve will limit the speed of the arm rotation and allow the arm to lower gently onto the deck.
7) Once the first set of arms are collapsed, close and lock the pair of ball valves.
8) Repeat steps 1) thru 7) for the opposite set of arms if required.
9) Properly lock all post-brace locking pins.

MOVE TO EXTENDED POSTION FROM TRANSPORT POSITION

1) Make sure that the post-brace locking pins are unlocked.
2) Open the pair of ball valves for the post-brace assembly to be moved first to relieve the pressure in the system. **NOTE:** Open only one pair of valves at a time. Opening both sets of valves could create pressure when moving one set of arms which could inadvertently cause the opposite arms to move as well.
3) With the post-brace locking pins unlocked, attach a web strap (**Do Not Use Chains**) to one of the outside edges of the top cross bar.
4) With the other end of the strap attached to a winch, winch the first set of braces out of the trap past 90^0 vertical so that gravity can cause the Arms to rotate to the extended position. The flow control valve will limit the speed of the arm rotation and allow the arm to lower gently into the open position.
5) Once this set of arms is in the open position, close the pair of ball valves for this set.
6) If necessary repeat steps 1) thru 5) for the other post-brace assembly.
7) Once the post-brace assemblies are in the extended position unload the deck.

Figure 4 - Both sets of post brace assemblies shown in the extended or loading position

TO RETURN POST BRACE ASSEMBLIES FROM EXTENDED POSITION TO THE TRANSPORT POSITION

TO RETURN POST-BRACE ASSEMBLIES FROM EXTENDED POSITION TO THE TRANSPORT POSITION.

1) Open the pair of ball valves used for lowering the set of arms to be lowered first.
2) Make sure that the trap cover plates are lifted from the trap to the open position.

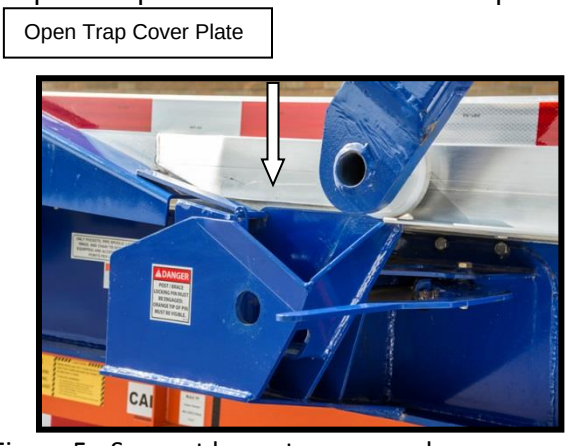

Figure 5 - Support brace trap cover shown open

3) Attach a web strap (**Do Not Use Chains**) to one of the outside edges of the top cross bar of the set of main arms to be moved first.
4) With the other end of the sling attached to a winch, winch the first set of arms past 90^0 vertical towards the center of the deck so that gravity can cause the arms to rotate and lower into the support brace trap.
5) Close the pair of ball valves for this set of arms and lock with a zip tie.
6) Repeat steps 1) thru 5) for the second set of arms if necessary.
7) Lock all Post-brace locking pins to secure the support brace in the support pockets

Figure 6 - Support brace shown in the locked position


Figure 7 - Both sets of support arms shown in the transport position

CAUTION NEEDS TO BE TAKEN ON THE FOLLOWING:

- No personnel shall be under the arm assembly when performing this function.
- No personnel should be under the Raildeck once the ball valves have been opened or closed. Do not perform any further movement of the arm assembly until all personnel are away from the Raildeck.
- Insure that high tensile straps with a minimum 2000lbs (1000kg) rating are used when pulling the arm assembly out of the support brace trap for the over-extended position. Do not use steel chains.
- Secure each collapsed post-brace assembly with web straps.