

# TARPING USA

## **Patriot and Stealth**

### **External Mount 4 and 5 Spring Aluminum or Steel Tarp System Installation Instructions**

We would like to congratulate you on your purchase of your new KYM Industries, Inc. tarp system. Our products are constructed of the highest quality materials. If you need support at any time through the installation process feel free to contact your rep at **888-577-5218**.

#### **WARNING:**

- Never operate tarp system under power lines, this may cause injury due to electrocution.
- Never operate tarp system while moving.

#### **CAUTION:**

- Read through instructions for entire system and follow directions thoroughly to ensure the system functions properly.

#### **TOOLS REQUIRED:**

- Ratchet
- 3/8", 1/2", 9/16", and 3/4" Sockets and Wrenches
- Pipe Wrench
- Welder- Steel and Aluminum
- Screw Driver
- Drill
- 3/8" and 1/2" Drill
- 1-1/2" Hole Saw



## Tarping Solutions At It's Very Best

**Kym Industries, Inc.** has been serving the waste and hauling industry for many years. Through our marketing strategy and superior customer service we have been able to provide quality products at the best prices.

Our product line is simple, **KYM INDUSTRIES, INC.** is in the container liner and tarp business. We feel that our strength comes from offering a product line that is narrow and deep. Our customers know that each day, all we will be concerning ourselves with is the quality of our products and making sure they get there in a timely manner. It is that simple.

When doing business with us, you know that there are no hidden costs. All tarps we manufacture include webbing all around the hems, vinyl reinforced pockets, double stitching, and grommets all around at standard spacing at no extra charge. We can build any tarp to your specifications, to include landfill covers, transfer trailer tarps and vinyl waterproof tarps. We always have service and quality in mind for you the customer.

We are proud to say that **KYM INDUSTRIES, INC.** takes pride in every tarp we sell, and we look forward to doing business with your company. If you have any questions, please feel free to call (888) 577-5218.



Kym Industries is a proud member of

**Women's Business Enterprise National Council**



"A Portion Of All Sales Goes to the Treatment of Autism"

**AUTISM SPEAKS™**  
It's time to listen.

## INSTALLATION INSTRUCTIONS

### INCLUDED PARTS:

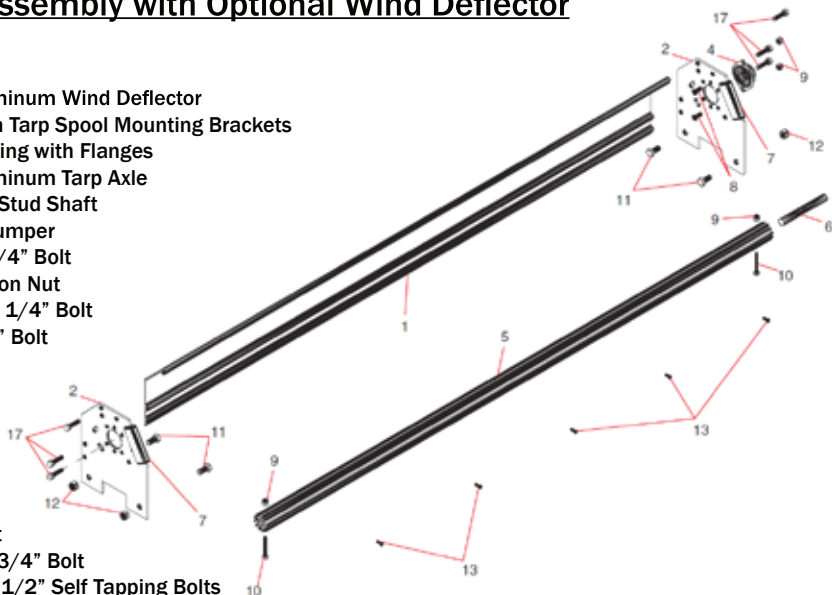
\* = OPTIONS

QTY	Part #	Description
<b>Long Box</b>		
2	T-ALA## T-SLA##	4 or 5 Spring Aluminum Lower Arm 4 or 5 Spring Steel Lower Arm
2	T-ASAWC T-SUA	Aluminum Upper Arm w/ Corner Steel Upper Arm
1	T-ACT93 T-SCT	Aluminum Cross Tube Steel Cross Tube
1	T-ATA93	93" Fully Adjustable Aluminum Tarp Axle
<b>Small Box</b>		
2	T-PP#SP	4 or 5 Spring Pivot Pin
8 or 10	T-ST5	Spiral Torsion Springs
1	T-ABWF	Axle Bearing With Flange
2	T-ATSMB	Aluminum Tarp Spool Mounting Brackets
2	T-PTCF T-STCF	PATRIOT, Plastic Tarp Centering Stealth, Plastic Tarp Centering Flange
1	T-SS	Steel Stud Shaft
1	T-HWK	Hardware Bag for Aluminum or Steel System
*2	T-A45C	Aluminum 45 Degree Elbows
<b>Electric Components</b>		
1	T-APACHE	Tarp Motor
1	T-W6G	Roll of 6 Gauge Dual Connector Wire
1	T-RSK *T-RPS2	Rotary Switch Kit Weatherproof Reverse Polarity Super Switch
<b>Manual Components</b>		
1	T-SB14	Sprocket Bar, 14"
1	T-C#40	#40 Crank Chain
1	T-CBGL	Ground Level Crank Box

### Spool Assembly with Optional Wind Deflector

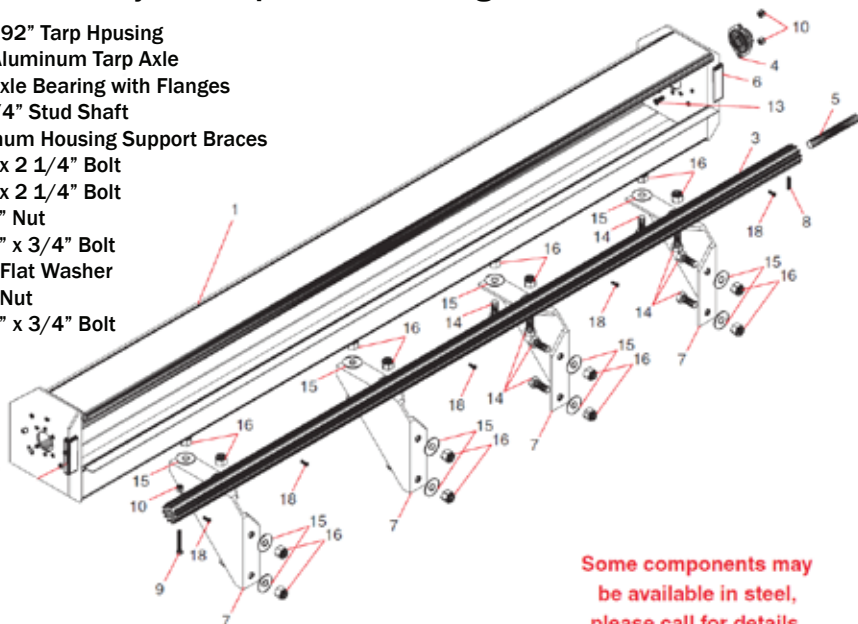
- 1 - 103" Aluminum Wind Deflector
- 2 - Aluminum Tarp Spool Mounting Brackets
- 4 - 3/4" Bearing with Flanges
- 5 - 103" Aluminum Tarp Axle
- 6 - 5" x 3/4" Stud Shaft
- 7 - Rubber Bumper
- 8 - 5/16" x 3/4" Bolt
- 9 - 5/16" Nylon Nut
- 10 - 5/16" 2 1/4" Bolt
- 11 - 1/2" x 1" Bolt

- 12 - 1/2" Nut
- 13 - 5/16" x 3/4" Bolt
- 17 - 3/8" x 1 1/2" Self Tapping Bolts



### Spool Assembly with Optional Housing

- 1 - 98" or 92" Tarp Housing
- 3 - 103" Aluminum Tarp Axle
- 4 - 3/4" Axle Bearing with Flanges
- 5 - 5" x 3/4" Stud Shaft
- 7 - Aluminum Housing Support Braces
- 8 - 5/16" x 2 1/4" Bolt
- 9 - 5/16" x 2 1/4" Bolt
- 10 - 5/16" Nut
- 13 - 5/16" x 3/4" Bolt
- 14 - 5/8" Flat Washer
- 16 - 6/8" Nut
- 18 - 5/16" x 3/4" Bolt

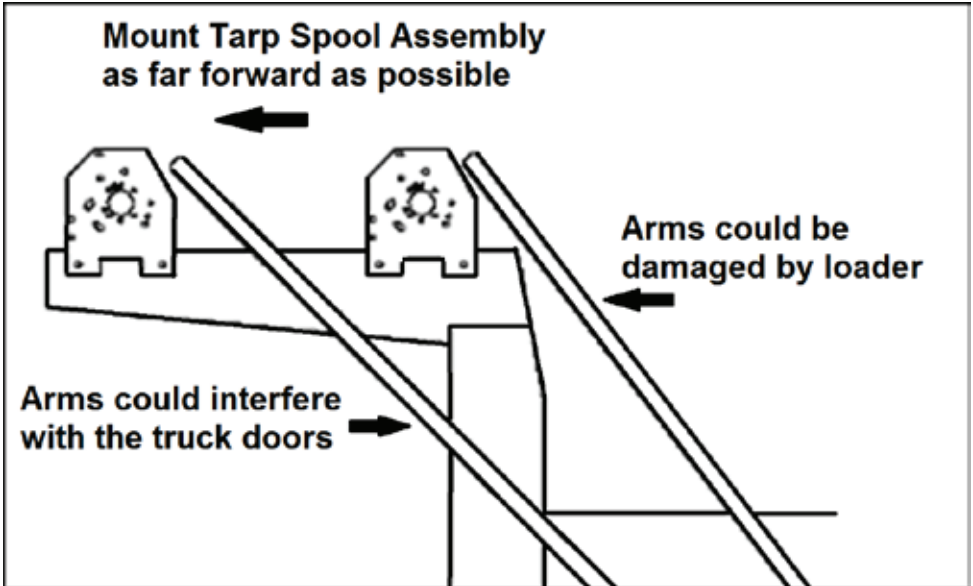


Some components may be available in steel, please call for details.

## INSTALLATION INSTRUCTIONS

### STEP 1: CHOOSING THE MOUNTING LOCATION OF THE TARP SPOOL KIT

The Tarp Spool Kit (T-SKMP) and Tarp motor should be mounted on top of the cab guard and as far forward as possible to avoid damage by loaders. **Note: If it is mounted too far forward, it may interfere with the truck doors.** (See Figure 1) The ideal location is determined by placement of the pivot arms from the Tarp Spool Kit to the pivot point on the dump body. See the Pivot Mounting instructions for determining the pivot point on dump or trailer body.



**Exceptions:** Trucks with vertical stacks may be in the way of the pivot arms if the Tarp Spool Kit (T-SKMP) and motor were mounted ahead of the stack(s). You can either realign or shorten the stack(s) to solve this problem. Otherwise, the Tarp Spool Kit and motor should be mounted towards the rear of the stacks. If there is no room to mount the Tarp Spool Kit and motor towards the rear, they will need to be mounted on top of the side board pockets to the front of the body.

### STEP 2: INSTALLING THE MOUNTING BRACKETS

Once you have determined your mounting location, you may either install the included Tarp Spool Mounting Brackets (T-ATSMB) using the enclosed hardware or use the brackets as a template to drill the necessary holes into the cab guard sides or other secure location.

**Note: If you use the brackets as template, please ensure that there is enough clearance between the tarp spool and the cab guard to roll-up the entire tarp.**

# ELECTRIC - TARP SPOOL INSTALLATION

**TARPING USA**

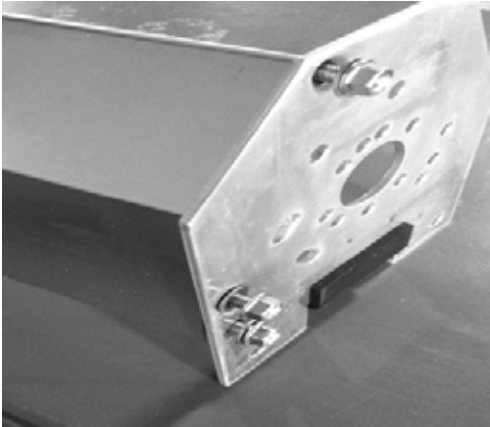
## INSTALLATION INSTRUCTIONS

### STEP 3: MOUNTING THE TARP MOTOR AND TARP SPOOL

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### \*STEP 4: INSTALLING THE OPTIONAL WIND DEFLECTOR

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o **Picture**



**\*Option Wind Deflector With Aluminum Mounting Bracket\***

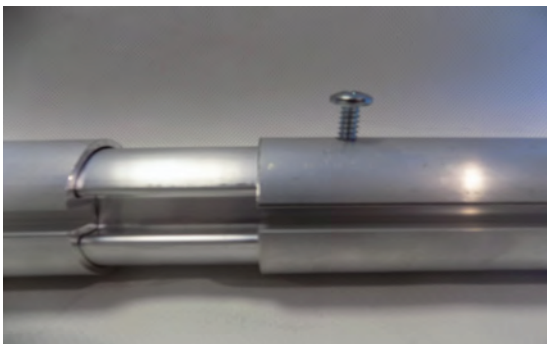
### \*STEP 4: INSTALLING THE OPTIONAL TARP HOUSING

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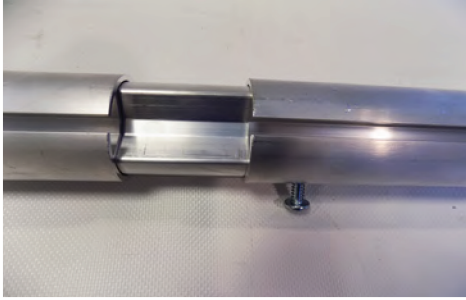
**The adjustable tarp axle is fully adjustable from 93" to 110". If you received new adjustable tarp axle, T-ATA93, no cutting and no drilling required. Slide outside ends out evenly between tarp spool mounting brackets and reinsert pan head stabilizing screw.**



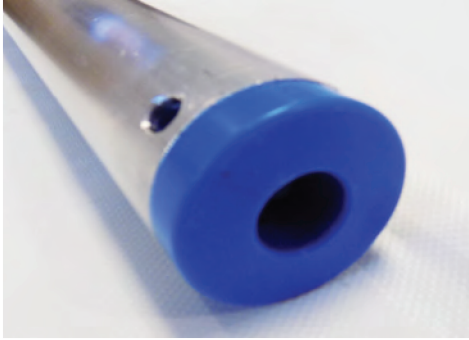
- This is the tarp axle closed at 93".



- This is the 5/16 threaded slot opened up.



- This is the spline side opened up.



- The end of the tarp axle is ready to accept a stud shaft or a motor shaft.

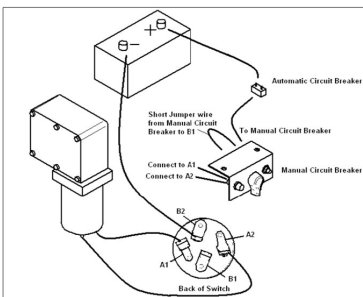




### STEP 5: WIRING THE TARP MOTOR

The motor must be wired with the provided 6 Gauge Wire. Use of smaller wire will cause your tarp system to operate slowly and possibly overheat. **Suggestion: Running ¾" EMT conduit down the front of the body and back along the frame rail provides a safe place to run the wires as well as adding a clean look to your system installation.**

1. Mount the included switch bracket in a convenient location making sure that nothing will fall or rest against the bracket that could hold the switch in the "On" position or prevent the circuit breaker from popping. **Either situation could damage the motor and the motor will not be covered under warranty.**
2. Connect the switch, circuit breaker, and indicator light in the bracket as shown in Figure 2 and 3 [full size images in following page] using the included terminals and jumper wire.
3. Unroll the included 6 gauge wire. Run the wire down the front of the body from the tarp motor, back along the bottom of the box, around the hinge (leaving enough slack to avoid binding or pinching during the operation of the lift) and into the cab where the switch is mounted. For tractor-trailer or lead-pup combinations, a plug set rated to 50 amps or higher should be used between the truck and the trailer(s).
4. Cut off the extra lengths of wire, leaving enough to easily connect to the switch. Set aside one of the pieces of left-over wire to later run from the cab to the positive (+) post of the battery or starter. **WARNING: DO NOT CONNECT AT THIS TIME!** Run another piece of wire from the cab to a ground screw on the firewall or other suitable grounding location using the included terminal.
5. Connect the wires leading from the switch to the motor using the wire from the cab to the ground terminal of the battery and connect them using the included terminal. **WARNING: DO NOT OVER TIGHTEN MOTOR TERMINALS. DAMAGE WILL OCCUR IF MOTOR POSTS SPIN AND WILL VOID WARRANTY!**
6. Connect the positive wire to the battery terminal marked (+) and check to see that the system is operating as indicated on the switch bracket. To wind-up the tarp, the tarp roller bar should spin counter-clockwise viewing it from the driver's side of the cab. If not, swap the two wires connected to the motor. If the roller bar rotates clockwise, any debris on the tarp will be rolled up in it and possibly cause damage.



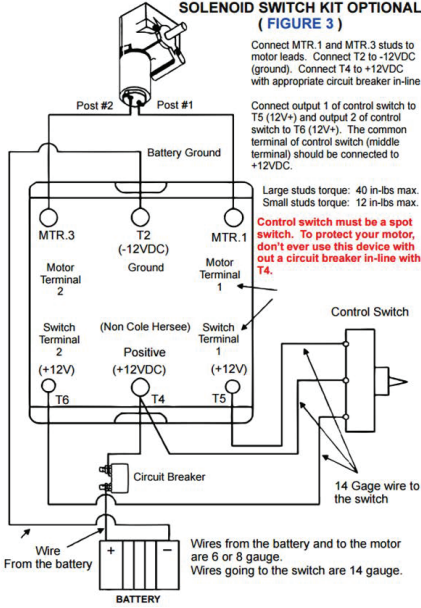
### SOLENOID SWITCH KIT OPTIONAL (FIGURE 3)

Connect MTR.1 and MTR.3 studs to motor leads. Connect T2 to -12VDC (ground). Connect T4 to +12VDC with appropriate circuit breaker in-line.

Connect output 1 of control switch to T5 (12V+) and output 2 of control switch to T6 (12V+). The common terminal of control switch (middle terminal) should be connected to +12VDC.

Large studs torque: 40 in-lbs max.  
Small studs torque: 12 in-lbs max.

**Control switch must be a spot switch. To protect your motor, don't ever use this device with out a circuit breaker in-line with T4.**

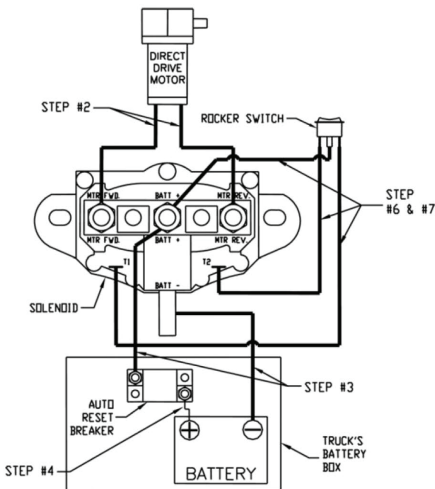


Wires from the battery and to the motor are 6 or 8 gauge.  
Wires going to the switch are 14 gauge.

## RPSS2

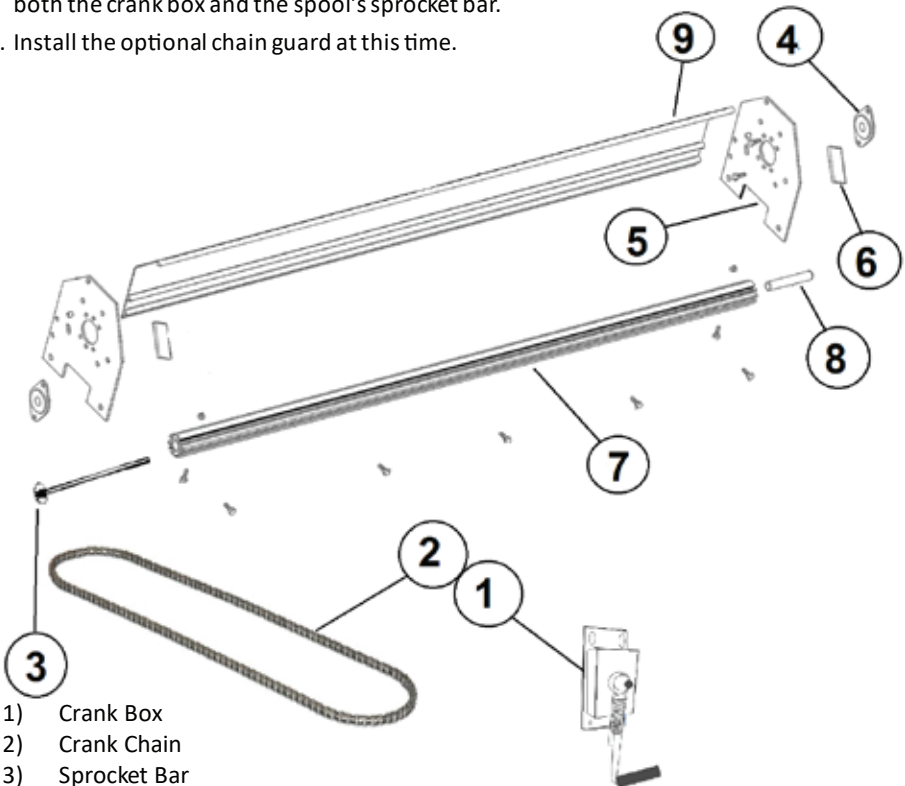


## RPSS



### STEP 5: ATTACHING THE CRANK BOX AND CHAIN

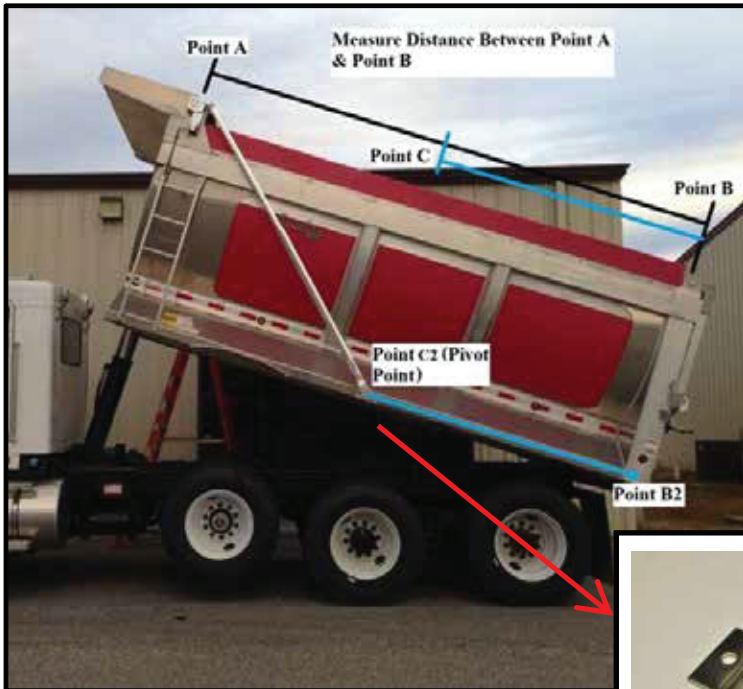
1. Choose a comfortable position that the crank handle can be operated from the ground. Mark this location. **Note: The crank box does not need to be directly below the sprocket.**
2. Wrap the #40 chain over the sprocket of the tarp spool and pull it through the center point of the area you marked as the location for the crank box. Trace a 6" line along the edge of the chain from the center point of the crank box toward the tarp spool.
3. Place the crank box back over the center point and angle it so the line is exiting the top of the box. **Note: If the box cannot be mounted because it extends past the edge of the box, repeat step 5-1 and 5-2.** Drill and mount the crank box.
4. Release the master link of the #40 chain, adjust the length of the chain, install the chain on both the crank box and the spool's sprocket bar.
5. Install the optional chain guard at this time.



- 1) Crank Box
- 2) Crank Chain
- 3) Sprocket Bar
- 4) Axle Bearing
- 5) Spool Mounting Bracket
- 6) Bracket Rubber Bumper
- 7) Tarp Axle
- 8) Stub Shaft
- 9) Aluminum Wind Deflector

### STEP 6: POSITIONING THE PIVOT PINS

1. Measure your dump body from **Point A** to **Point B**. (See [Figure 4](#) ) Divide that number by 2 and make a mark at the top of the bed for **Point C**.
2. Measure from **Point B** to **Point C**.
3. Bring measurement from **Point C** down to the bottom of your bed. Starting from **Point B2**, Measure out toward the cab until you reach the same measurement from step 2. This will be **Point C2**. (Your Pivot Point).
4. Repeat steps 1 through 3 on other side of bed to make sure pivot points are equal.
5. Before moving on to step 6, double check your measurements by measuring from **Point A** ( Center Point of Motor Shaft ) to **Point C2**. Next, measure from **Point B** to **Point C2**. Both measurements should be the same. This will be center point of pivot pin.
6. Hold pivot pin on center mark and mark holes for pivot pin placement ([Figure 4a](#))



(Figure 4)

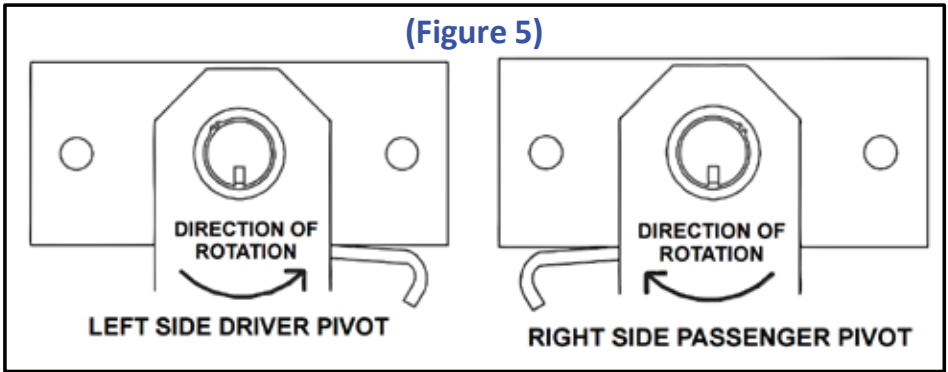


(Figure 4a)

## INSTALLATION INSTRUCTIONS

### STEP 6 (CONTINUED): POSITIONING THE PIVOT PINS

7. Bolt or weld the pivots pins to the box using the 5/8 x 1 ½ bolts included in hardware bag. (The head of the bolt must be on the outside, and the washer and nut on the inside). **Note: The pivots are directional (See Figure 5 below to determine which is the driver and passenger side pivots).**
8. To install the Spiral Torsion Springs (T-STs), rotate the pivots so that the hooks on the springs will clip over the pin inside the pivot casting, as shown in Figure 5 below.



### STEP 7: INSTALLING THE TARP BOW

1. Hold one of the upper arms up to the side of the dump body with the end against the center of the Tarp Spool or housing opening and with the end of the tube going past the pivot point. If the bow is in the way of the door, or if it will be in the way of a loader, then the bows should be offset. If you have any questions regarding the offset of the bows, please contact your local dealer.
2. Rotate the pivots around toward the front of the truck and back so that the pin inside the pivot casting ends up resting on top of the springs. This will simplify the rest of the installation because the pivots may now be moved without loading the springs. The pivots should now be pointing toward the rear of the body.
3. Slide one of the upper arms into the aluminum lower arm. Adjust the arm length until the corner rests on the desired landing point at the back of the dump body. (Point B from the previous Pivot Installation). If the arm is too long, cut both arms to the correct length.
4. Slide both upper arms into the arm (make sure that both arms end up the same length) and lightly tighten the set screws that hold each upper arm in the lower arm. Final tightening will be done later.

## INSTALLATION INSTRUCTIONS

### STEP 7 (CONTINUED): INSTALLING THE TARP BOW

5. Slide the ends of the rear cross tube (w/o corner) over the upper arm corners.
6. When installing the adjustable No Drill No Cut aluminum cross tube, adjust outer two sections leaving even amounts of inner tube inside of outer tubes and the lock down with set screws. **\*\*\*Its recommend you use Loctite on the set screws to fully secure the cross tube\*\*\***
7. Swing the assembled tarp bow forward until it rests on the tarp spool or housing assembly. The bow should be resting in the center of the tarp spool or housing assembly opening. If the bow is not landing in the center of the opening, loosen the 4 bolts that hold the upper arms in the pivots and adjust both bows. Lightly re tighten the bolts.
8. Swing the tarp bow back to the rear of the dump body and check the landing position. If it appears that the bow will interfere with the operation of the tailgate, the pivot point may need to be moved.
9. Check for binding or rubbing of the tarp bows against the sides of the dump body. Check both sides of the body, and adjust the pivot brackets or bows as necessary for clearance.
10. Mark both tarp bows upper arms where they slide into the pivot tubes. This will allow you to reassemble the bows without measuring again.

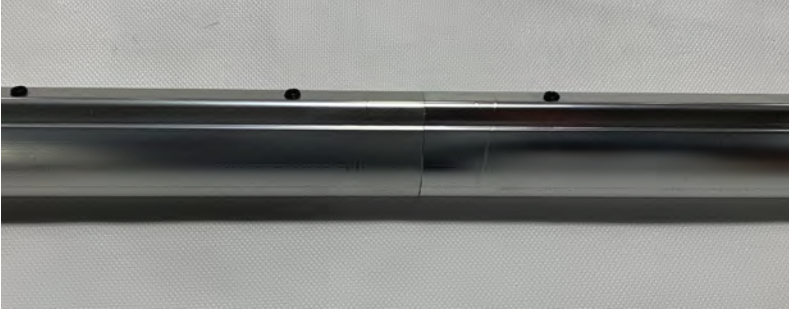
### Aluminum Lower Arm



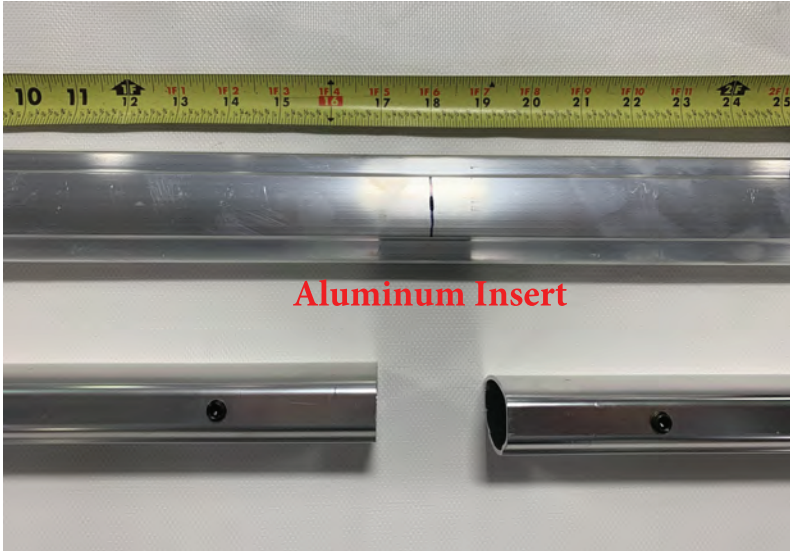
### Steel Lower Arm

11. Remove the rear cross tube and upper arms so that you may load the pivot springs again.
12. Rotate both pivots forward and down so that they are left hanging straight down.
13. Pre-load the pivot springs by rotating the pivots one at a time toward the front of the body, down and around, and up until you are able to reinstall the tarp bow upper arms. You may need to lift bed to make clearance for the arms. Slide the upper arms down into the lower tube to the mark made in Step 10 and tighten the bolts that hold them in place. Make sure that the hook ends of the springs have clipped over the pin in the spring guard.
14. Set the rear cross tube across the back of the body, but do not re-install until you have installed your tarp.

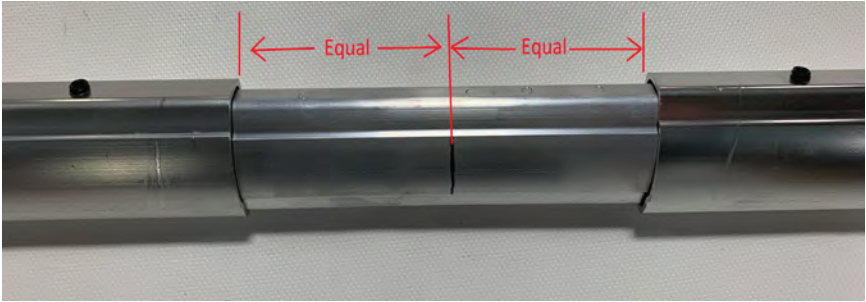
Fully adjustable cross tube will come ( 2 ) 46 1/2" pieces of cross tube and a 36" aluminum insert.



- Your new adjustable aluminum cross tube will come 93" long and will need to be adjusted to fit your truck.



- With a 5/32" Allen Wrench undo screws and pull aluminum insert and measure 18" from one end to find the center and mark.



- Insert inner coupling and adjust evenly from both ends of mark on inner coupling to reach required width. This cross tube is designed to fit a up to 102" wide bodies

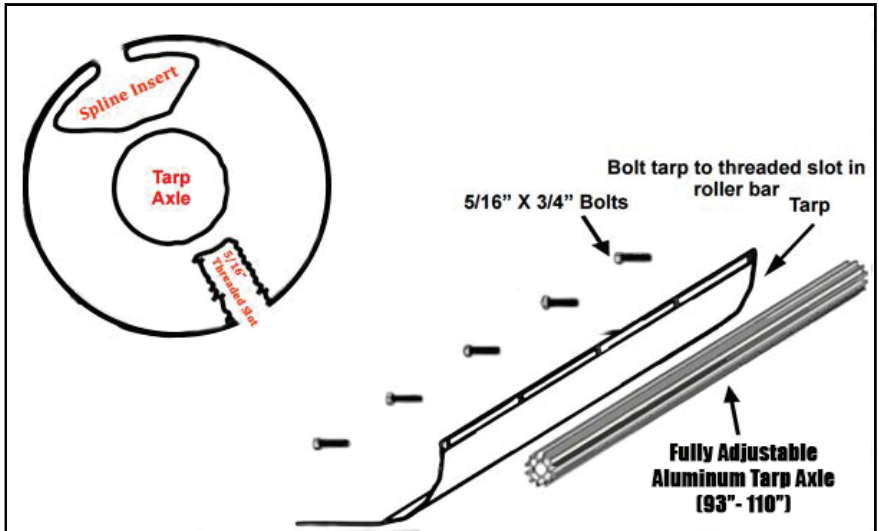


- Lock down all 4 screws snug and cross tube is ready to install.  
**\*\*\*Its recommended that you use Loctite on the set screws to secure the cross tube\*\*\***



### STEP 8: INSTALLING YOUR TARP

1. Line the five (5) grommets on the front edge of the tarp up with one of the threaded grooves in the front of the aluminum tarp axle.
2. Attach the tarp to the front axle with 5/16" x 5/8" button head bolts.
3. Slide the rear cross bar through the pocket in the back of the tarp and center.
4. Slide (1) plastic tarp centering flange included in the system kit on each end of the rear cross bar and then reattach the cross bar to the upper arms.
5. Slide the inside set of plastic tarp flanges up against the tarp and tighten the set screws securely. These flanges will help keep the tarp centered on the rear cross bar.
6. Adjust and secure the set of outside plastic flanges near the upper arms so that they will act as bumpers between the rear cross bar and the dump body and/or tarp spool assembly.



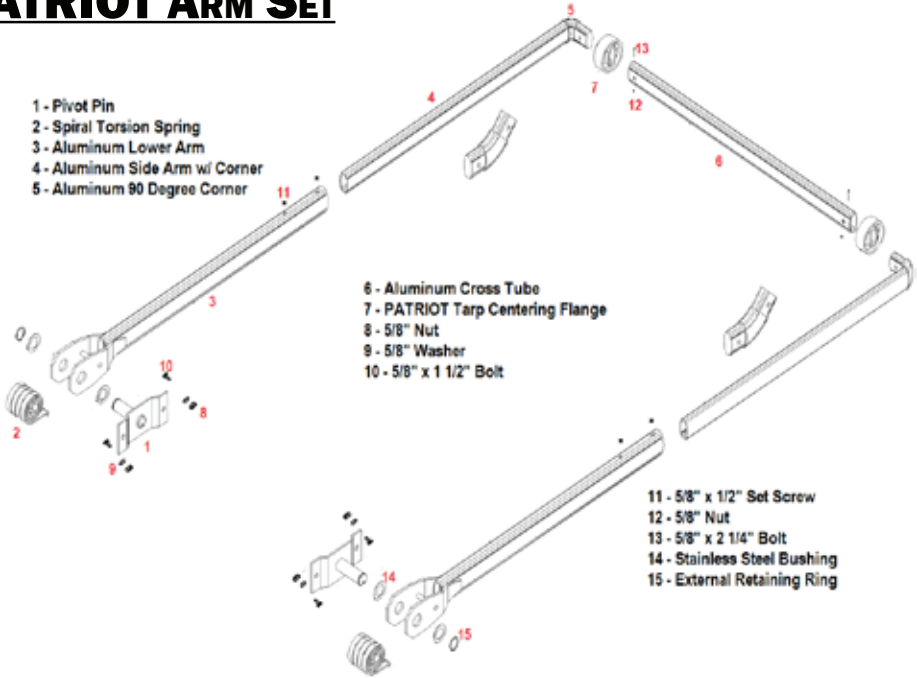
Congratulations on installing your new

# TARPING USA

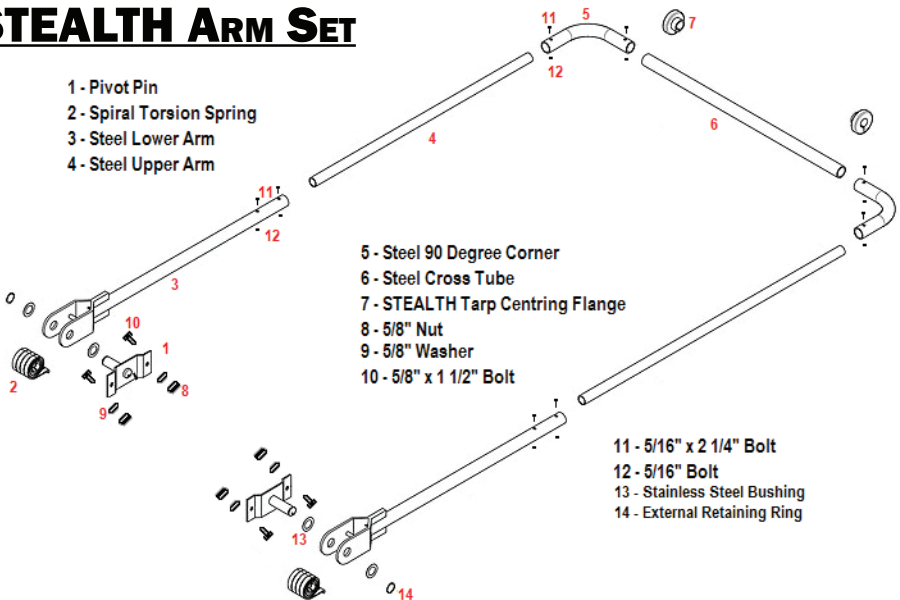
tarp system. We appreciate your  
business!

## INSTALLATION INSTRUCTIONS

### PATRIOT ARM SET



### STEALTH ARM SET



Should you find yourself in a situation where your tarp system is not working properly, we have provided three quick trouble shooting suggestions for you.

1. The tarp system's arms are opening and closing at different speeds and/or parallel with each other and/or not centered on the truck or trailer.
  - a. If you find your tarp system arms not parallel at the 12 o'clock position (or 90° perpendicular to trailer or truck body) then you can almost be certain that either the tension springs or the cross tube is the culprit. When the springs are straight up and down your arms should match this. If one arm is forward, this is the arm that is correct. The arm that is lagging is the arm out of alignment. The first step is to do a walk around your truck or trailer and check your springs (this is if you have multiple tension springs) if one spring is completely compressed then that spring has gone bad and needs to be replaced. If all springs appear to be in good shape, then the problem is more than likely the cross tube. You will either need to straighten the tube to the correct position or you may need to purchase a new cross tube. If your cross tube is straight and attached properly then the last step is to remove your tarp from the axle and measure the tarp axle for squareness. If the tarp axle is not aligned correctly it can cause the arms to open & close incorrectly. Also, check the tarp to make sure it is square, this also could be the culprit.
2. One spring is snapped or is compressed but the system is still working, "Is it ok to continue working or to replace only the defective spring?"
  - a. So, you have found a spring that is compressed or broken. You can replace just the defective spring or springs, but we highly recommend replacing all the springs at one time to ensure proper tension. Replacing just the defective springs may remedy the issue for now, but if your springs were all purchased at the same time, the older springs could have less tension than the new ones do to normal wear and tear.
3. I have a motor that is recommended for my truck/trailer's body length, but it is struggling to spool the tarp and/or causing a breaker to trip.
  - a. When dealing with tension on springs and the torque of the tarp motors you will want to remember the motors are designed to work with a certain resistance and tension. Most of the time the problem is **NOT** with the motor. If your tarp system is having a hard time rolling up or you are tripping the breaker, you will want to check the springs, tarp arms and pivot mounts. Your system is designed for each piece to work in sync with each other, one defective piece could cause the whole unit to struggle. If your parts seem to be in great shape, check to make sure that your pivot pins were installed correctly. The pivot point should be center of the tarp axle and rear of truck or trailer.

Some day you will encounter a problem with the Tarp Motor. Follow these steps to determine which item is broken or burned out. Follow these steps to determine the problem.

1. Disconnect the wires going to your battery. This will kill the power to the electronics reducing the risk of shorts or shocks.
2. Remove the chrome motor cover
3. Disconnect the wires from the post on the tarp motor
  - . Connect jump cables to a power source (car battery) and then connect to post on tarp motor. This should jump start your motor to life. If the motor spins backwards don't worry just reverse the jumper cables. If your motor comes to life during this stage, you have eliminated the motor being the culprit.
5. Check the wiring going to the rotary switch from the motor, the from the switch to the battery. If there is a pinch in the wire or a cut, you may need to replace the wire.
  - . If your wire is uncut, and not pinched anywhere. Check your connections to the battery to the switch. Any loose connections should be fixed. If this doesn't solve your problem, you have a bad rotary switch.

Tarping USA is committed to providing the absolute best products and services at affordable pricing. We want your order to be right the first time and we understand that sometimes products may be lost, damaged in transit, or bear some sort of defect from the factory. To better serve our customers and ensure that our customers receive the quality products and service they have come to expect from Tarping USA we have put the following policies in place.

**SALES:** All sales are final. An order confirmation will be sent via email or fax for the buyer's confirmation once the order is received at Tarping USA. It is the buyer's responsibility to read the said confirmation and verify that the order is correct. No response to the email or faxed order confirmation will be viewed as confirmation that the said order is correct. All orders made via purchase order will be considered by Tarping USA as confirmation of the order by the buyer.

**SHIPPING:** All orders are shipped F.O.B. from Slocomb, Al. There will be no full freight allowed or prepaid shipment accepted unless quoted and approved in writing prior to acceptance of the order. All shipments are made by most reasonable means in accordance with size and weight of order unless specific routing instructions are furnished by the customer and approved in writing prior to acceptance of order.

Shipments are made daily via FedEx and Saia. Tarping USA is not responsible for shipping delays once the shipment has left our facility and is in the carrier's possession. To ensure delivery of orders, we need your company name, person of attention, street address, city, state, and phone number. No exceptions.

Any shipment, delivery, or performance date or associated fees stated in an Order, Tarping USA Invoice or other contract document are an estimate and approximation only and does not constitute any guarantee of shipment, delivery, performance or fees on any particular date. Tarping USA will not be liable for any or all damages resulting from any delay or early shipment, regardless of the cause of the delay or early shipment. Unless otherwise expressly stated, Tarping USA, shall have the right to make any delivery in installments, and/or may require Buyer accept shipments in full cartons/loads for some Products. Tarping USA reserves the right to modify an order based on Product availability. Further, any quotation of freight, transportation, shipping, handling, or similar charges are estimates only; if such charges are included in the Price, any increase in rates becoming effective after the Order date shall be applied to the Order.

**SHORTAGES / DAMAGES:** **Claims for shortages and damages must be made within 10 days with Tarping USA.** When you receive your shipment, examine it carefully. Be sure that all cartons listed on the delivery sheet are accounted for. Large items, such as steel or aluminum tubing, may be packaged separately. If a carton is damaged, open it and inspect the contents before signing for delivery. If merchandise is damaged, describe the damage on the delivery receipt. Failure on the receiver's part to document damaged or missing merchandise on the delivery receipt releases the carrier and shipper of liability; repair or replacement will be the customer's responsibility.

**RETURNS:** All returns must be done within 14 days of delivery. The customer must obtain an RMA number before returning the product. **Items received without an RMA number clearly marked on the shipment will be refused.** You can obtain an RMA number from your Tarping USA representative.

**CUSTOM TARPS:** All custom ordered tarps should be drawn exactly as desired and the drawing should accompany a written purchase order. Some custom tarp orders will require extra time and materials that may warrant additional charges. Custom ordered products are not returnable or refundable.

**RESTOCKING FEE:** A 15% restocking fee will apply to all **stock** tarps. A 50% restocking fee will apply to all cable systems. A 20% restocking fee will apply to all front to back systems and may incur a \$50.00 handling fee for painting/refurbishing if needed.

**REFUNDS:** Refunds for returns to Tarping USA, will be minus any restocking fees, shipping charges incurred by Tarping USA at any time during the transaction and/or refurbishing fees. All refunds will be applied to the method of payment provided to Tarping USA for purchase. In the event that items are returned due to error by Tarping USA, the customer will receive a full refund.

**TARP MOTOR WARRANTY:** Tarp motors are under warranty from the moment they leave our shipping warehouse until the pre-determined length of the warranty has come due (3 or 5 years). We have a system in place that tracks motor serial numbers from the time they are invoiced up until the expiration of the warranty. The standard procedure for activating a motor warranty is as follows:

- Ensure that the motor has not been physically damaged in any way. External damage to the motor caused by loaders, falling debris, tree limbs, etc. automatically voids the warranty.
- Ensure that the motor has not been separated from the gear box. Our tarp motors are married to the gear box. This helps us guarantee safe operation and any attempt to open the motor or gear box automatically voids the warranty.
- Ensure that the circuit breaker is properly installed. Using the tarp motor with an improperly or not installed circuit breaker voids the warranty of the tarp motor. The circuit breaker controls the flow of electricity to the motor reducing damages by power surges.
- Call your sales representative at Tarping USA at **888-577-5218**. At this time the sales representative will ask you a few questions about the tarp motor to include the three items listed above and the sales representative will confirm that the tarp motor's serial number is in fact under warranty and for the customer to provide a proof of purchase.
- Box up and ship back the defective unit and **Proof of Purchase** to:  
**Tarping USA**  
**207 Smith Road**  
**Slocomb, Al 36375**
- After Tarping USA receives and inspects the tarp motor, a replacement motor will be sent out to you at no cost.

**MANUFACTURERS GAURANTEE:** Tarping USA acknowledges that sometimes the manufacturing process yields defects and sometimes shipping causes damage. In the event that we do not catch a defective unit prior to shipping, or if an item is delivered in sub-par condition, then we are committed to making sure that your experience with Tarping USA is one that you will brag about to other people.

**Apart from the items listed below, Tarping USA warranties all its products to be free from defects in material and workmanship for a period of thirty (30) days from the date of invoice**

<b>Product</b>	<b>Warranty Period</b>
Tarps	30 days from date of invoice
Tarp Motors: APACHE & TOMAHAWK™	36 months from date of invoice
Tarp Motors: ENFORCER & DRONE	60 months from date of invoice
SlingShot Spring	36 months from date of invoice
Steel and Aluminum Side Arms	365 days from date of invoice







# Ask About our Other Products

## PREMIUM TARP MOTORS

### 12v and 24v Tarp Motors

We offer **Premium Tarp Motors** to meet any need from small dump bodies to large trailers. As shown to the right, our motor comes with a chrome cover, its 5 bolt pattern makes it compatible with any **Tarping System** currently in use from any manufacturer using a 3, 4, or 5 bolt pattern. Our **Premium Tarp Motors** will replace your existing motor.



## GROUND LEVEL

### Front to Back Secondary Arm

Our manual ground level kit is a ground operated **Tarping System** that comes with polished aluminum, premi-um aluminum, or galvanized steel pivot arms for dump bodies of all sizes. Kits ordered with this part number variation can be easily converted to an electric system!



## INDUSTRIAL GRADE TARPULIN

### Standard Dump Truck and Custom Tarps

VINYL



MULTI-MESH



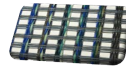
PRO-GRADE  
TEVLAR



BLACK MESH



SUPER MESH



## “ASSASSIN”

### Standard Side Roll Setup

The **ASSASSIN** offers dependable, watertight protection to cover your load. Seat belt webbing and reinforced stitching along edges increase tear resistance and helps the tarp withstand the stresses of highway speeds. The standard galvanized steel crank arm lets you operate the **Tarping System** safely from the ground.



## “SLINGSHOT™”

### Self Retracting Pull Style Kit

The **SlingShot™** is a modern front to back dump truck **Tarping System**. It is a semi automatic and easy to use kit with a simple pull feature. Use the rope to pull the tarp over the load, and when you're finished release the rope and the spring loaded tarp axle will retract the tarp for you. The spring loaded axle is adjustable to fit dump bodies up to 98" wide.



# TARPING USA