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# **Model E500 Tarping System**

## **Installation Instructions**



**WARNING:** In order to prevent damage, the tarp must always be left in the uncovered position when the truck is not in use for a period of more than 2 consecutive hours.



**WARNING:** All repairs and parts replacement should be undertaken by qualified technicians. The buyer assumes all risks and liabilities arising out of his or her repairs, modifications, or parts replacement on the original product.



**WARNING:** Inspect the tarp system before each use for fit, wear and damage. Check tarp system at regular intervals during use. Replace parts at first sign of damage or material wear. If you find anything upon inspection that cannot be corrected, do not use as severe injury could result.



**WARNING:** Do not operate vehicle until you are certain that the tarp system is properly installed and can be safely operated.



**WARNING:** Do not operate the tarping system while the vehicle is in motion and make sure the vehicle is clear of any obstructions (such as overhead wires).



**CAUTION:** Any piece of equipment can be dangerous, even deadly, if not used properly. You are responsible for the proper use of this product and the safe operation of any accessories or related equipment and vehicles. Common sense and caution cannot be built into the equipment and must be supplied by the operator.



**CAUTION:** If for any reason you do not understand all portions of these instructions and warnings, contact the company at the number listed herein for assistance. Do not use, or allow others to use, the tarp system until you (and others) fully understand its operation, these instructions and warnings. Manufacturer assumes no liability or responsibility for injury or damage caused by improper use or failure to read and follow all instructions and warnings.

**Read and understand these instructions completely before starting.**

**Use these instructions with the drawings included to install your system.**

**These instructions cover the standard unit as well as the optional housing.**

**NOTE:** In order to ensure proper operation of this system, water that may collect in the air tank (s) must be drained daily. If water collects in the system and freezes in cold weather, the system could stop working and may cause damage to the components.

**NOTE:** The spring loaded roller assembly (G 605 a) is telescopic from 82” to 95” as shipped from the factory, but can be collapsed down to 75.5” by safely cutting the right side roller tube.

**NOTE:** Because there is a lot of work to be done underneath the body, it is typically much easier to install this system prior to mounting the body onto the truck. When working underneath the body, make sure the body is safely and securely supported.

**NOTE:** Installation of this system should be performed by a skilled installer who is familiar with safe tarp operation and mechanics.

**NOTE:** Please be aware that there may be updates and/or modifications to this system, its component parts, and its use. This is strictly a guide to help with the proper installation and use of this system.

**NOTE:** You should become familiar with all applicable federal, state, and local laws, rules, and regulations (including, but not limited to, department of transportation regulations) regarding the installation and use of these types of systems.

## **ROLLER ASSEMBLY - ALL UNITS**

Assemble -1- Center Section into the right and left sides of the roll assembly on the ground. The Left Side Roll Assembly has the crank attached to it. Bolt -2- Roll Mounting Angles to the inside of each bearing plate using the 3/8" bolts, nuts and lock washers provided. The Bearing Plates may be bolted directly to the cab shield as long as the cab shield is wide enough to accommodate the tarp. Place the Roller Assembly on top of the cab shield in the position desired. Clamp the Roller Assembly in place and check to see that it is square and level to the body. Once it has been squared and leveled, you can weld the roll mounting angles (if used) to the cab shield.

**NOTE: IF THE DISTANCE BETWEEN THE BEARING PLATES, WHEN MOUNTED IS LESS THAN 86", THEY MUST BE SHIMMED/MOVED OUT FROM THE SIDES OF THE CAB SHIELD SO THE MINIMUM DISTANCE BETWEEN THE PLATES IS 86". THIS CAN BE ACCOMPLISHED BY USING CHANNEL OR ANGLE IRON SPACERS (NOT PROVIDED).**

## **COVER (TARP)- ALL**

Before installing the cover onto the roll assembly, attach the Center Section to the left & right rollers using -2- Tek Screws (provided). These screws go thru the grooves in the roll halves and thru the groove in the center section to lock everything together. Wrap the Cover 3/4 of the way around the roller in a clockwise manner as viewed from the drivers side and attach the cover to the roller using -5- 1" Tek Screws and Fender Washers provided. Make sure that the cover is straight on the roller and that the Fender Washers are firmly in place over the grommets. Also, make sure the shock cords (on tapered covers) are on the top.

## **COVER INSTALLATION**

Attach the cover to the roller as shown above. Assemble the two piece rear section by screwing the threaded end of one piece into the coupling on the other piece. Tighten securely with pipe wrenches. Slide the rear section through the boot at the rear of the cover and center the cover on this tube.

**NOTE: THIS REAR SECTION MAY HAVE TO BE CUT. A GOOD GUIDE FOR ITS LENGTH IS 4-6" LONGER THAN THE BODY WIDTH AT ITS WIDEST POINT.**

Measure the top outside width of the body and cut the PVC roller tube so the length of the two pieces together is equal to this measurement less the coupling. Slide the Roller Tube over the Rear section so the two halves butt up to the coupling in the center. Attach the Collars and Washers to the Rear Section as shown on the drawing. Thread one end of the Pull Rope into one end of the rear section and out the other end. Tie the loose end of the rope to the main part of the rope so the knot is in the center of the Rear Section. Install -2- Rope Hooks at the rear of the body and -2- Rope Hooks on the driver's side of the body at the front.

Insert -1- cover spring into each grommet at the rear of the cover. Drill -1- 1/4" dia. hole approximately 1 1/2 " away from the edge of the cover, horizontally through the rear section and roller tube on both sides. Insert -1- 1/4" cotter pin into each hole so the eye is facing the front of the truck and open. Attach the loose end of each cover spring into the eye of the cotter pin. The cover spring is designed to hold the cover centered on the rear section. Make sure the cover springs or cotter pins does not interfere with the top of the body. Correct as necessary

If equipped, tie the cover shock cords as shown below. Roll the cover onto the roller by turning the crank in a clockwise direction. Secure the crank in place with a Tarp Strap (provided). Loop the Pull Rope over the rope hooks and tie in place for storage.

### **COVER SHOCK CORDS for 9' WIDE TAPERED COVERS**

The shock cords on the top of the cover are designed to fold the cover upward and inward so that the 9' wide cover will roll up between the bearing plates on a narrower cab protector. This is accomplished by firmly tying one end of the shock cord to a loop on one side of the cover and then passing the other end of the shock cord through the loop in the center of the cover towards the other side and stretching the shock cord so that it pulls the cover up and in. The amount of tension applied to the shock cord will vary depending on how narrow the cab shield is. Tie a secure knot in the loose end of the shock cord when a satisfactory amount of tension has been applied to cause the cover to wind properly. The best test for this is to check the cover while it is being wound on the roller. The cover should not "bunch up" and/or rub on the bearing plates nor should it pull in too far away from the bearing plates. Shock cords that are too tight are as bad as those that are too loose. Be patient, they may have to be adjusted a couple of times in order to get them right. Make sure that the first couple of winds that go onto the roller are smooth and even. If not, then the cover will wind up faster on one side than the other because of the extra material which gives a larger circumference to the roller.

**NOTE: REMOVE ANY AND ALL SHARP EDGES OR CORNERS ON THE TOP OF THE BODY THAT THE COVER MAY COME IN CONTACT WITH. PAY PARTICULAR ATTENTION TO THE TAILGATE PORTION OF THE BODY AS WELL AS THE CAB SHIELD**

**PORTION. FAILURE TO REMOVE THESE SHARP AREAS WILL RESULT IN COVERS BECOMING CUT AND FAILING AS THEY COME INTO CONTACT WITH THESE AREAS.**

### **OPTIONAL WINDSCREEN MOUNTING**

After operating the unit, the last item to be installed is the windscreen. The cover should be rolled up onto the roller so that the windscreen may be placed as close to the roller as possible without interfering with the cover. A general guide is to have the windscreen 2-3" in front of the cover when rolled up onto the roller. The purpose of the windscreen is to keep air flowing over the cover and not under the cover that will cause billowing of the cover which in turn will shorten its life. It is imperative that any air that might flow under the roller be stopped. Even if this means adding blocking in between the ribs on a ribbed cab shield. The height of the windscreen when properly installed should be just over the top of the roller assembly when the cover is rolled up.

This unit uses a 2 piece curved windscreen that is to be BOLTED to the cab shield, with -6- bolts, nuts and washers provided, in front of the roller as outlined above. Each piece is 48" long and they may be overlapped in the middle if the 2 pieces together are too wide for the cab shield. The only place where the windscreen is to be welded is to tack the 2 pieces together where they butt or overlap in the middle. It has been shown that welding the windscreen to the cabshield results in the cracking of welds and weakening of the windscreen.

### **SWIVEL CRANK**

This allows the operator to swing the crank out of the way to lock the roller when not in use. The crank attaches to the roller shaft with a set screw. If the crank handle starts to loosen up and will not stay in its operating or stored position, you can adjust the tension by holding onto the crank and turning the locknut on the top of the crank.

### **OPERATING INSTRUCTIONS**

The cover is held in position on the roller by turning the crank from its Cranking Position (ball pointing straight out from the body) 180 degrees so the lower portion of the handle rests against the cab shield (Stored Position). The crank can rest either in front of or to the rear of the bearing plate.

#### **TO COVER A LOAD:**

1. Fold the crank out from its stored position to the cranking position.

**⚠ CAUTION** AVOID PERSONAL INJURY, STAY CLEAR OF  
CRANK

2. Undo the Pull Rope from the rope hooks, walk to the rear of the body and flip the rope over the body.
3. Pull the cover out and over the body by using the pull rope.
4. Loop the pull rope over the rope hooks at the rear of the body and tie securely for storage.
5. If desired, extra slack in the cover may be wound onto the roller at this time.
6. Fold the crank in to its stored position and lock in place against the cab shield to prevent the cover from unwinding.

**TO UNCOVER A LOAD:**

1. Undo the pull rope from the rope hooks at the rear of the truck, flip the pull rope over the side of the truck and carry the end to the front.
2. Fold the crank out from its stored position to the cranking position.
3. Turn the crank in a **CLOCKWISE DIRECTION** to roll the cover onto the roller until the rear section touches the bearing plates.
4. Fold the crank in to its stored position to prevent the cover from unwinding when not in use.
5. Loop the pull rope over the rope hooks at the front of the body and tie securely For storage.

**SPECIAL NOTE**

**NOT MANUFACTURED OR INTENDED FOR USE WITH HAZARDOUS  
WASTE**

**LIMITED WARRANTY**

Pioneer Cover-all (“Seller”) warrants its products to be free from proven defects in materials and workmanship under intended normal use as described in the Instruction Manual for a period of one (1) year from the original date of purchase.

Seller’s obligation under this Limited Warranty is limited to the repair or replacement of any defective product and does not include freight, labor charges or lost time due to or in connection with the failure of any defective part. Any product will be repaired or replaced (at Seller’s election) under the conditions of this Limited Warranty at Seller’s expense when Seller has authorized a return and determined, in its sole discretion, that the product is defective.

The following are not covered by this Limited Warranty:

1. Any failure of the product or any parts of the product due to misuse, accident, neglect, abuse, improper maintenance, improper handling, improper installation, alteration, modification or acts of God including, but not limited to, lightning strikes, floods, fire or other causes beyond the reasonable control of the Seller.
2. Products that have been modified or that have serial numbers that have been removed, altered or defaced; and
3. The fabric tarp.

THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. THIS LIMITED WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

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