



gliding truck system

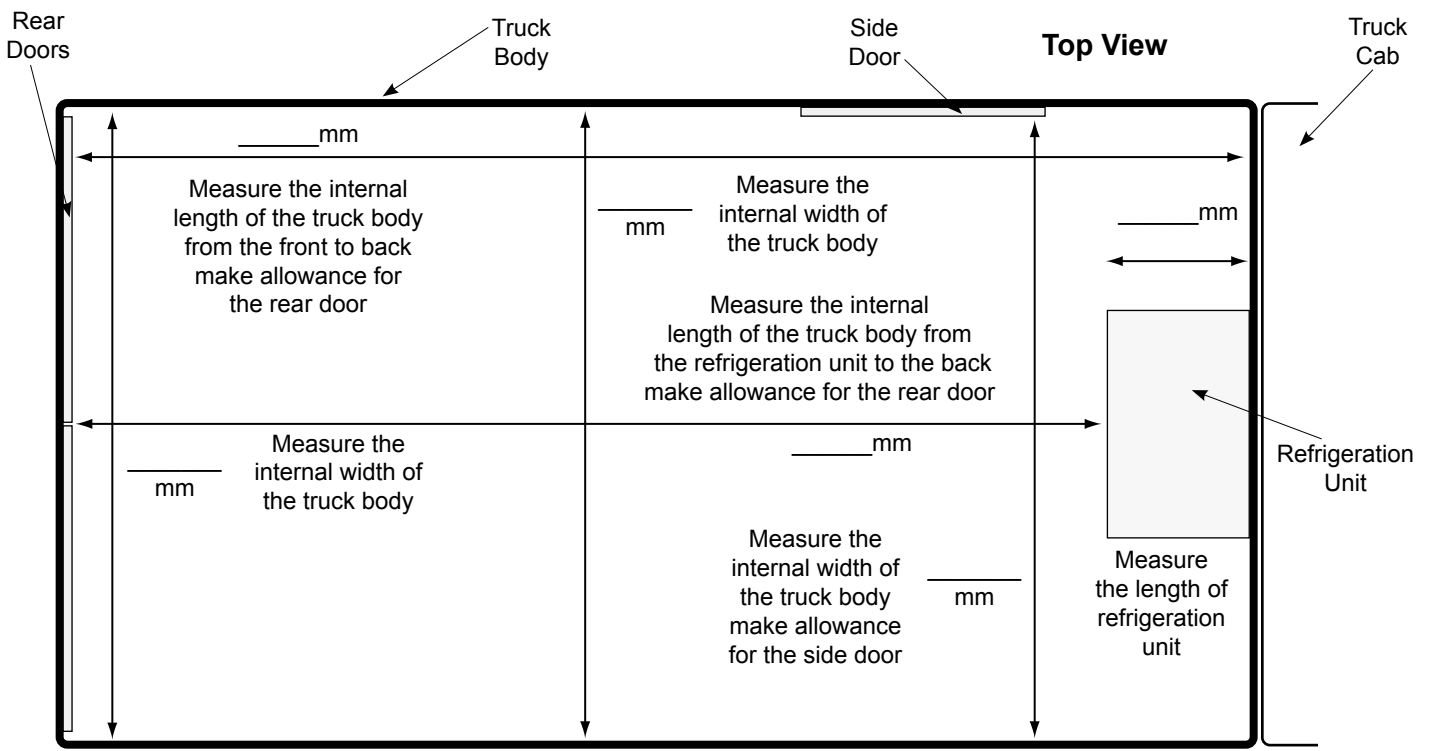
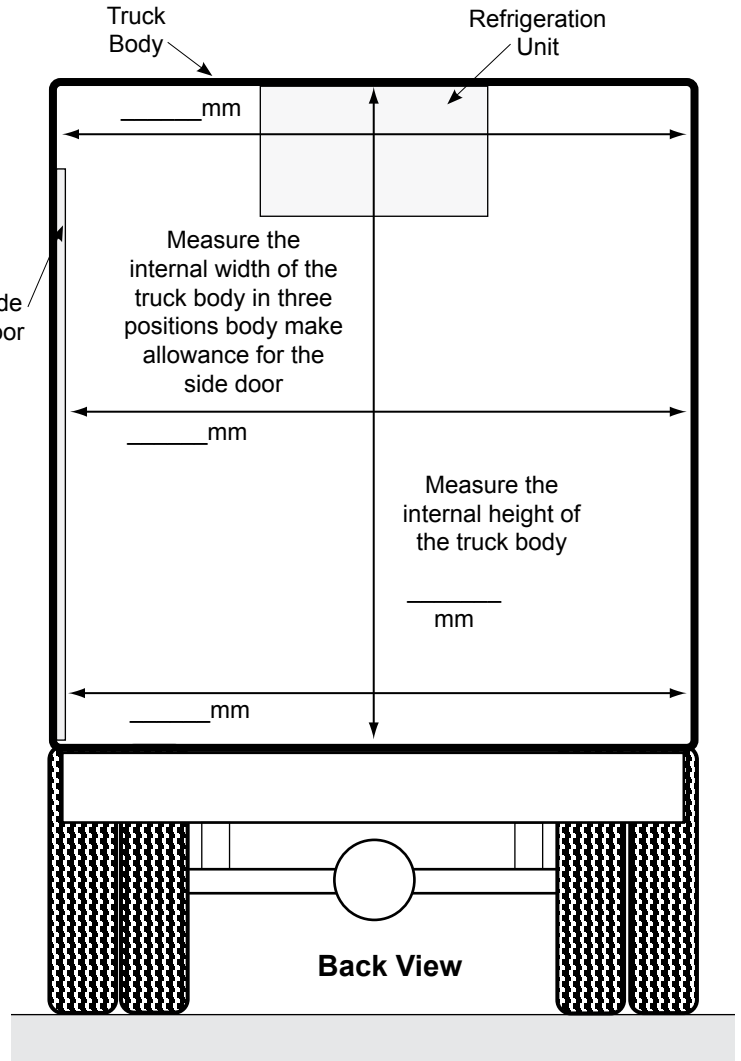
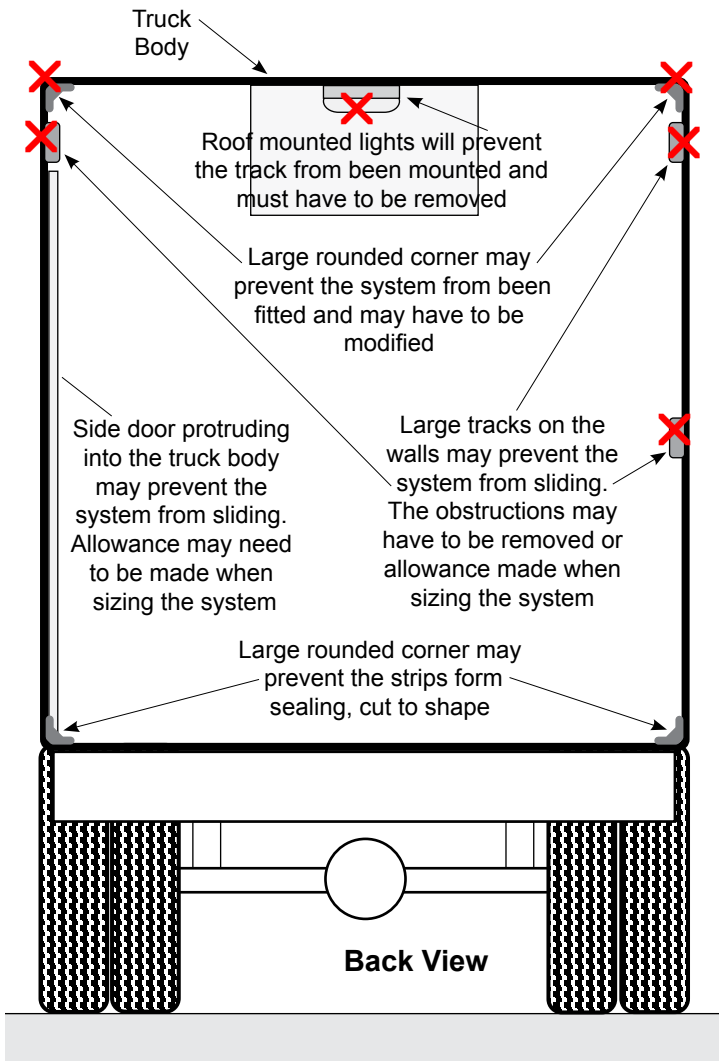


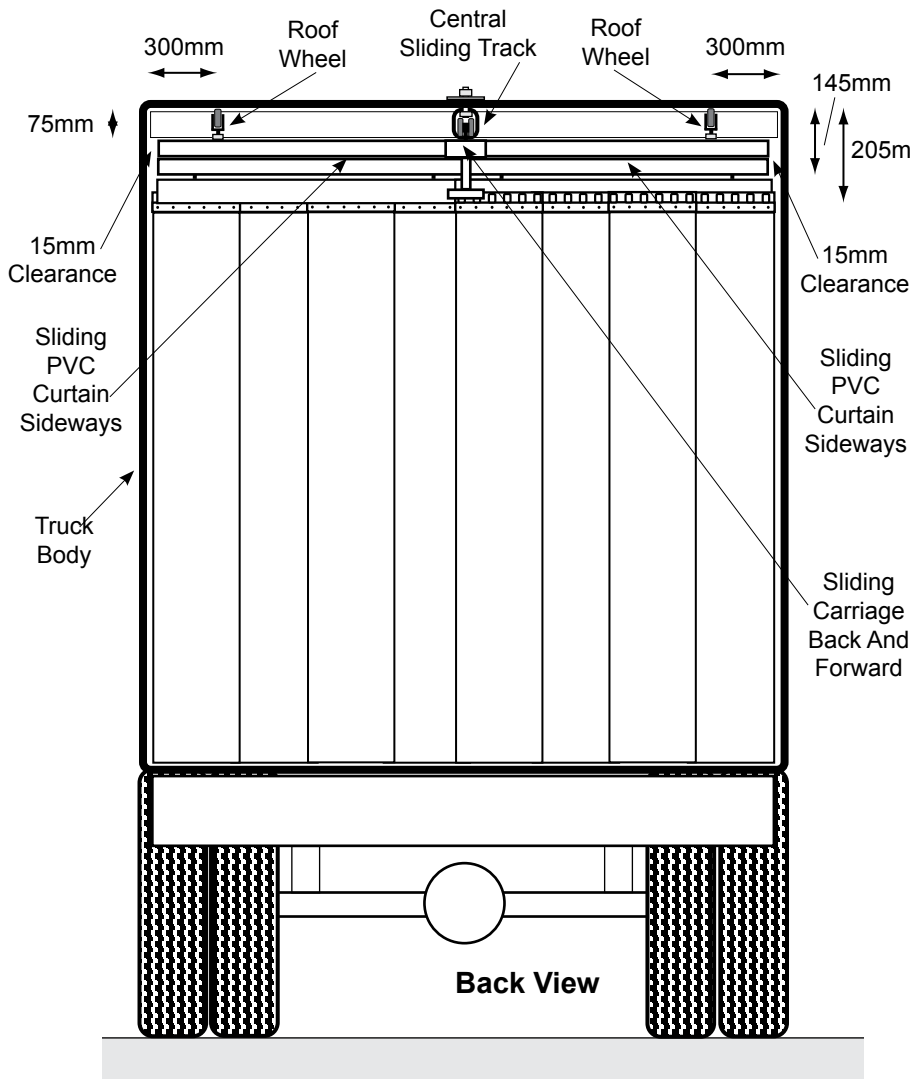
Installation

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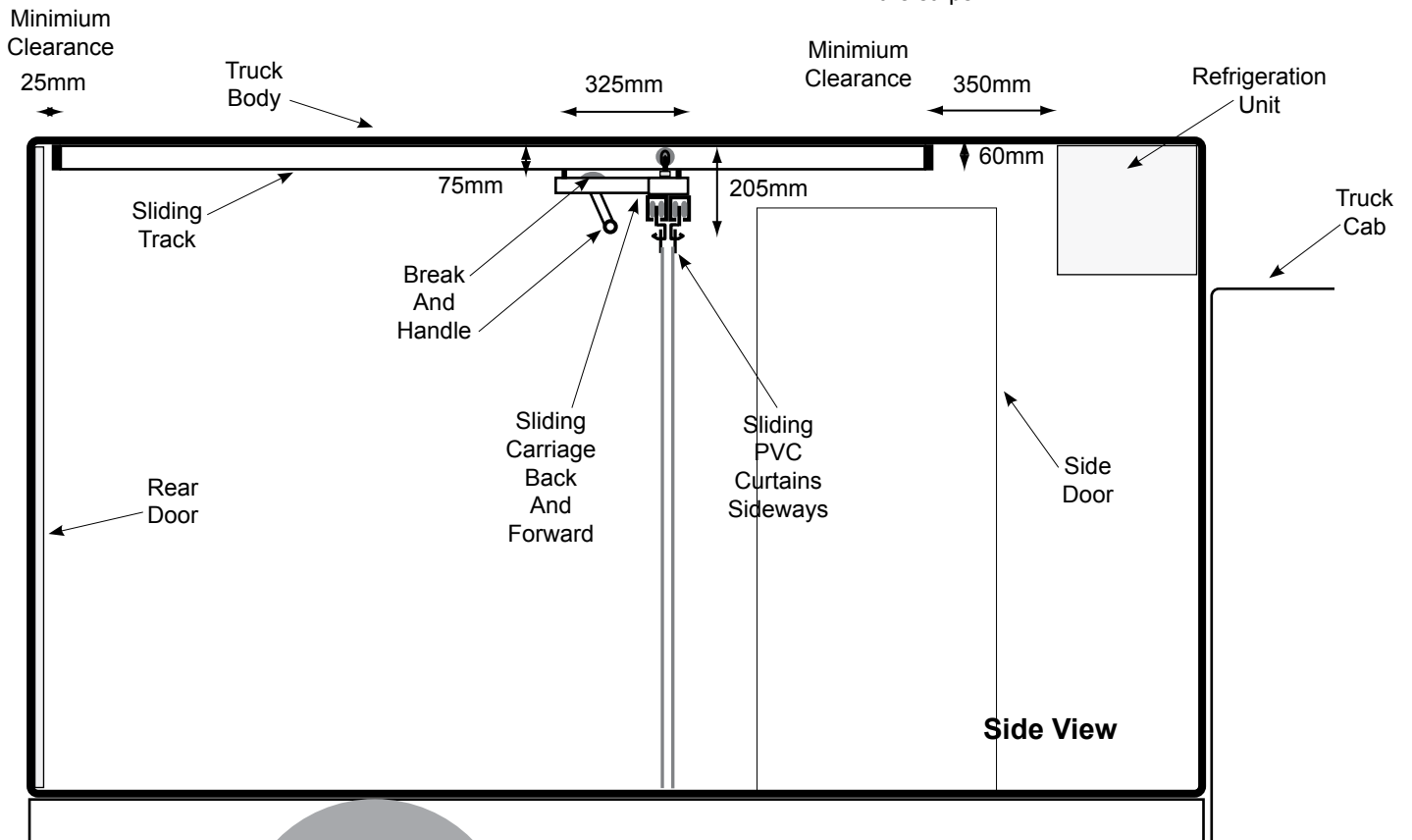


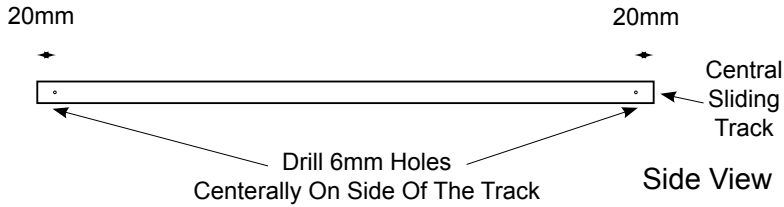
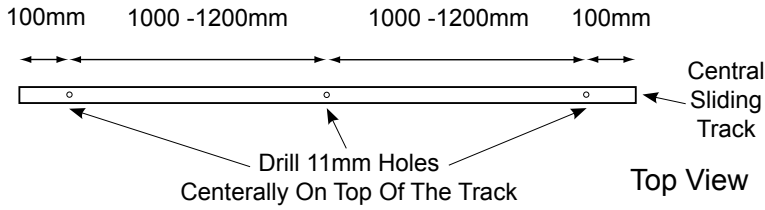
Measuring And Sizing The System

Measure the exact width of the truck body approximately 100mm down from the roof at the rear doors. Repeat this measurement at least twice more along the length of the truck recording the measurements taken. Indicate if there are any obstructions along the length of the truck that cause a reduction in its width, ie a side door. Indicate if there are any light fittings or any other fittings in the truck body or roof likely to obstruct the fitting or the free movement of the system, specify their exact position in the vehicle. Measure the height of the truck roof from the floor of the truck, again take this at 3 positions along the length of the truck. Ascertain the length of the main track required, shut the rear doors and measure from the inner face of the rear doors to the refrigeration unit and subtract 375mm.

Note: This is the maximum recommended track length which will give 350mm minimum clearance between the refrigeration unit and the main track for "T" Bar installation, 400mm in operation and 25mm between the main track and rear doors to ensure the main track does not impede the correct closing of the doors. It is of course permissible to stop the main track further back, for instance, the width of a pallet (1160mm) from the front wall of the truck. The system metalwork will be manufactured approximately 30mm narrower than the truck body allowing 15mm clearance between "T" Bar assembly and the truck walls. The plastic end-caps fitted reduce this to about 10mm clearance each side.

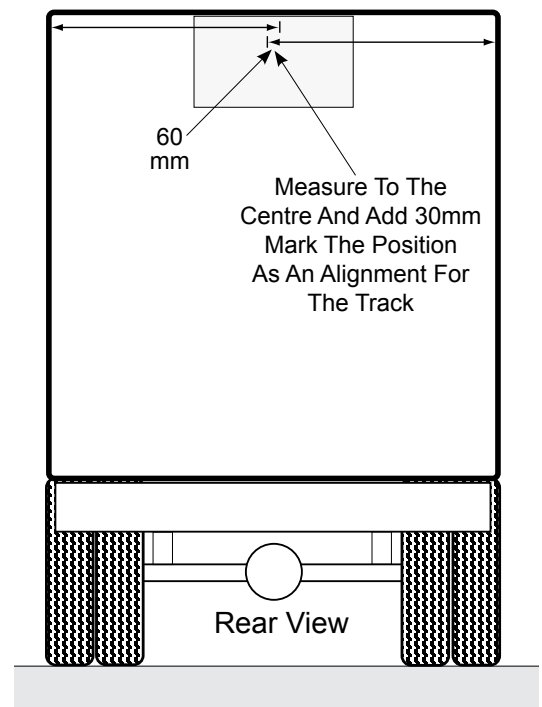
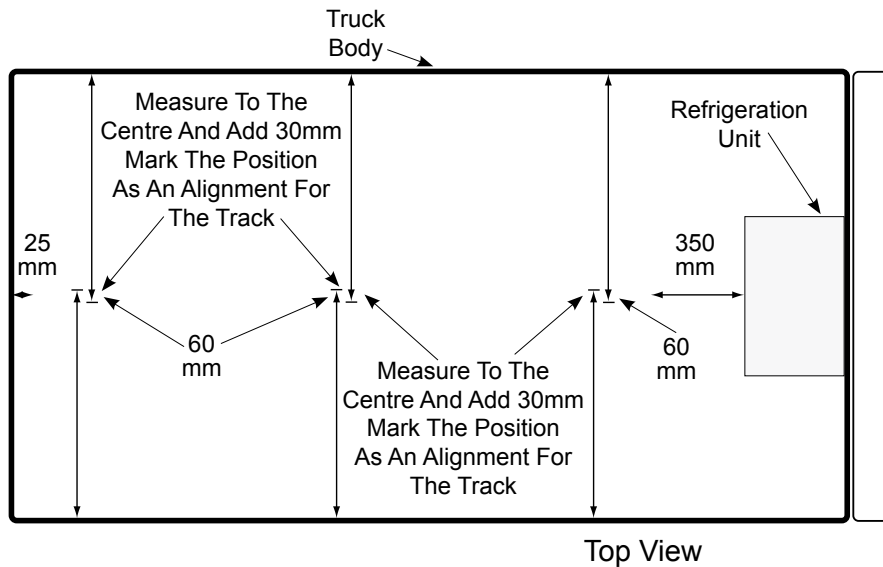
The end strips of the PVC curtain will be projected out by 12mm-15mm on each side to compensate for this and ensure a good fit against the truck side-walls. The PVC strips are generally made slightly longer than required to allow for cutting during installation. A good square, preferably a T square, cutting board and box cutter will be required to trim the strips.





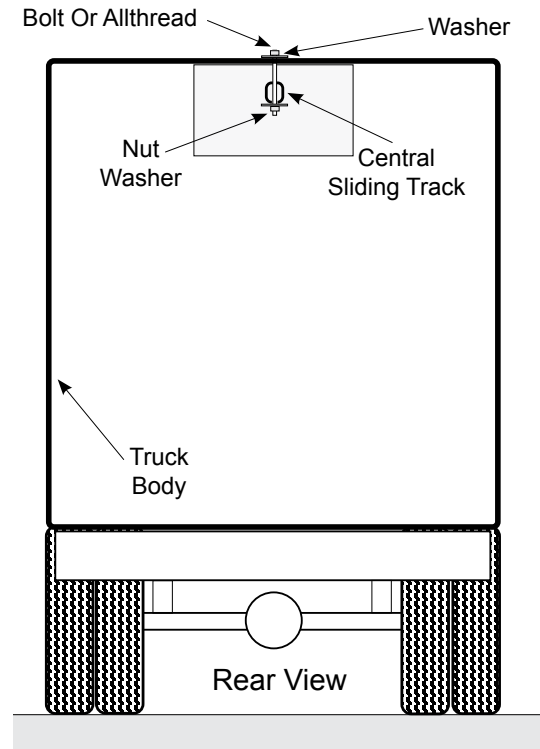
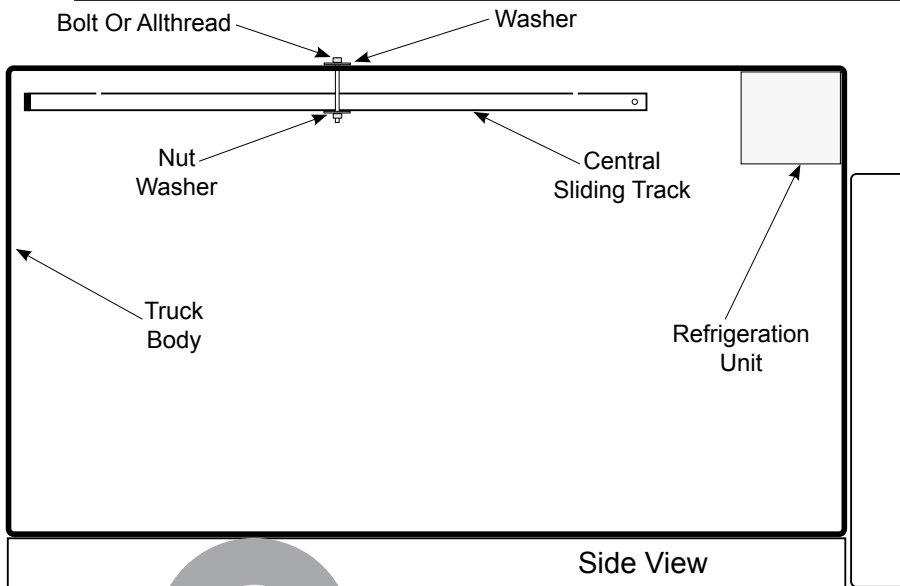
Mark And Drill Track

The main track should be fixed at approximately 1000mm intervals along its length and 100mm from each end. Once the fixing positions have been decided upon, drill out the main track using an 11mm drill and debur both sides of the holes. Mark out the sides of main track 30mm down and 20mm in from each end of the track. Cross drill using a 6mm drill in preparation for the stop bolts. Ensure that all swarf is removed from the track.



Mark Track Position On Roof

Take the width of the vehicle, divide this by 2 and add 30mm to this dimension. Using a pencil, mark this dimension onto the roof, first from one side of the truck and then the other to give two marks spanning the centre line of the roof. Repeat this at all the main mounting points where the main track is to be mounted. Draw a line at 90degrees to the centre line, 25mm in from the back doors in their closed position. Lift the main track into position such that it is positioned laterally equal distant from each of the pencil marks and aligned longitudinally with the line 25mm in from rear doors. Mark the roof through the central mounting position of the main track or the mounting point nearest to this.

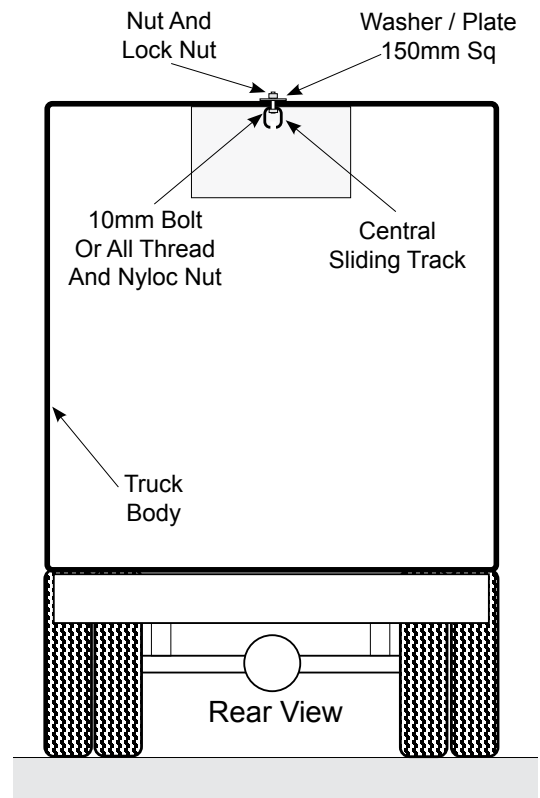
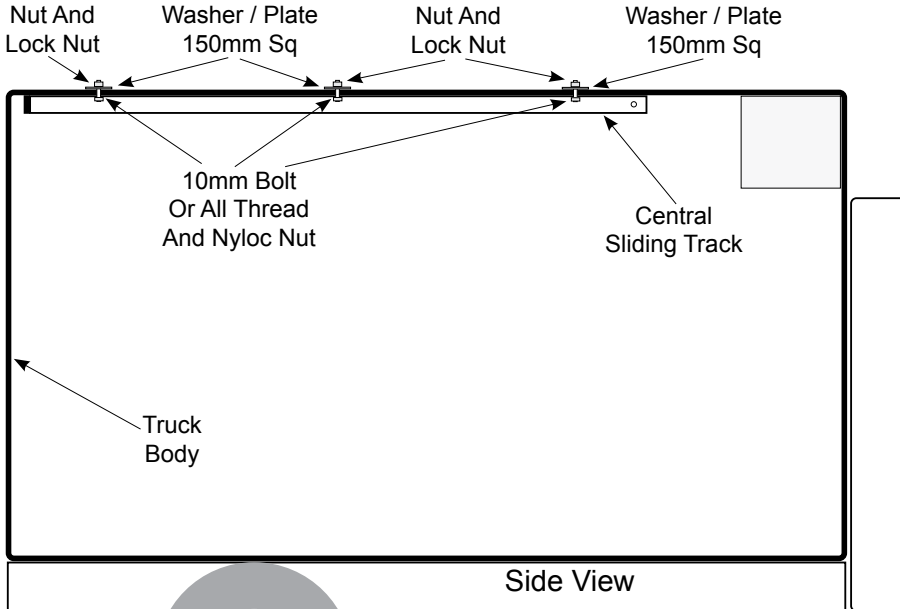


Mark The Roof Hole Positions And Drill

Establish the centres of all the glassed in mounting plates and take measurements from the reference position 25mm forward from the rear doors (rear end of the main rail). Transfer these measurements to the main track, mark out and drill the main track at these positions using an 11mm drill. Having marked the position of the central main track mounting point, drill up through the glass fibre roof using an 11mm drill.

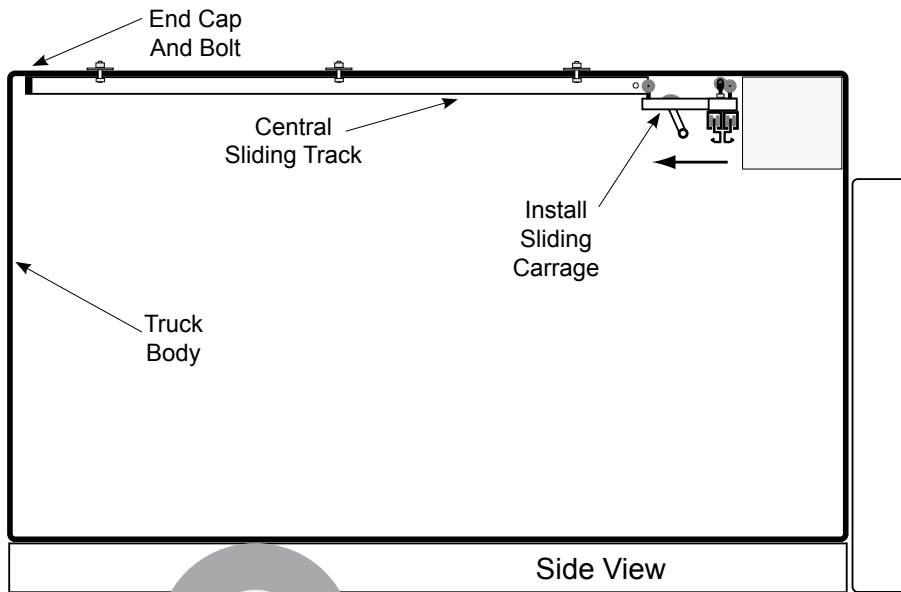
Suspend The Track On The Roof

Place a large tank washer over the central hole which has been drilled in the truck body roof. Insert the 10mm bolt or all thread down through the central hole in roof. Lift the track and insert the bolt or all thread through the central hole of the track. Place a tank washer over the bolt or all thread and secure with a nut. Tighten the nut so that the track is firmly lifted up to the roof.



Fix Track To The Roof

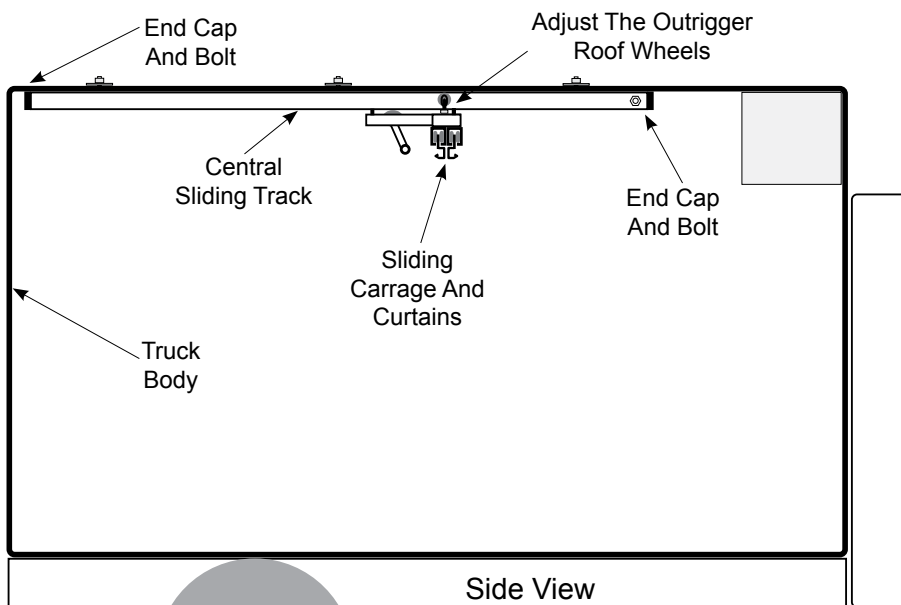
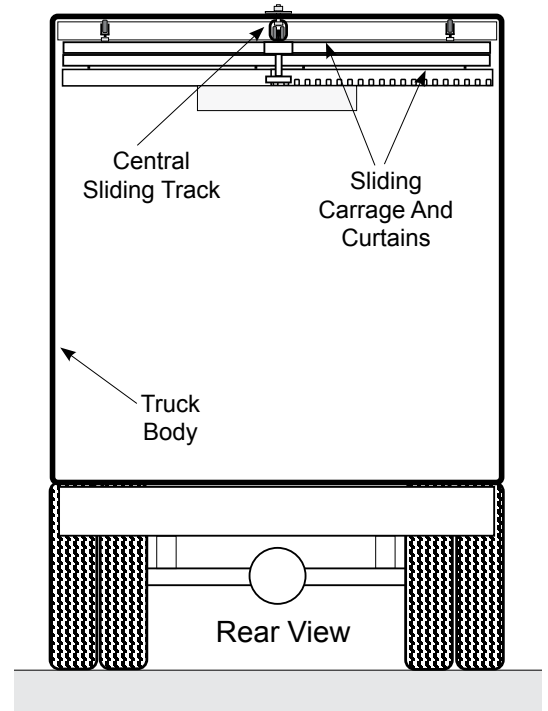
Insert bolts or all thread with a nyloc nuts up through the remaining holes in the track and roof. Insert a large washer inside the track under the bolts to all thread prevent them from falling out. Climb up on top of the roof and apply silicone around the bolts to seal the joint from weather. Place a large washer or plate over the bolt to re in force and distribute the load on the fibre glass roof. Screw the nut on the bolt and tension to pull the track up to the roof then fit a lock nut. Remove the central bolt or all thread which initially suspended the track and replace it with a fixing as the other holes. Cut of the excess length of the bolts or all thread.



Fitting The Gliding System To The Track

Remove the stop bolt from the front end of the track, clear the track of any swarf or glass fibre debris, by running a rag the full length of the track a couple of times or using an airline if available. Fully operate the brake lever so the brake is horizontal and fully off. Lift up and slide in the gliding system, in order to prevent damage to the truck body walls, it is easier if one side is lifted first and then the other.

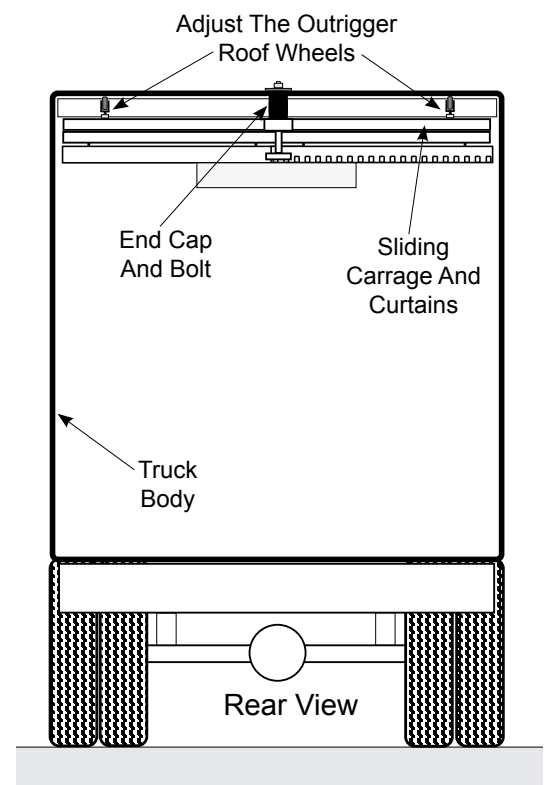
Slide in the truck system with the brake arm facing the rear of the truck and refit the stop bolt. Note that some customers prefer the system to be installed with the brake arm facing forwards to gain an extra 300mm at the rear of the vehicle.

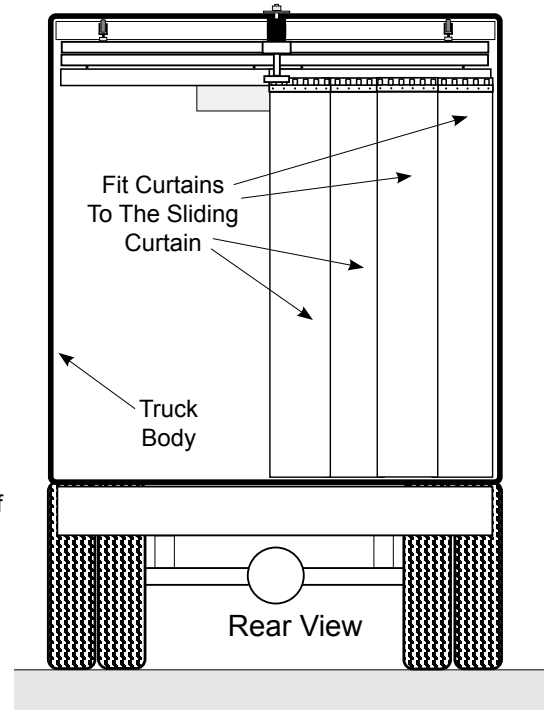
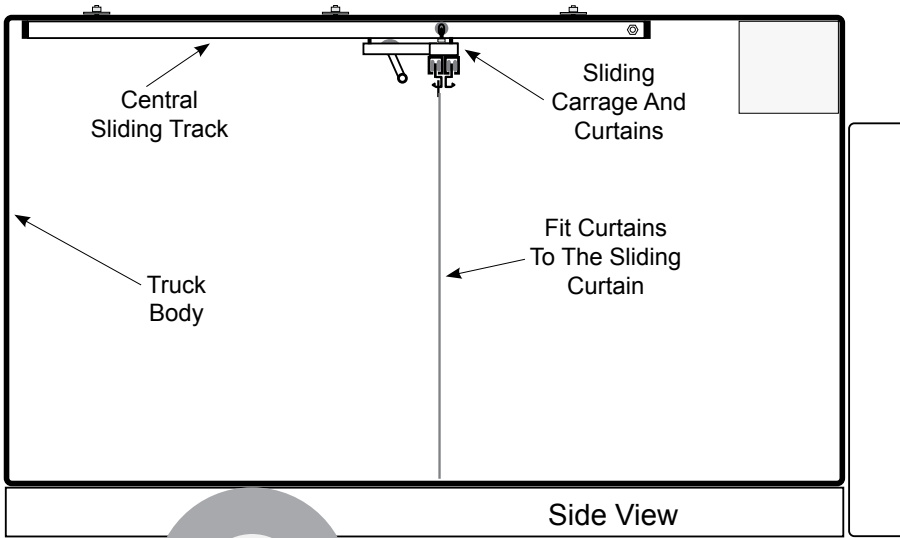


Fitting The Gliding System To The Track

Loosen the roof outrigger wheel assemblies, coat their threads with loctite and adjust both assemblies so that the wheels are just touching the roof at the tightest position along the track. Ensure that the system is sitting level by ensuring that the PVC up-stands have the same clearance above them on either side of the system and tighten the locking nuts ensuring that the wheel assemblies remain aligned to the direction of travel. Check that the system can glide the full length of the main track freely.

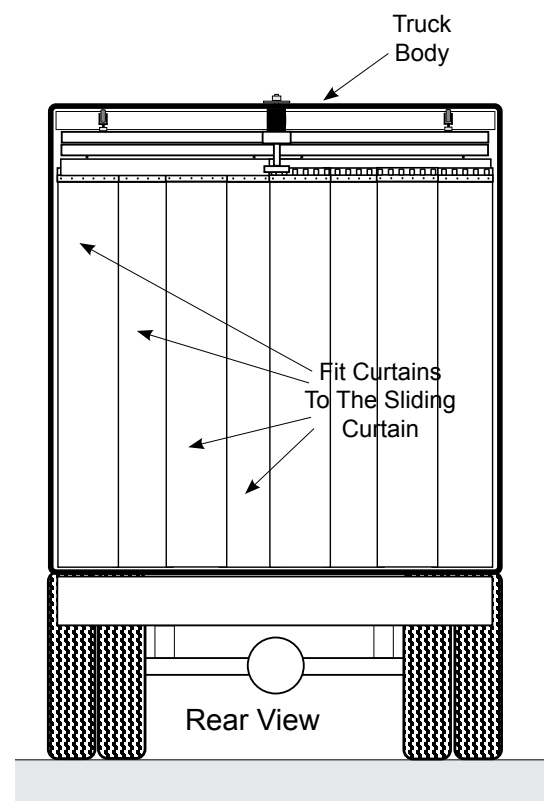
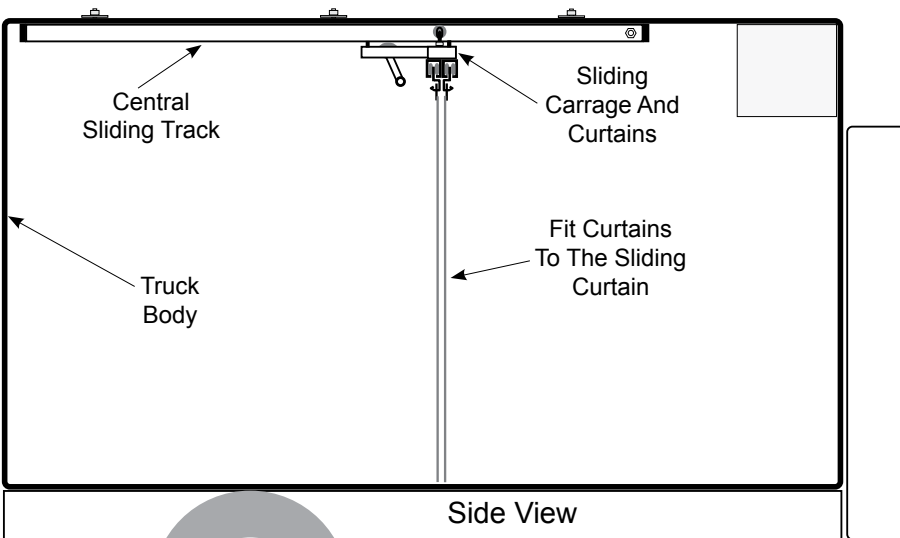
If necessary re-adjust the roof outrigger wheels so there are no tight spots and re-tighten the locking nuts. Ensure that the brake system is operating correctly, when correctly adjusted the handle should rock fore and aft by approximately 30mm when in the locked position. Fit a plastic end cap to each end of the main track, hammer these in using a rubber mallet, the rail will cut a couple of slots in the lower inner edges of the end caps during this process.

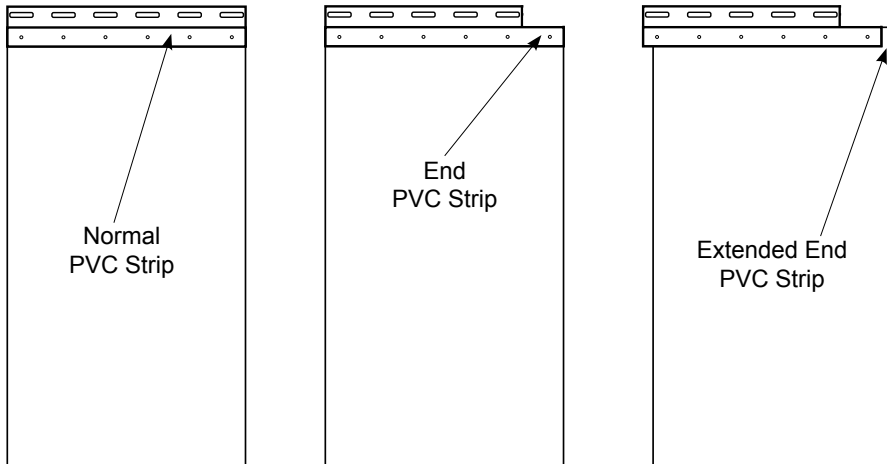




Fit The PVC Strips

Fit the PVC strip curtain, starting with the special outer “notched” plates that clear the latch pin assemblies. Fit each alternate strip allowing for a minimum of 50mm overlap, if there is an overlap in excess of this, ensure that it is shifted to the positions overlapping the notched plates. Due to the PVC projection at the edges of the outer notched strips, the overlap is often reduced at these points and this will compensate for this effect. Trim the PVC strips to length, these should finish approximately 10mm above the floor for Chiller grade PVC and just touching the floor at the lowest point for Freezer grade PVC. This allows for contraction when the strips get cold.





Final Quality Checks

Ensure that the hanging rails move smoothly from side to side. Confirm that the hanging rails latch when the curtain is closed and release correctly using the latch pull. Check that the brake operates satisfactorily and that the handle rocks fore and aft by about 30mm, when in the locked position. Make sure that the system glides smoothly fore and aft when the brake is released. Ensure that the stop bolts in each end of the track stop the system short of the rear doors and of any other obstruction. Check the clearance of the PVC strips above the floor of the truck over the full fore aft movement of the system (10mm above the floor for STANDARD grade PVC and just touching the floor at the lowest point for POLAR grade PVC).

