

USER INSTRUCTIONS – TRAILER STABILIZING JACK (ALL MODELS)

RECEIVING INSTRUCTIONS:

It is possible that this product could incur damage during transit. Inspect the unit closely when it arrives. If you see evidence of damage or rough handling to either the packaging or to the product when it is being unloaded, immediately make a note of it on

the Bill Of Lading! It is important that you remove the product's packaging upon its arrival to ensure that there is no concealed damage or to enable a timely claim with the carrier for freight damage. Also verify that the product and its specifications are as ordered.

IMPORTANT NOTES, WARNINGS AND SAFETY INSTRUCTIONS

Ensure that all employees understand and follow the following.

- Failure to read and understand the following instructions before using model of trailer stabilizing jack constitutes a misuse of the product. All persons who will use or care for this product must be familiar with this material.
- Any load must be removed from the jack before performing repairs or maintenance.
- Ensure that all of the information / safety / warning labels stay in place and remain legible.
- Do not use the trailer stabilizing jack if any damage is observed.
- Trailer stabilizing jacks are intended to be used only on compacted, improved surfaces to support the ends of semitrailers to help prevent tip over during loading and unloading of the trailer.
- *Consult OSHA regulations 29 CFR 1910.178 "Powered Industrial Trucks" and the text below for requirements affecting the use of this product.*
- 29 CFR 1910.178(k)(1) -- "The brakes of highway trucks shall be set and wheel chocks placed under the rear wheels to prevent the trucks from rolling while they are boarded with powered industrial trucks.
- 29 CFR 1910.178(k)(3) -- "Fixed jacks may be necessary to support a semitrailer and prevent upending during the loading or unloading when the trailer is not coupled to a tractor"
- 29 CFR 1910.178(m)(7) -- "Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading. Fixed jacks may be necessary to support a semitrailer during loading or unloading when the trailer is not coupled to a tractor. The flooring of trucks, trailers, and railroad cars shall be checked for breaks and weakness before they are driven onto."
- *If any damage to the stabilizing jack is evident, remove it from service immediately.*
- *Ensure that all employees involved in the use of this product understand and follow these instructions!*

Installation and Operation:

The standard model trailer stabilizing jack is intended to be used to support the ends of a semitrailer that is parked against a loading dock and not connected to a truck's fifth-wheel. The semitrailer must be situated on a flat, stable, improved (preferably concrete) surface.

HIGH GRADE MFG INC

The load rating, in pounds, is shown on the product's information label located on the side of the jack. The jack has two ratings -- a static rating (how much weight the jack will support), and a lifting rating (how much weight the jack's screw mechanism can lift).

Note: The need for trailer stabilizing jacks, as well as the quantity to use and their exact placement under the semitrailer, shall be determined by a qualified individual responsible for the loading or unloading of the trailer.

The following is a list (not all-inclusive) of circumstances in which utilization of a trailer jack is recommended:

- To reduce the risk of the semitrailer's landing gear failure.
- To reduce the risk that the front of the semitrailer might tend to tip up when a fork truck enters the rear of the semitrailer, such as with trailers having axles that are further away from the dock than is typical.
- The heavier the fork truck and load, the more likely it is that a trailer stabilizing jack(s) will be needed.
- Shorter semitrailers are more likely to need two jacks -- one under each corner of the nose end.

Warning: Before installing stabilizing jacks underneath it, the semitrailer must be fully supported by its landing gear.

Warning: Before installing stabilizing jacks, the semitrailer must first have its wheels secured so that they will resist creep or roll during the loading or unloading of the semitrailer.

Warning: Confirm that the surface on which the jack(s) will rest is sufficient to prevent the jack from sinking

Warning: Confirm that the strength of the trailer jack's point of contact with the bottom of the semitrailer is sufficient to prevent the jack from breaking through the trailer's floor.

Warning: Do not exceed the trailer stabilizing jack's load ratings. Injury to personnel or permanent damage to these semi trailer and/or its contents could result from exceeding the listed capacity.

Tip: place the stabilizing jack(s) backward onto its wheels and roll it under the nose-end (front) of the semitrailer. When using a single jack, place it at the centerline of the trailer's width. When using two, place one under each corner.

Note: Additional stabilizing jacks might be needed under the rear corners of the semitrailer if the distance from the axle to the back end of the semitrailer is more than $\frac{1}{4}$ the length of the trailer. Adjust the height of the jack so that the jack's top cap is firmly set against the underside of the semitrailer frame.

Note: The landing gear must remain lowered and firmly against the ground in order to provide additional support.

To remove a trailer jack, lower the top cap so that it is no longer in contact with the bottom of the trailer. Tip the jack backwards and roll it out from under the trailer.

Caution: The jack(s) must be removed before backing a tractor underneath the semitrailer. Ensure that all information/safety/warning labels stay in place and are legible.