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BEAU-ROC USER'S MANUAL

BEAU-ROC DEALER

04/07/2013

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SECTION 1 – ABOUT THIS MANUAL

1.1. Introduction

This manual is provided to every user of a newly manufactured Beau-Roc dump body to underline the importance of maintenance and safety. It is important to read this entire manual to ensure proper usage. This manual is to be kept for future reference for the entire life of your dump body. All information in this manual is based on the latest product information available at the time of printing. Beau-Roc reserves the right to make changes in specifications and models at any time.

1.2. General information

The life of a dump body can be increased with adequate regular service. Maintenance should be performed by an authorized Beau-Roc Dealer.

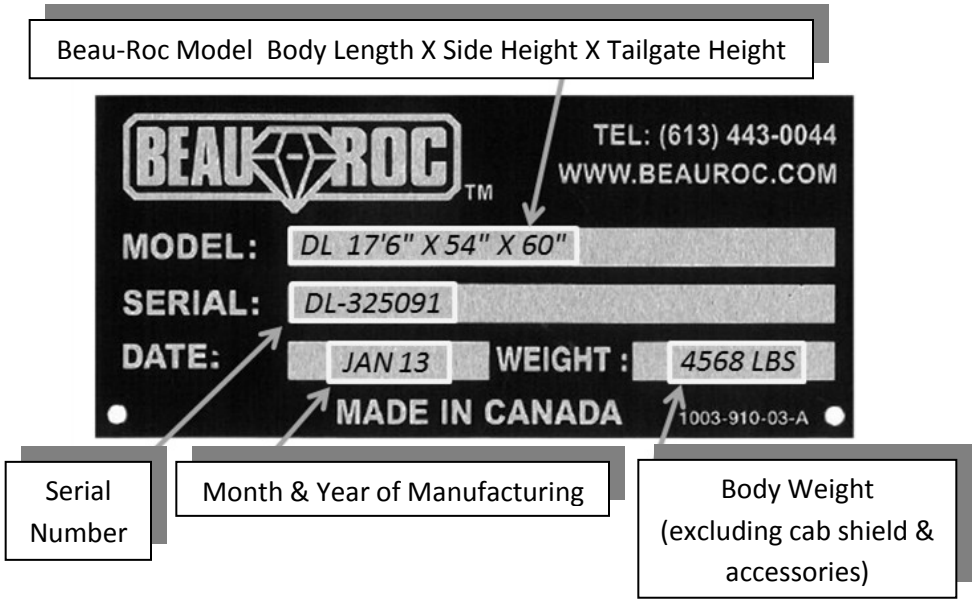
Modifications to the structure of a Beau-Roc dump body should not be made without first consulting Beau-Roc's engineering department. These modifications could affect the structural integrity of the dump body and will void the warranty.

Protective films such as paints and other coatings are necessary to prevent corrosion and protect the metal surfaces. Dump bodies that operate in environments that are conducive to severe corrosion may require a different protective coating than usually applied as standard; check with your Beau-Roc dealer for recommendations.

"WARNING" and **"CAUTION"** decals must be prominently displayed on all dump bodies. **All personnel operating this dump truck must read and understand the safety instructions carefully before using a Beau-Roc dump body.**

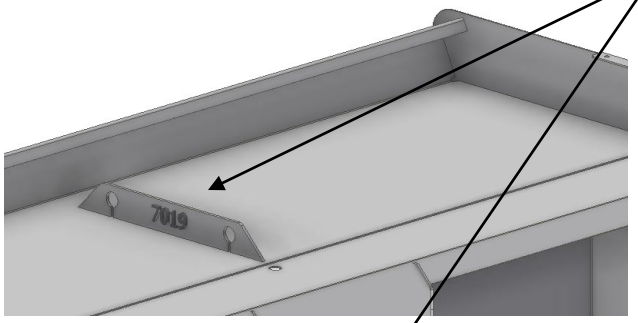
SECTION 2 – DUMP BODY IDENTIFICATION

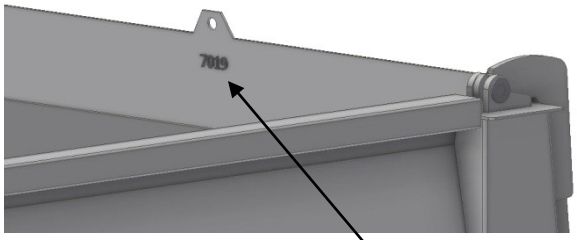
2.1. Serial number plate (aluminum)



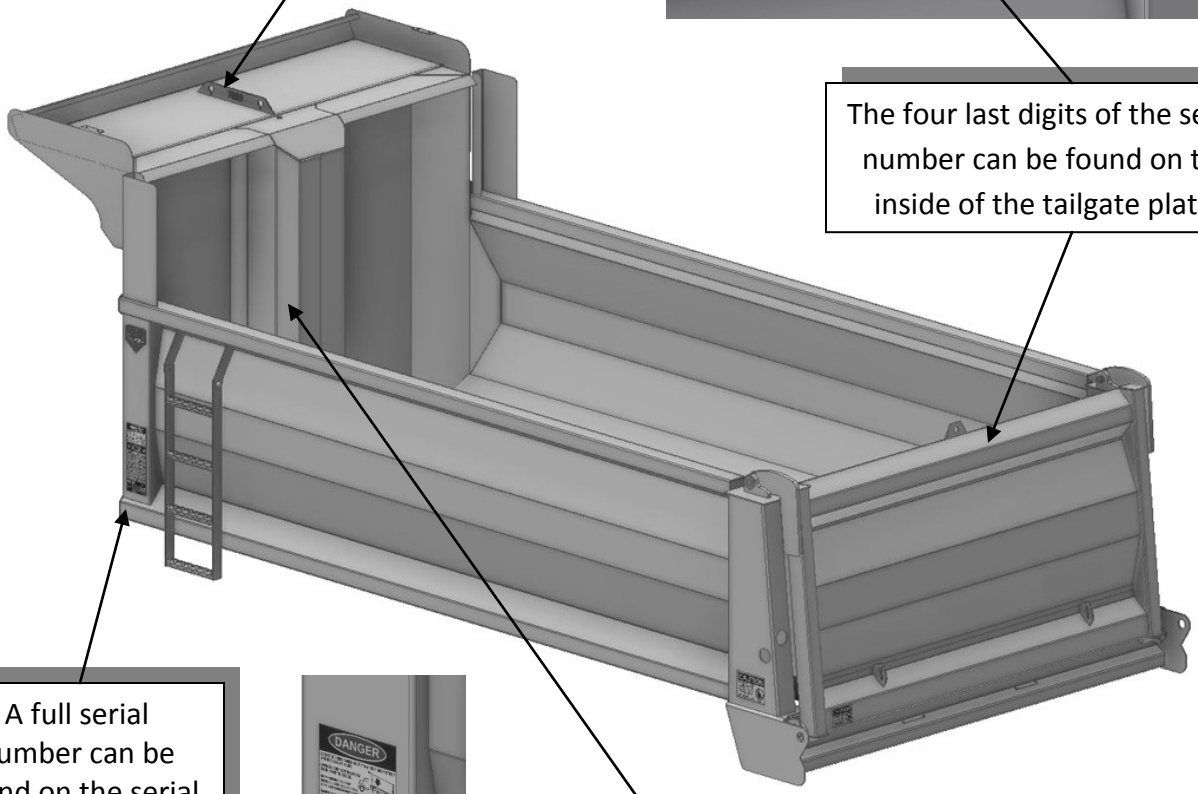
2.2. Serial number location

If the dump body is equipped with a cab shield, the four last digits of the serial number can be found on the center support.





The four last digits of the serial number can be found on the inside of the tailgate plate.

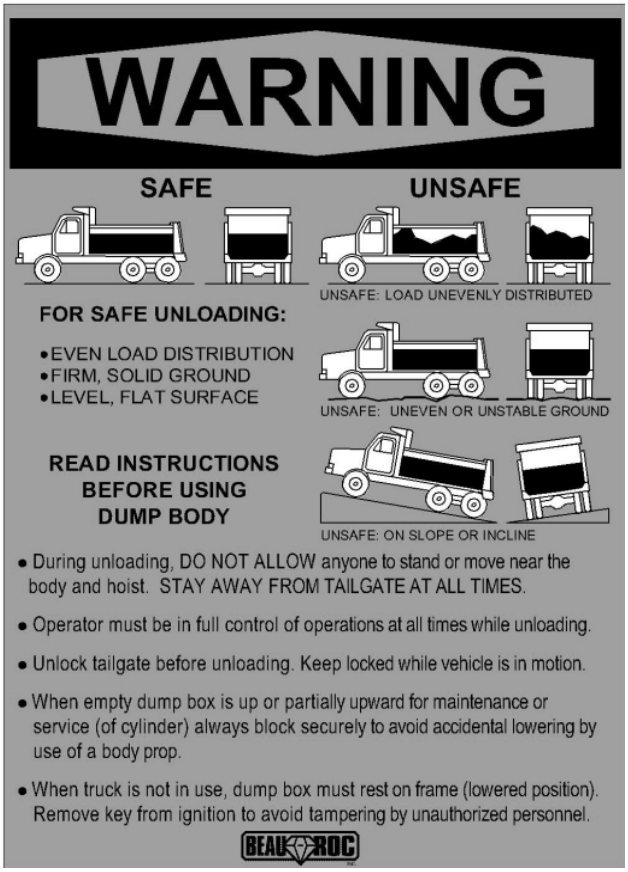


A full serial number can be found on the serial number plate located on the driver's side front post or on the driver's side front corner.

The four last digits of the serial number can be found on the front plate inside the recess.

SECTION 3 – CAUTION AND SAFETY

3.1. Caution and warning labels - identification and location



1

DUMP BODY GENERAL WARNING LABEL (aluminum)

(Part of the serial number body plate)

This label is located on the driver's side front post or on the driver's side front corner.

2

PAINT PREPARATION INFORMATION LABEL

This label is located on the driver's side front post or on the driver's side front corner.

3

BODY PROP
WARNING LABEL

This label is located on the driver's side front post or on the driver's side front corner.

4

HIGHLIFT & AUTOMATIC TAILGATE
WARNING LABEL

This label is located on the driver's side at the bottom of the rear post.

5

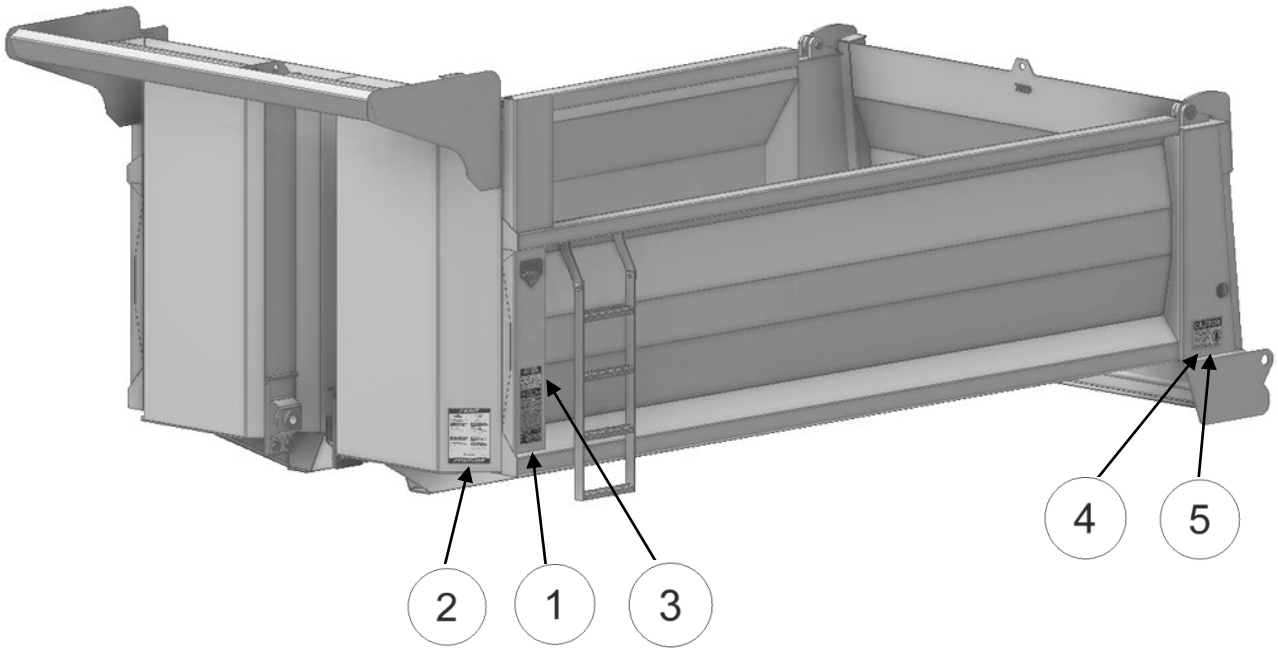
DOUBLE ACTING TAILGATE
CAUTION LABEL

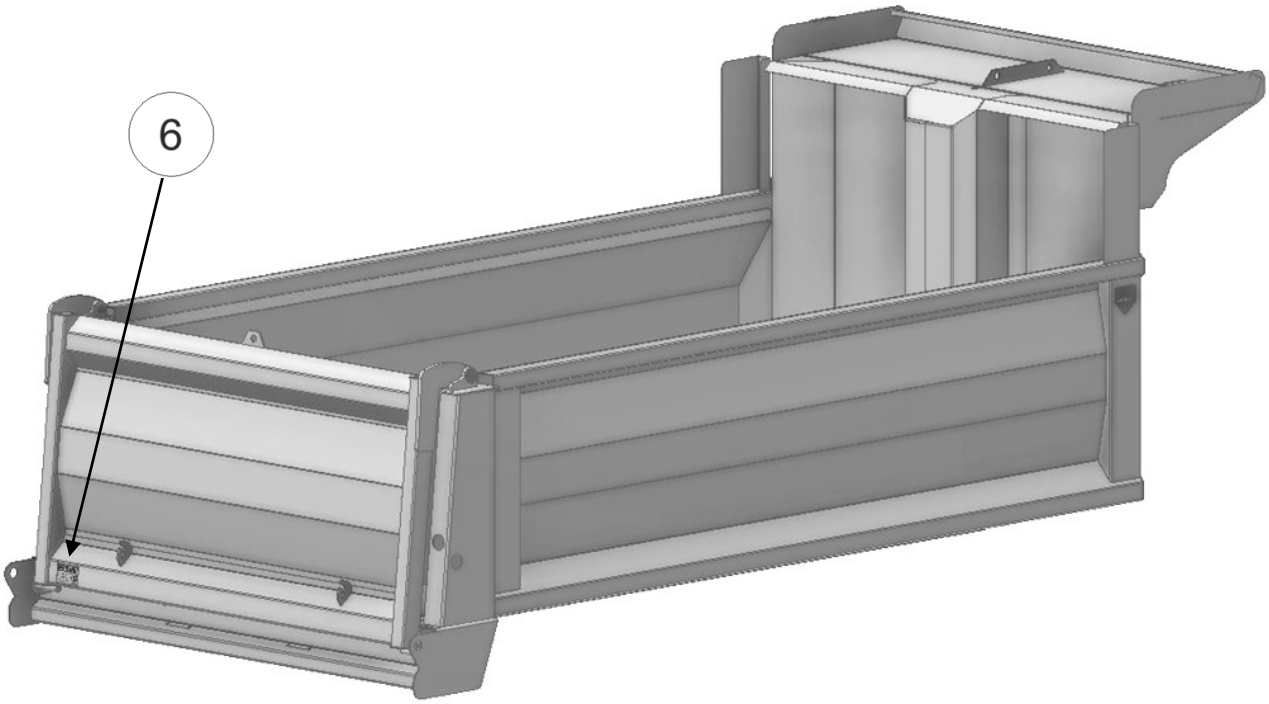
This label is located on the driver's side at the bottom of the rear post.

6

TAILGATE
CAUTION LABEL

This label is located on the tailgate's lower left corner.





NOTE: DL model shown. Models may vary from images pictured.

3.2. Caution and warning labels - replacement

Replace missing or damaged labels. They can be ordered through your Beau-Roc dealer. Please visit our website for dealer locations. (www.beauroc.com)

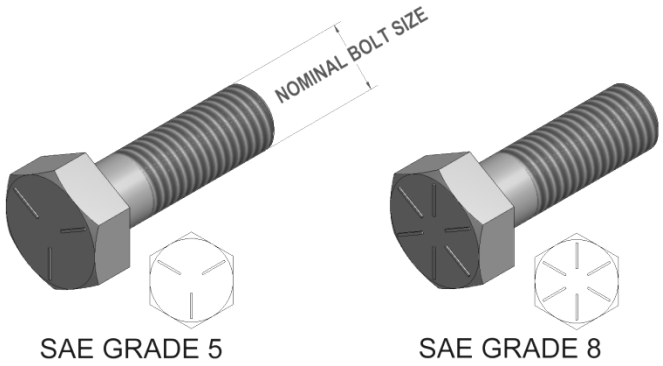
3.3. Safety recommendations

- Any operator of the dump truck should be thoroughly familiar with the contents of this manual.
- No person should operate the dump truck without adequate instructions and practice. This manual should be read and understood before using the dump truck.
- Any person wishing to install, service, repair or operate the dump truck must read, understand and know the location of all the caution and warning labels on the dump body.
- Any modification to the dump body, hoist, or other body installation components, may compromise the proper functioning and/or safety of operation of the unit.
- Verify and do not exceed the rated capacities of the dump body, hoist or truck.
- When loading or unloading, make sure the dump truck is on solid, level, flat ground and that the load is evenly distributed in the dump body.
- Check around and above the work area for any obstructions or overhead wires of any kind. Never operate or raise the dump body near or under electrical power lines. **Death due to electrocution may result.**
- During operation, do not allow anyone to stand, climb on, or move near the body, load or hoist. **Stay away from the tailgate at all times.**
- Unlock the tailgate before unloading. Keep the tailgate locked when the dump truck is in motion.
- When the truck is not in use or unattended, the dump body should rest on the frame in its lowered position. Remove the key from the ignition to prevent tampering by unauthorized personnel.
- Fluid loads such as mud can shift easily with the motion of the dump body. It is advisable to reduce speed and load size in order to prevent the potential instability of the dump truck due to a changing centre of gravity when navigating hills, curves or uneven roads.

- Should a load become frozen in the dump body, lower the body and secure the tailgate before trying to break the load free. Ideally, thaw the load indoors.
- Ensure that the power take-off (PTO) is disengaged before moving the dump truck. **Failure to disengage the PTO from driving the pump/valve when in transit may cause the dump body to rise unintentionally.** This may lead to loss vehicle control, accidental injury and/or property damage.

SECTION 4 – MAINTENANCE INFORMATION

4.1. Standard dry bolt torque specifications



NOMINAL BOLT SIZE INCHES	COARSE THREADS PER INCH	SAE GRADE 5 FOOT-POUNDS	SAE GRADE 8 FOOT-POUNDS
1/4	20	10	14
5/16	18	19	19
3/8	16	33	47
7/16	14	54	78
1/2	13	78	119
9/16	12	114	169
5/8	11	154	230
3/4	10	257	380
7/8	9	382	600
1	8	587	700
1 1/8	7	794	1430
1 1/4	7	1105	1975
1 3/8	6	1500	2650
1 1/2	6	1775	3200
1 5/8	5.5	2425	4400
1 3/4	5	3150	5650
1 7/8	5	4200	7600
2	4.5	4550	8200

4.2. Lubrication points

Proper lubrication is a critical part of the setup and maintenance of your dump body. The moving parts of your dump body depend on grease or oil to operate smoothly. To ensure minimum wear of key pivot points, a periodic maintenance schedule should be established depending on the usage of the product. **Lubricate all fittings at regular intervals, at least every 150 cycles or every two months.**

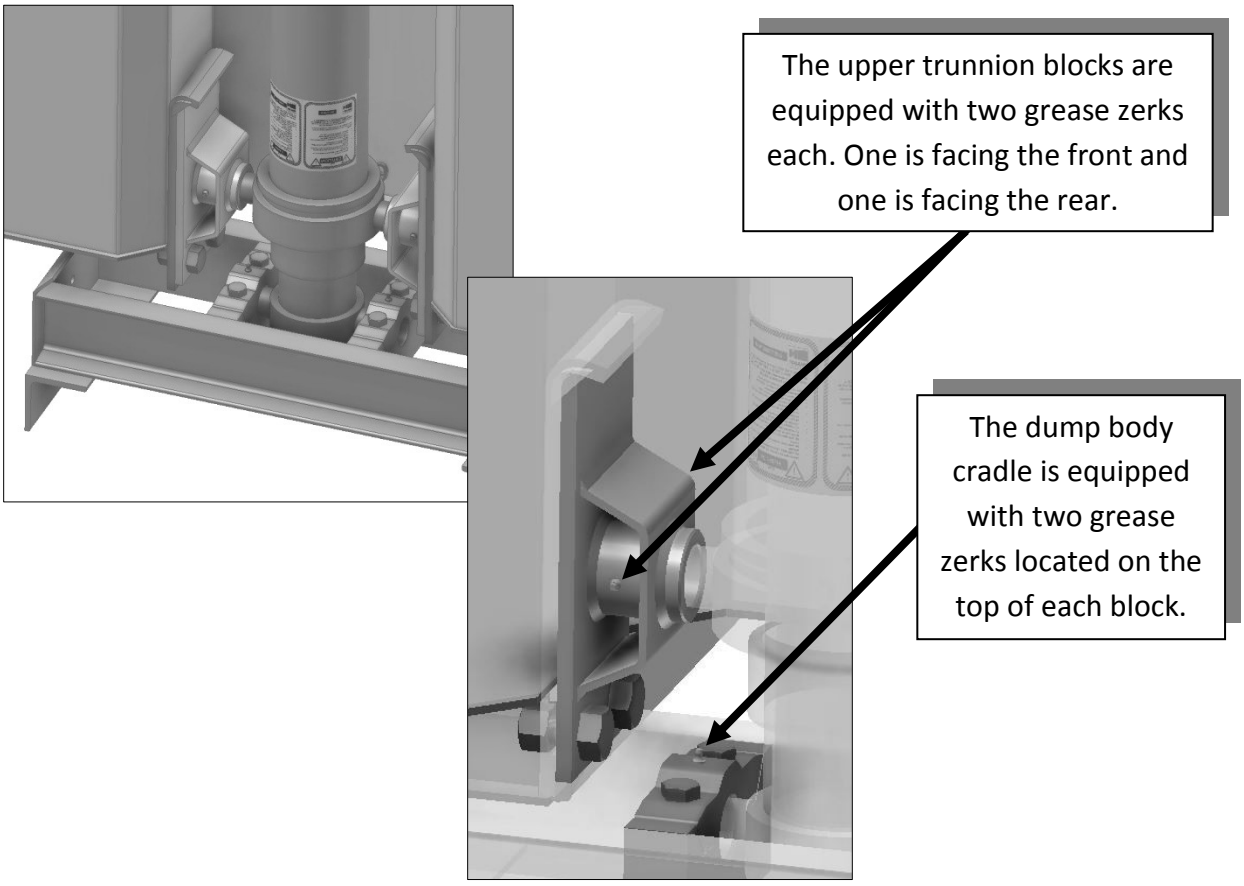
In general, you should add grease until a small amount of new grease appears around the joint, or until you see new grease through a breather port or vent hole.

While each dump body has its own combination of lubrication locations, the following section describes those typically found on most Beau-Roc dump bodies.

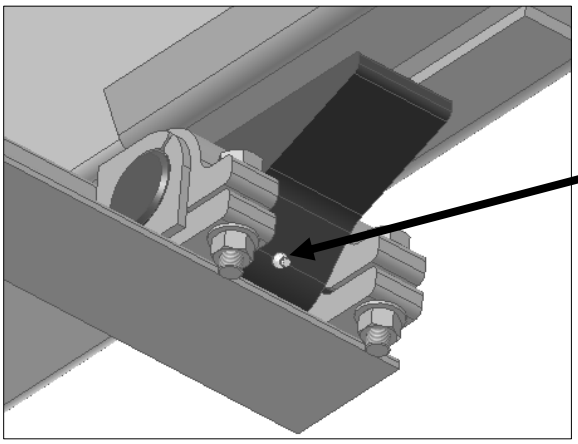
4.2.1. Hoist

To locate the lubrication points on your hoist, please consult the original manufacturers' specifications.

4.2.2. Hoist cradle and upper trunnion blocks

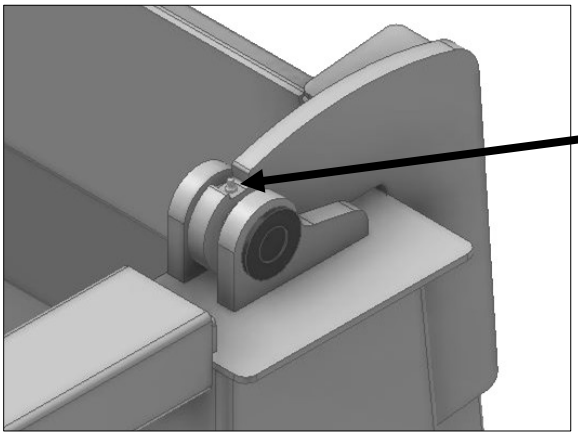


4.2.3. Dump body hinge



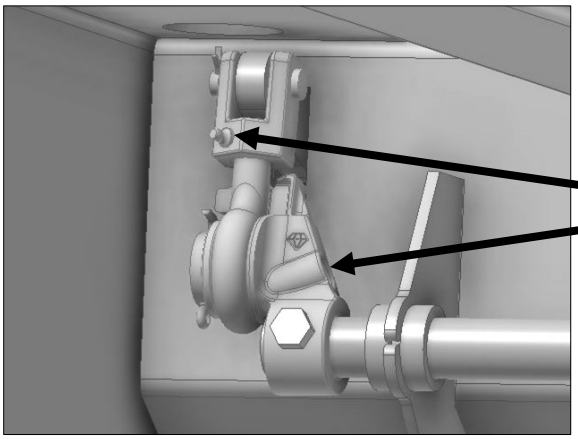
The dump body hinge is equipped with two grease zerks located on the underside of each pivot block.

4.2.4. Tailgate hinges



The tailgate hinges each have a grease zerk located at the top of the mobile hinge.

4.2.5. Tailgate latches



Located on the latch assembly underneath each rear post and behind the bolster plate, the eccentric levers are fitted with two grease zerks.

**** Lubricate all fittings at regular intervals, at least every 150 cycles or every two months. ****

4.3. Fasteners periodic check

It is important to check all the nuts, bolts, cotter pins and control linkage for loose or worn parts weekly. Replace immediately when identified as defective or worn.

4.4. Hydraulic system inspection and maintenance

4.4.1. Hydraulic oil quality

Check the hydraulic oil for deterioration, contamination, discoloring or thinning. If the quality is visibly poor, replace the oil immediately.

4.4.2. Hydraulic oil level

To check the hydraulic oil level, park the vehicle on a level surface. Cycle the system several times without a load. Check the sight gauge located on the reservoir for possible low fluid level and fill to the proper level with approved, compatible hydraulic fluid as necessary.

4.4.3. Hydraulic oil replacement

To obtain an optimum performance from your hydraulic installation (pump-cylinder) we recommend to use oil specifically designed for hydraulic systems with a viscosity grade between 32 cSt (150 SUS) and 68 cSt (315 SUS) with anti-friction additives. It is also important to verify the chemistry of the oil to ensure that the different components and additives are compatible with all system parts exposed to this oil. It is important to consult with your hydraulic oil representative to determine the type of oil that will in fact help to prolong the life of your hydraulic system due to the wide range of applications and climatic conditions possible.

4.4.4. Hydraulic hoses

Hydraulic hoses should be maintained in good condition and inspected weekly. Immediately replace a worn or damaged hydraulic hose. **A worn or damaged hose may blow out while the dump body is being raised and could result in a serious injury.**

SECTION 5 – TAILGATE LATCH ADJUSTMENT

The tailgate latch mechanism on a Beau-Roc dump body was factory adjusted. However, with frequent use and normal wear, the latch mechanism might need to be readjusted. The following section describes the steps to be taken.

5.1. Over-center tailgate latch (SERIES 706)

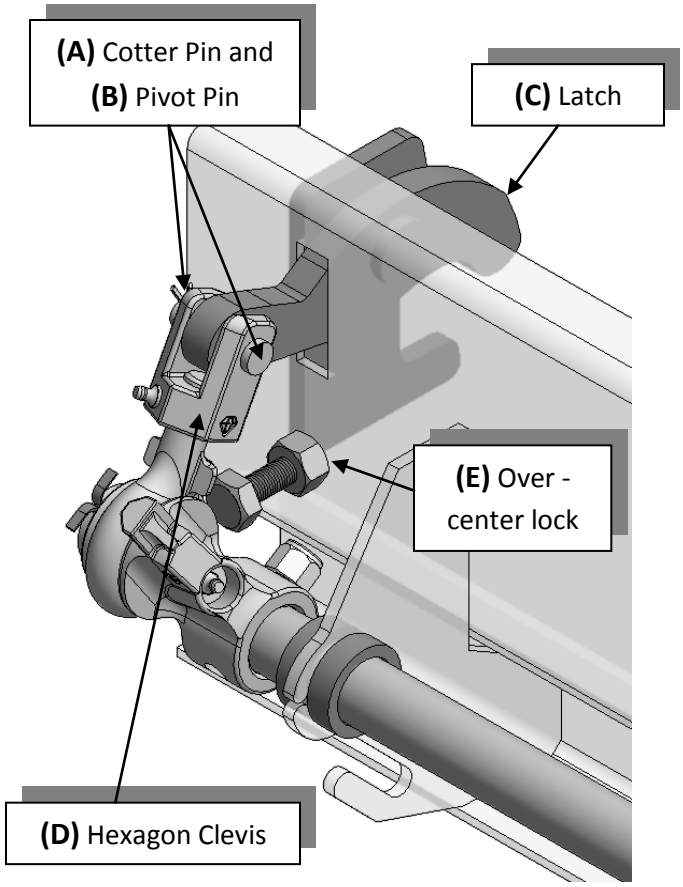


Figure 1
Over-center tailgate latch parts identification

NOTE:

Over-center lock system: loosening the hexagon clevis a little too much **(D)** will loosen the lock and make it harder to release the latches **(C)**. A proper adjustment will be tight but not so tight as to "clang" on activation, opening or closing.

**** Lubricate all fittings at regular intervals, at least every 150 cycles or every two months. ****

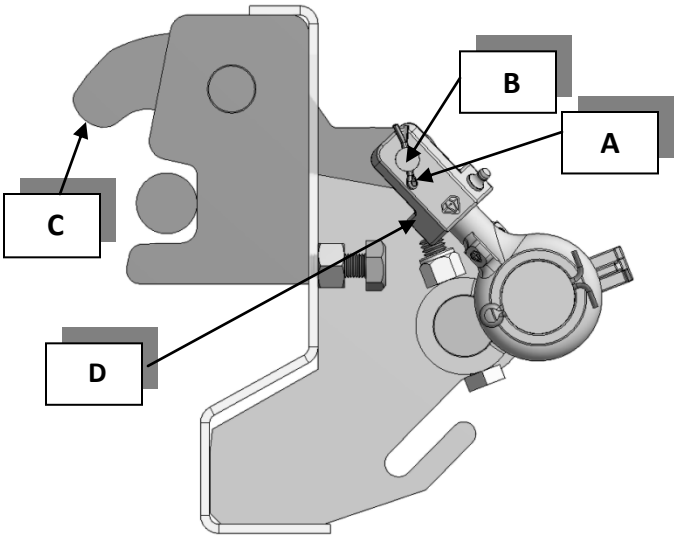


Figure 2
Over-center tailgate latch opened position

STEP 1:

- With the tailgate latch **(C)** in the open position (*figure 2*), note which side of the tailgate is the least closed.
- Adjust this side first.
- Remove the cotter pin **(A)** and the pivot pin **(B)** from the hexagon clevis **(D)** on the other (the better sealed) side, leaving the latch open **(C)**.
- Tighten the lock by turning the hexagon clevis **(D)** counterclockwise OR loosen the lock by turning the hexagon clevis **(D)** clockwise.
  Normally, half a turn should be enough.

STEP 2:

Try the system with only that side engaged and verify if the tailgate is now closing tight on that side. If it is firmly shut and does not "clang" on opening, it is correct. If the system "clangs" on opening, then the locks are too tight and should be re-adjusted properly.

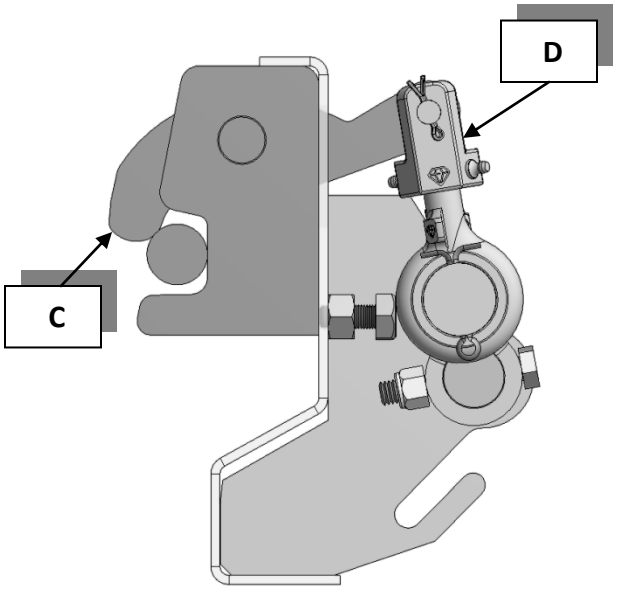


Figure 3
Over-center tailgate latch closed position

STEP 3:

- Proceed to the other side and adjust the hexagon clevis **(D)** appropriately.
- Pull this side of the tailgate tight against the floor and try locking it with both latches **(C)** engaged (*figure 3*).
- Once again, the latches **(C)** should pull the door tight but the system should not have to force the mechanism over-center.
- If the cylinder has to work too hard to open a tailgate that is adjusted too tight, it will not open once additional pressure from a load is applied on the tailgate.

5.2. Double-acting tailgate latch (SERIES 708)

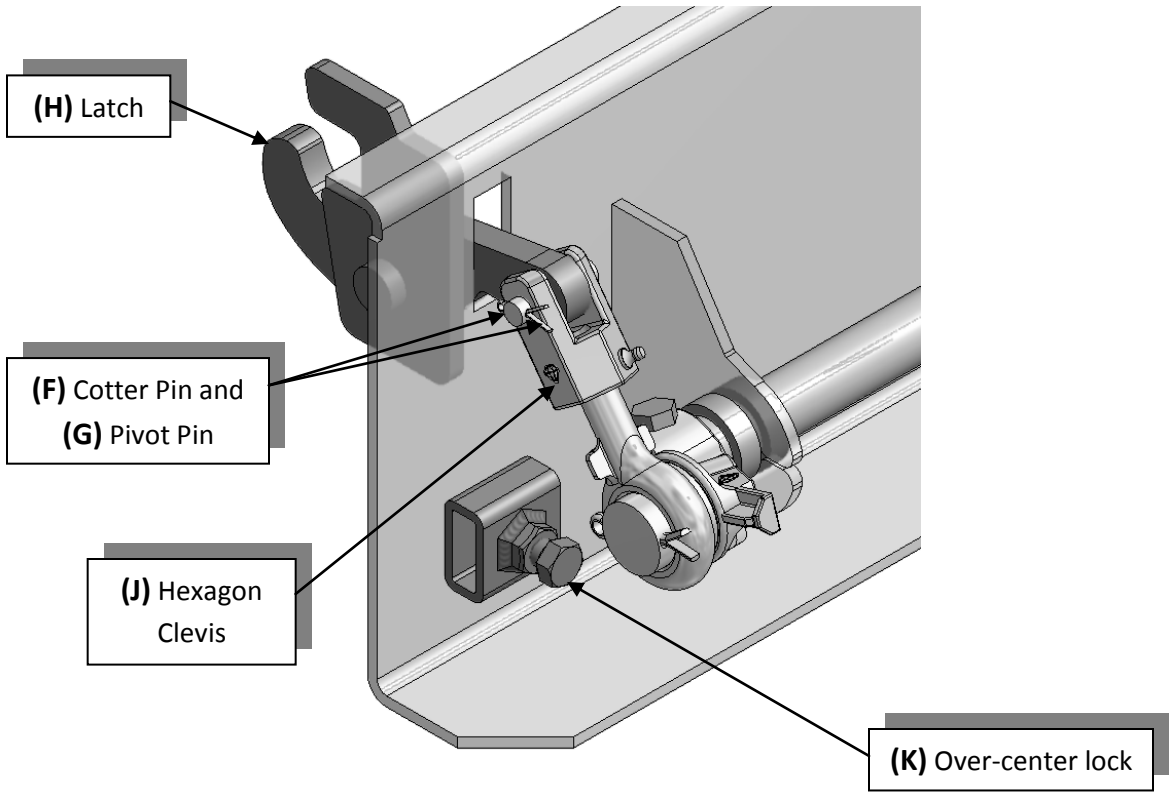


Figure 4 Double-acting tailgate latch parts identification

NOTE:

Over-center lock system: loosening the hexagon clevis a little too much **(J)** will loosen the lock and make it harder to release the latches **(H)**. A proper adjustment will be tight but not so tight as to "clang" on activation, opening or closing.

**** Lubricate all fittings at regular intervals, at least every 150 cycles or every two months. ****

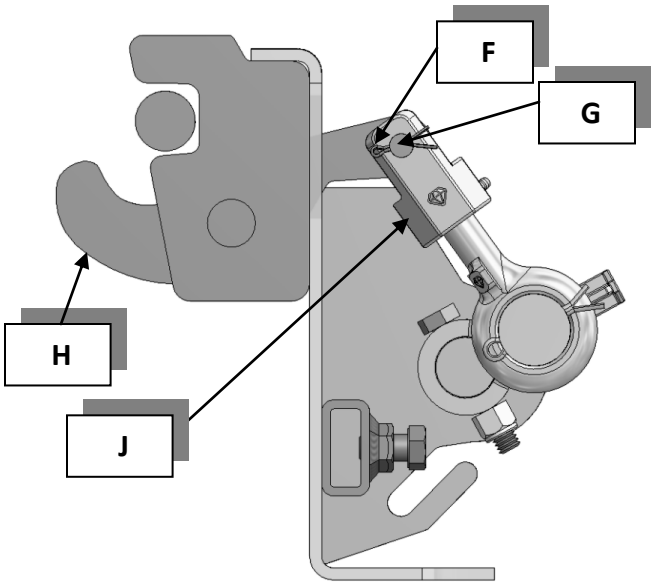


Figure 5
Double-acting tailgate latch opened position

STEP 1:

- With the tailgate latch **(H)** in the open position (*figure 5*), note which side of the tailgate is the least closed.
- Adjust this side first.
- Remove the cotter pin **(F)** and the pivot pin **(G)** from the hexagon clevis **(J)** on the other (the better sealed) side, leaving the latch **(H)** open.
- Tighten the lock by turning the hexagon clevis **(J)** clockwise OR loosen the lock by turning the hexagon clevis **(J)** counterclockwise.
  Normally, half a turn should be enough.

STEP 2:

Try the system with only that side engaged and verify if the tailgate is now closing tight on that side. If it is firmly shut and does not "clang" on opening, it is correct. If the system "clangs" on opening, then the locks are too tight and should be re-adjusted properly.

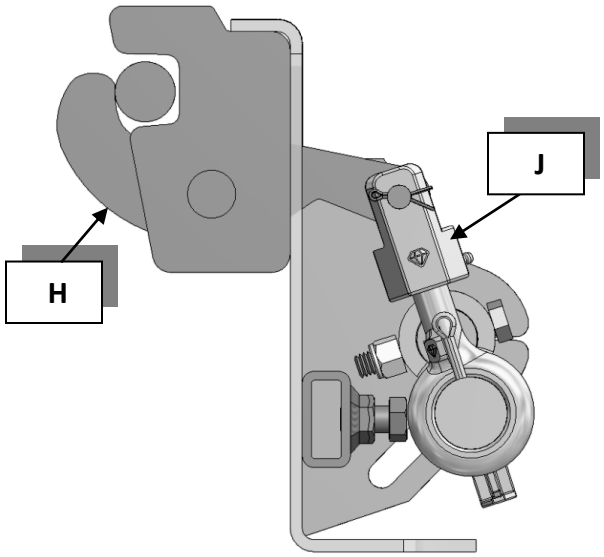
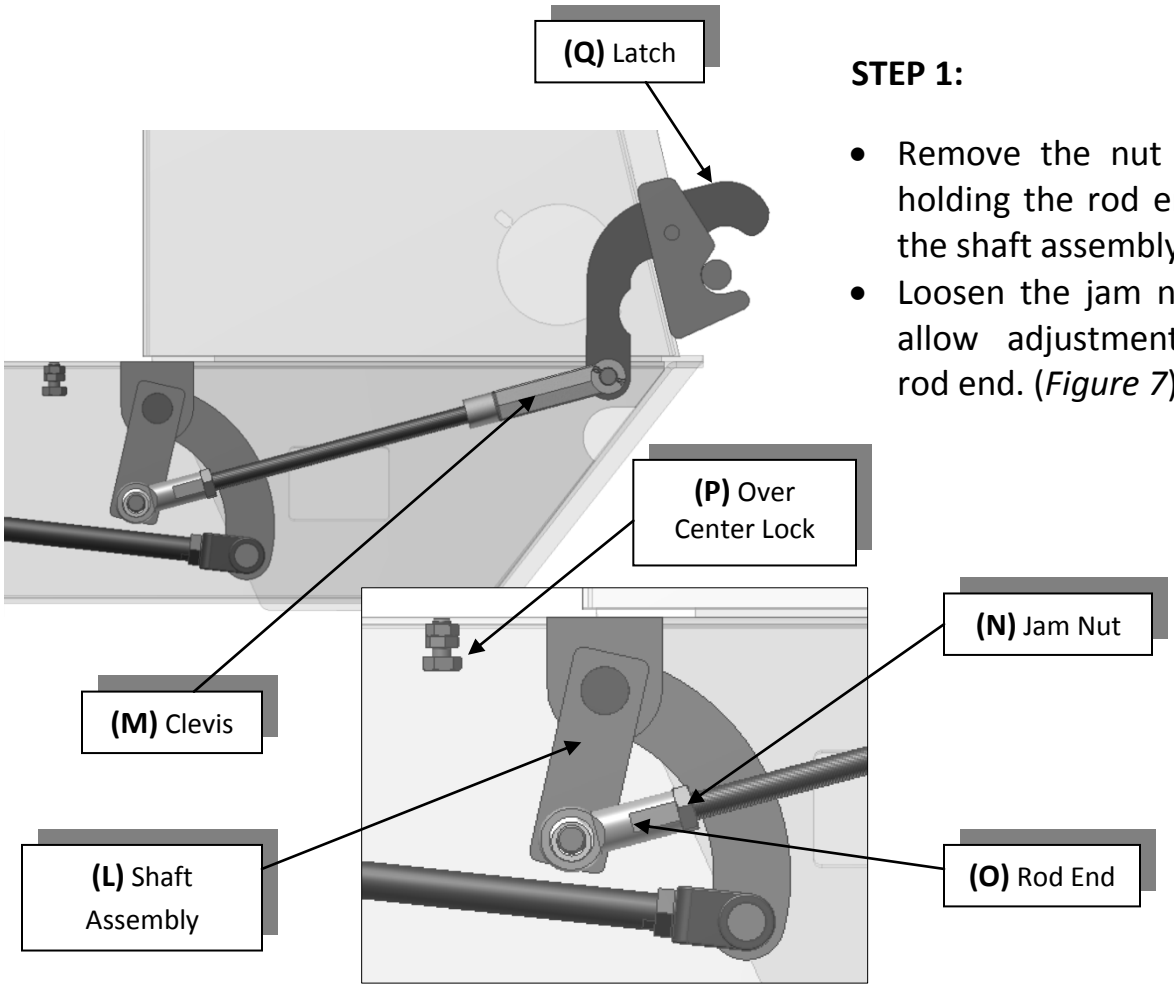


Figure 6
Double-acting tailgate latch closed position

STEP 3:

- Proceed to the other side and adjust the hexagon clevis **(J)** appropriately.
- Pull this side of the tailgate tight against the floor and try locking it with both latches **(H)** engaged (*figure 5*).
- Once again, the latches **(H)** should pull the door tight but the system should not have to force the mechanism over center.
- If the cylinder has to work too hard to open a tailgate that is adjusted too tight, it will not open once additional pressure from a load is applied on the tailgate.

5.3. Asphalt tailgate latch (SERIES 710A)



STEP 1:

- Remove the nut and bolt holding the rod end **(O)** to the shaft assembly.
- Loosen the jam nut **(N)** to allow adjustment of the rod end. (*Figure 7*)

Figure 7 Asphalt tailgate latch opened position

STEP 2:

Turn the rod end **(O)** to increase (to loosen) or decrease (tighten) the distance between the rod end **(O)** and the clevis **(M)**. Adjustments may only require half a turn.

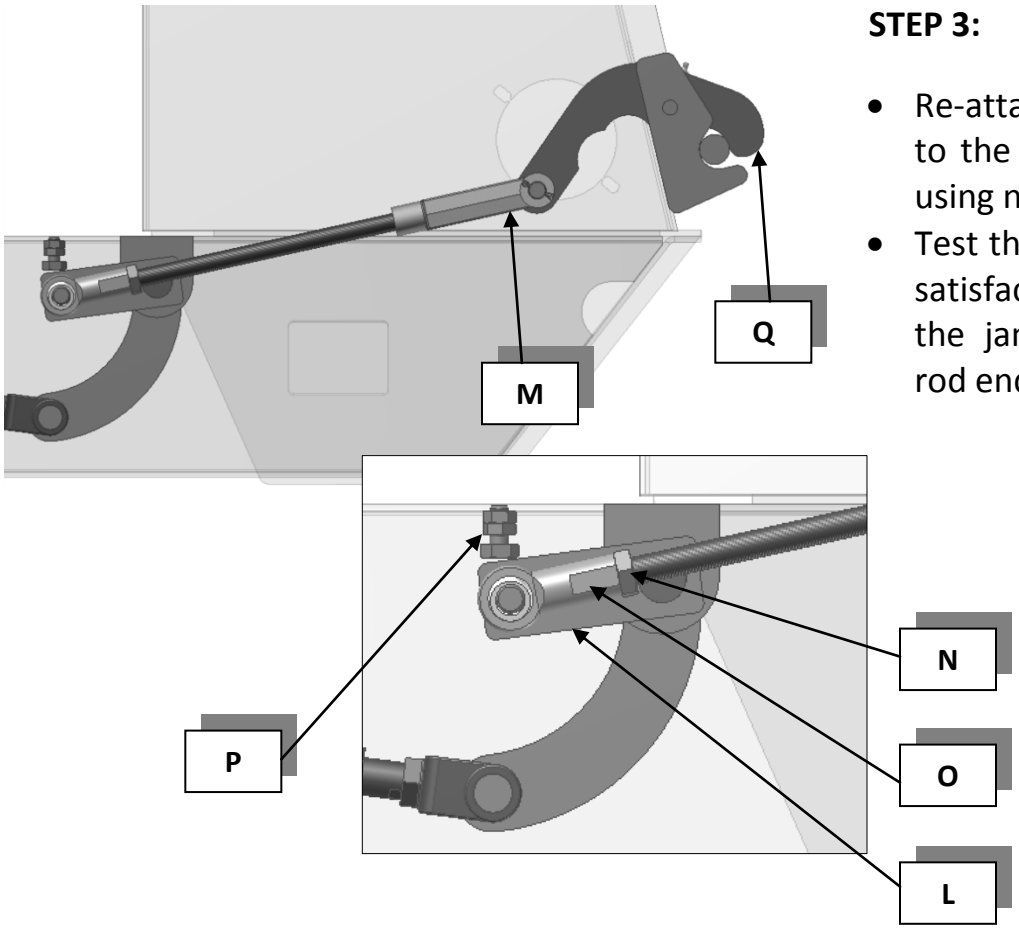


Figure 8 Asphalt tailgate latch closed position

STEP 3:

- Re-attach the rod end **(O)** to the shaft assembly **(L)** using new hardware.
- Test the new setting until satisfactory and tighten the jam nut **(N)** on the rod end **(O)**. (*Figure 8*)

STEP 4:

Repeat the adjustment procedure for the latch **(Q)** on the opposite side to ensure that the tailgate closure is equal.

NOTE:

The asphalt tailgate latch **(Q)** is an ***over-center*** mechanism. When correctly adjusted, it will not take very much force to put the latch **(Q)** in the over-center position or to release it. It is important that the latch **(Q)** does not travel too far past the over-center, or the cylinder may not be able to unlatch the tailgate. The over-center lock **(P)** should be adjusted to prevent this condition (*figure 8*).

**** Lubricate all fittings at regular intervals, at least every 150 cycles or every two months. ****

SECTION 6 – LIMITED WARRANTY

6.1. Dump body warranty coverage

The products manufactured by *Les Ateliers Beau-Roc Inc.* (Beau-Roc) are under warranty for a period of one year from the date of purchase by the customer or 18 months from the date of delivery to a Beau-Roc dealer, whichever expires first. Beau-Roc's premium Diamond line models (DLS, DHS, DL, DH, DBL, DBH) are covered for a period of two years from the date of purchase by the customer or 30 months from the date of delivery to a Beau-Roc dealer, whichever expires first.

We warrant that our products are free from all defects related to manufacturing and workmanship.

All repairs subject to this warranty must be pre-authorized in writing by a representative of *Les Ateliers Beau-Roc Inc.* (*refer to detailed procedure in section 6.4*). *Les Ateliers Beau-Roc Inc.* reserves the right to deny any warranty claim if these procedures are not respected.

The warranty does not oblige *Les Ateliers Beau-Roc Inc.* to bear the cost of labor in replacing defective parts or assume liability for charges such as travel expenses, downtime, loss of use or any consequential losses or damages.

The warranty is non-transferrable.

6.2. Limits of warranty

1. All accessories that are part of a customer order but are not manufactured by *Les Ateliers Beau-Roc Inc.* will carry the manufacturer's warranty. *Les Ateliers Beau-Roc Inc.* will not be held liable, either expressed or implied, for warranties in excess of those made by the original manufacturer.

2. Under no circumstances will *Les Ateliers Beau-Roc Inc.* be liable to the purchaser, or any other individual, for any incidental or consequential damages resulting from the handling, possession, or use of the product.

6.3. Exclusions

1. No reimbursement or warranty allocation will be granted for any repairs or modifications carried out by personnel other than our authorized dealers or our

factory personnel.

2. Any claims resulting from an abusive use or from a lack of proper maintenance of the products manufactured by *Les Ateliers Beau-Roc Inc.* and sold by its authorized dealer such as :
    a. Lack of lubrication of critical parts and assemblies;
    b. Accidents, abuse or neglect;
    c. Exceeding the lifting capacity of the hoist;
    d. Improper installation;
    e. Carrying of corrosive materials, where such materials result in rust through conditions;
    f. Products purchased by the first owner in prime paint condition exceeding six months from the purchase date;
    g. Paint deterioration caused by chemical reactions including, but not limited to acid rain, industrial fallout, harsh road salt and/or chemicals;
    h. Improper cleaning and preparation of primer before final paint application;
    i. Rock chips and road debris;
    j. Any use outside of normal operating conditions.

6.4. Warranty procedure

1. Contact your local Beau-Roc dealer or *Les Ateliers Beau-Roc Inc.* to be directed to the nearest dealer to give complete details of your request, the model of the unit, its serial number, the date of purchase, and the reason for the claim. Please note that in some cases photos will be required.
2. The assignment of a warranty claim does not mean that it will be automatically granted. The validity of the claim will be verified and permission to proceed will be granted by an authorized Beau-Roc employee.
3. If needed, replacement parts will be shipped from the factory and invoiced. All defective parts must be returned to Beau-Roc for evaluation. Credit will be issued only if the evaluation validates the warranty claim.