



# Operator Manual

## Industrial Carrier Retriever Truck



Curry Supply Co., 1477 Degol Industrial Drive, Hollidaysburg, PA 16648

**YOUR JOBS. OUR TRUCKS.**



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# SECTION 1

## Introduction & Safety Messages

### CONTACT US

Curry Supply Company

1477 DeGol Industrial Drive, Hollidaysburg, PA 16648

[service@currysupply.com](mailto:service@currysupply.com) CurrySupply.com

Parts 800.567.5127

Warranty Service 800.345.2829

### MANUAL USAGE

This Operators Manual contains information to safely operate more than (1) configuration of "Curry Supply Carrier Retriever Trucks". The parts shown may not reflect the exact configuration on your truck. "Custom" style trucks may have parts not listed. If your system is not covered in this manual, please contact Curry Supply Co. Support at 800.345.2829 or [service@currysupply.com](mailto:service@currysupply.com).

All personnel working on or operating this truck must become familiar with the following safety messages.

Due to the nature of these processes, ensure that all safety information, warnings, and instructions are read and understood before any operation or maintenance procedures are performed.

This manual does not supersede any local, state, or federal laws.

### SAFETY MESSAGES

The following definitions are found throughout this manual and apply as follows:

#### WARNING

OPERATING PROCEDURES AND TECHNIQUES COULD RESULT IN PERSONAL INJURY OR LOSS OF LIFE IF NOT FOLLOWED CORRECTLY.

#### CAUTION

OPERATING PROCEDURES AND TECHNIQUES WHICH COULD RESULT IN DAMAGE TO EQUIPMENT IF NOT FOLLOWED CORRECTLY.

#### NOTE

OPERATING PROCEDURES AND TECHNIQUES THAT ARE CONSIDERED ESSENTIAL TO EMPHASIZE.

**WARNING**

IMPROPER USE OF EQUIPMENT  
COULD CAUSE SERIOUS INJURY OR  
DEATH. PLEASE READ AND  
UNDERSTAND ALL INSTRUCTIONS.



**WARNING**

WHEN OPERATING OR WORKING  
ON THE UNIT, KEEP HANDS AND  
BODY PARTS CLEAR OF PINCH  
POINTS.



**WARNING**

CONTACT WITH LIVE  
ELECTRICAL CIRCUITS COULD  
DAMAGE EQUIPMENT OR CAUSE  
INJURY.



**WARNING**

MOVING PARTS CAN CRUSH  
AND CUT. KEEP HANDS, FEET,  
HAIR, AND LOOSE CLOTHING  
AWAY FROM MOVING PARTS.



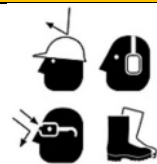
**CAUTION**

ADVERSE WEATHER CONDITIONS  
CAN CAUSE EQUIPMENT DAMAGE.  
WHENEVER POSSIBLE, PERFORM  
MAINTENANCE INDOORS.



**WARNING**

ALWAYS WEAR THE PROPER PPE  
WHILE OPERATING THE UNIT.



**WARNING**

DO NOT OPERATE THE UNIT WHILE  
INTOXICATED OR EXTREMELY  
EXHAUSTED.



**WARNING**

THE VEHICLE IS EQUIPPED WITH A  
BACK-UP ALARM. ALARM MUST  
SOUND WHEN OPERATING THIS  
VEHICLE IN REVERSE.



**WARNING**

ALWAYS WEAR YOUR SAFETY  
BELT WHILE DRIVING THE VEHICLE.  
IF VEHICLE TIPS, STAY BUCKLED  
AND INSIDE OF CAB AREA.

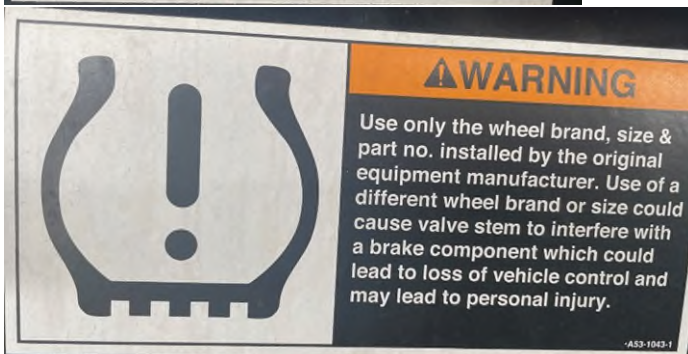
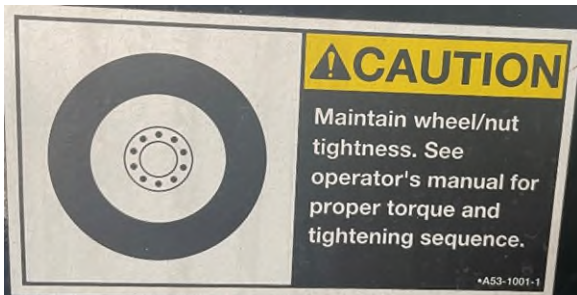
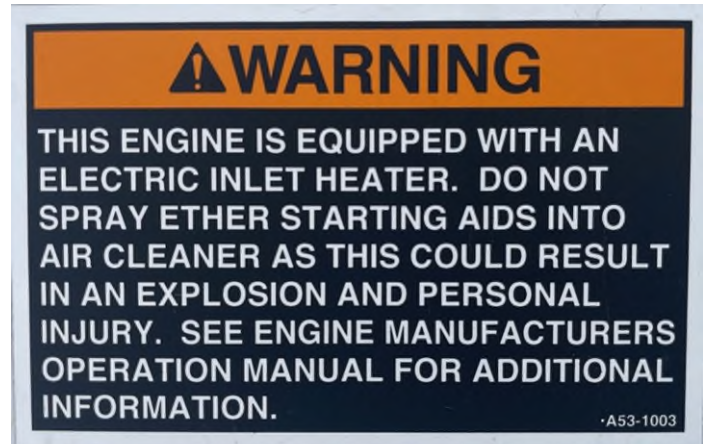


**WARNING**

ALWAYS CHOCK THE WHEELS  
IMMEDIATELY UPON EXITING THE  
VEHICLE.









| WARNING                         |  |
|---------------------------------|--|
| NEVER USE THE WINCH AS A HOIST. |  |

| WARNING   |  |
|---|--|
| NEVER WIND THE WINCH ROPE OVER TOP OF THE DRUM. |  |

| WARNING                              |  |
|--------------------------------------|--|
| NEVER HOOK BACK ONTO THE WINCH ROPE. |  |

| WARNING   |  |
|---|--|
| ALWAYS WEAR HEAVY LEATHER GLOVES WHILE HANDLING THE WINCH ROPE. |  |

| WARNING                             |  |
|-------------------------------------|--|
| NEVER USE THE WINCH TO MOVE PEOPLE. |  |

| WARNING  |  |
|--|--|
| PROPERLY SEAT LOAD IN THROAT OF HOOK WITH THE SAFETY LATCH FULLY CLOSED. |  |

| WARNING  |  |
|--|--|
| ALWAYS USE A HOOK STRAP WHEN EXTENDING OR RETRACTING THE WINCH ROPE. |  |



## SECTION 2

### System Descriptions

#### SIDE VIEW OF TRUCK



#### REAR VIEW OF TRUCK



#### FRONT VIEW OF TRUCK



This Operator's Manual provides information on how to safely operate more than one version of the "Curry Supply Company Carrier Retriever Truck." Three of these trucks are the 6T, 15T and 20T. The truck shown may not exactly match your truck's configuration. "Custom" trucks may have different parts that are not listed here. If your system is not covered in this manual, please contact Curry Supply Company Support at 1-800-345-2829 or [service@currysupply.com](mailto:service@currysupply.com).

6T – 12,000 lb. payload single axle

15T– 30,000 lb. payload tandem axle

20T – 40,000 lb. payload triaxle

#### WARNING

THE RATED CAPACITY OF THE TRUCK BED APPEARS ON A DECAL LOCATED AT THE FRONT LEFT CORNER OF THE BODY. THE PAYLOAD CAPACITY OF THE RETRIEVER BODY MAY BE MORE OR LESS THAN THE PAYLOAD CAPACITY OF THE TRUCK CHASSIS. **DO NOT EXCEED THE LOWER OF EITHER OF THESE RATINGS.**

## 05-Mar-25

The retriever truck is air operated from the existing truck compressor and air dryer eliminating the need for a power take off (PTO) and hydraulic pump. The air system is isolated from the truck systems by a pressure protection valve. The operating systems do not need to be warmed up in cold conditions and may be operated with the truck engine off. The compressed air system is replenished after 5 minutes of drive time.

The truck may be equipped with a trailer hitch and air or electric trailer brake systems.

### EQUIPMENT

Trucks are manufactured with various equipment combinations. Find more information about these components by clicking the links in the following table. If unsuccessful finding the information needed, call Curry Supply Company at 1-800-345-2829.

| Equipment                   | Manufacturer            | Web Link   |
|-----------------------------|-------------------------|--|
| Radio Remote Transmitter    | Lodar Ltd.              | <a href="#">92/93 Series</a>                           |
| Back Up Camera              | Rearview Systems LLC    | <a href="#">STM5600D</a>                               |
| Audible Indicator           | Banner Engineering Corp | <a href="#">K50 Pro Compact with Audible Indicator</a> |
| Strip Light                 |                         | <a href="#">WLS15 LED Strip Light</a>                  |
| Winch                       | Warn Industries, Inc.   | <a href="#">G2 Series</a>                              |
|                             |                         | <a href="#">Basic Winching Techniques</a>              |
| Electronic Brake Controller | Tekonsha                | <a href="#">P2 Controller</a>                          |

### NOTE

THIS MANUAL DOES NOT INCLUDE INFORMATION ABOUT THE POWER TAKE-OFF (PTO) OR THE HYDRAULIC WINCH. AS OF NOW, CURRY SUPPLY COMPANY HAS NOT PROVIDED THESE COMPONENTS ON OUR CARRIER RETRIEVER TRUCKS. ELECTRIC WINCHES ARE INSTALLED INSTEAD, AND SOME CHASSIS MANUFACTURERS ADD AN AUXILIARY SWITCH LABELED "PTO." HOWEVER, THIS SWITCH IS NOT FUNCTIONAL BECAUSE NO PTO HAS BEEN INSTALLED ON THE TRUCK.



05-Mar-25

## SINGLE STAGE LOADING RAMP

Located at the rear of the truck. The ramp has 3 fixed positions.

Locked forward for loading dock and travel.



Locked vertical for travel.



Fully extended for loading.



## TWO STAGE LOADING RAMP

Located at the rear of the truck. The ramp has 3 fixed positions.

Locked forward for loading dock and travel. The ramp may support a load of up to 8000 lbs.



Locked vertical for travel.



Fully extended for loading.




05-Mar-25

## RAMP OPTIONS


15T & 20T Retriever Deck/Ramp Options

### Single-Stage Ramp


Retracted - Horizontal




Retracted - Vertical



Deployed






ADVANTAGES:


- Shallow load angle (12.8 degrees)
- Quicker cycle time vs. two-stage ramp

OR


Retracted - Vertical




Extended - Horizontal



Deployed

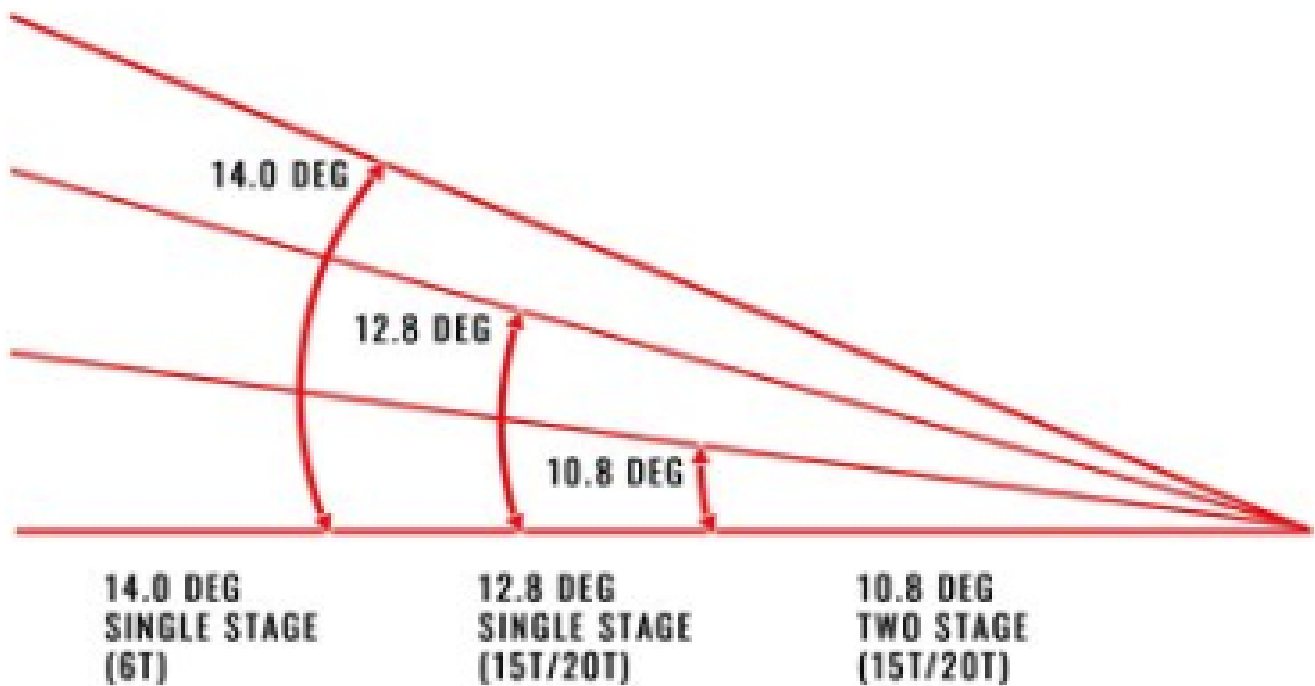




ADVANTAGES:

- Shallower load angle (10.8 degrees)
- Additional deck length of 40-inches and 8,000 lb. carrying capacity in extended-horizontal position

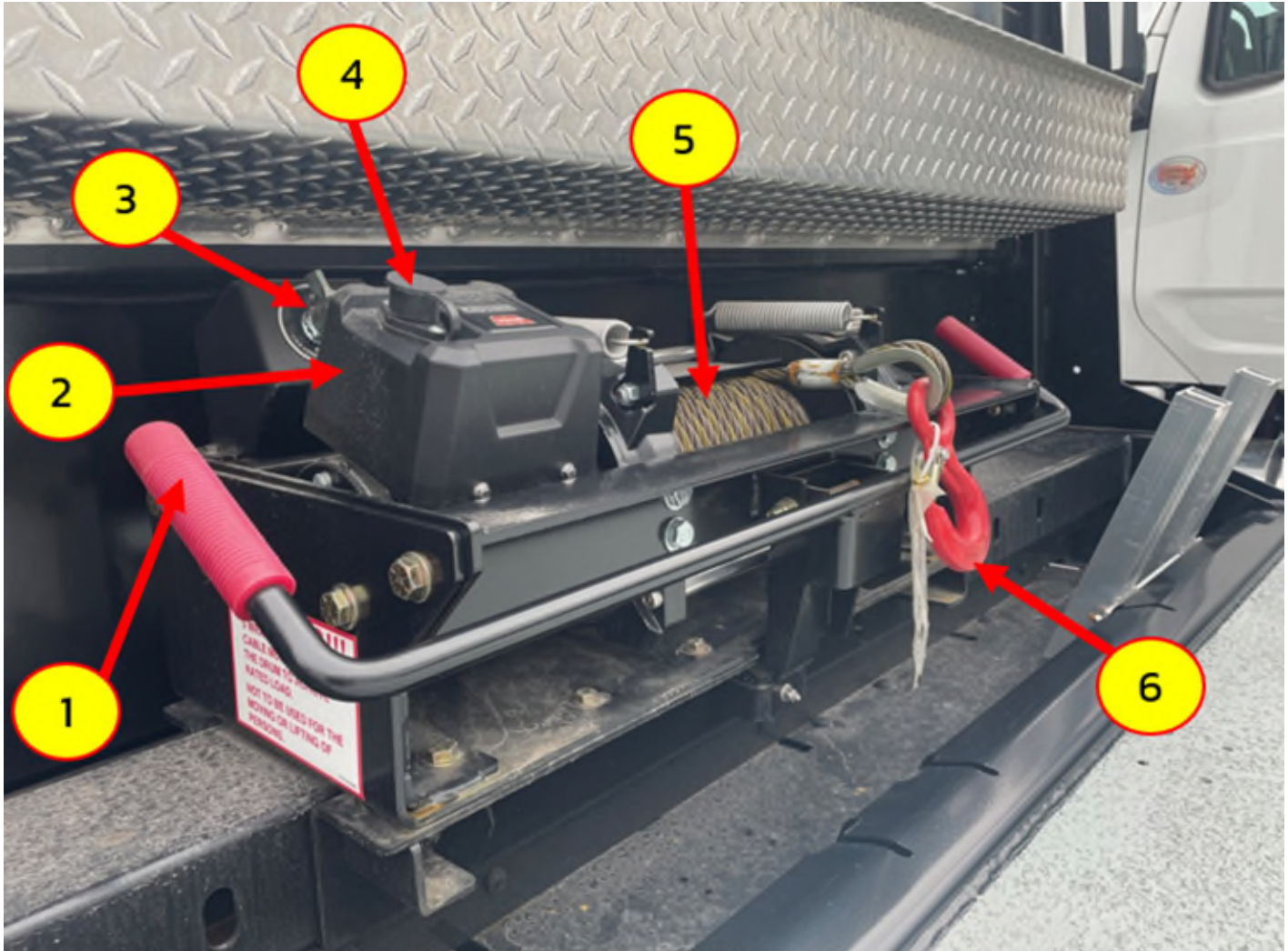
### Two-Stage Ramp





**WINCH**

Located at the front of the truck bed. May be controlled by an umbilical pendant plugged into the winch or into the control box. May also be controlled by the control box controls or the radio remote controller”.



1. Traverse winch positioning lock/release
2. Control Pack
3. Power Switch
4. Plug port for umbilical pendant control
5. Rope
6. Hook

## Winch Configuration Definition

All SeriesG2 winches will have a reference I.D. made up of custom configurations. Below is a reference table defining each configuration notation.

| Characterization | Configuration Notation | Configuration Notation Description             |
|------------------|------------------------|--|
| Model Type       | SG2                    | Series G2 Winches                              |
|                  | SVDG2                  | Severe Duty Series G2 Winches                  |
| Capacity         | 09                     | 9,000 lbs. Rated Load                          |
|                  | 12                     | 12,000 lbs. Rated Load                         |
|                  | 15                     | 15,000 lbs. Rated Load                         |
|                  | 18                     | 18,000 lbs. Rated Load                         |
| Drum Rotation    | A                      | Anticlockwise Rotation (Viewed from Motor End) |
|                  | C                      | Clockwise Rotation (Viewed from Motor End)     |
| Motor Type       | E00V                   | No DC Motor                                    |
|                  | E12V                   | 12V DC Motor                                   |
|                  | E24V                   | 24V DC Motor                                   |
|                  | X.XH                   | X.X cu. In. Hydraulic Motor                    |

| Characterization | Configuration Notation | Configuration Notation Description    |
|------------------|------------------------|---------------------------------------|
| Drum Length      | 06DL                   | 6.5" Drum, 8.5" Mounting Feet Width   |
|                  | 08DL                   | 8.0" Drum, 10" Mounting Feet Width    |
|                  | 10DL                   | 10" Drum, 12" Mounting Feet Width     |
|                  | 12DL                   | 12.5" Drum, 14.5" Mounting Feet Width |
| Drum/Rope Type   | WRXX                   | Wire Rope Code                        |
|                  | SRXX                   | Synthetic Rope Code                   |
| Clutch Type      | MC                     | Manual Clutch                         |
|                  | AC                     | Air Clutch                            |
|                  | RC                     | Remote Clutch                         |
|                  | PC                     | Plugged Clutch                        |

### Reference ID Examples

- SG2 12-A-E12V-10DL-WR00-MC: (SeriesG2; 12,000 lbs. Rated load; Anti-Clockwise Rotation; 12V DC Motor; 10" Drum, 12" Mounting Feet Width; Without Wire Rope; Manual Clutch)
- SVDG2 12-A-E24V-06DL-WR01-MC: (Severe Duty SeriesG2; 12,000 lbs. Rated load; Anti-Clockwise Rotation; 24V DC Motor; 6.5" Drum, 8.5" Mounting Feet Width; With Wire Rope; Manual Clutch)

### NOTE

AS OF NOW, ONLY ELECTRIC WINCHES ARE INSTALLED ON THE CARRIER RETRIEVER TRUCKS.



05-Mar-25

## UMBILICAL WINCH PENDANT

May be stored in the cab, in a tool storage box or control box. This pendant may be plugged directly into the winch or with trucks that have a single stage and two-stage control box, it may also be plugged into the control box control panel. Trucks that have a typical configuration, there is no plug within the control box to use this pendant.



## WINCH PORT



## CONTROL BOX PANEL PORTS

### SINGLE STAGE



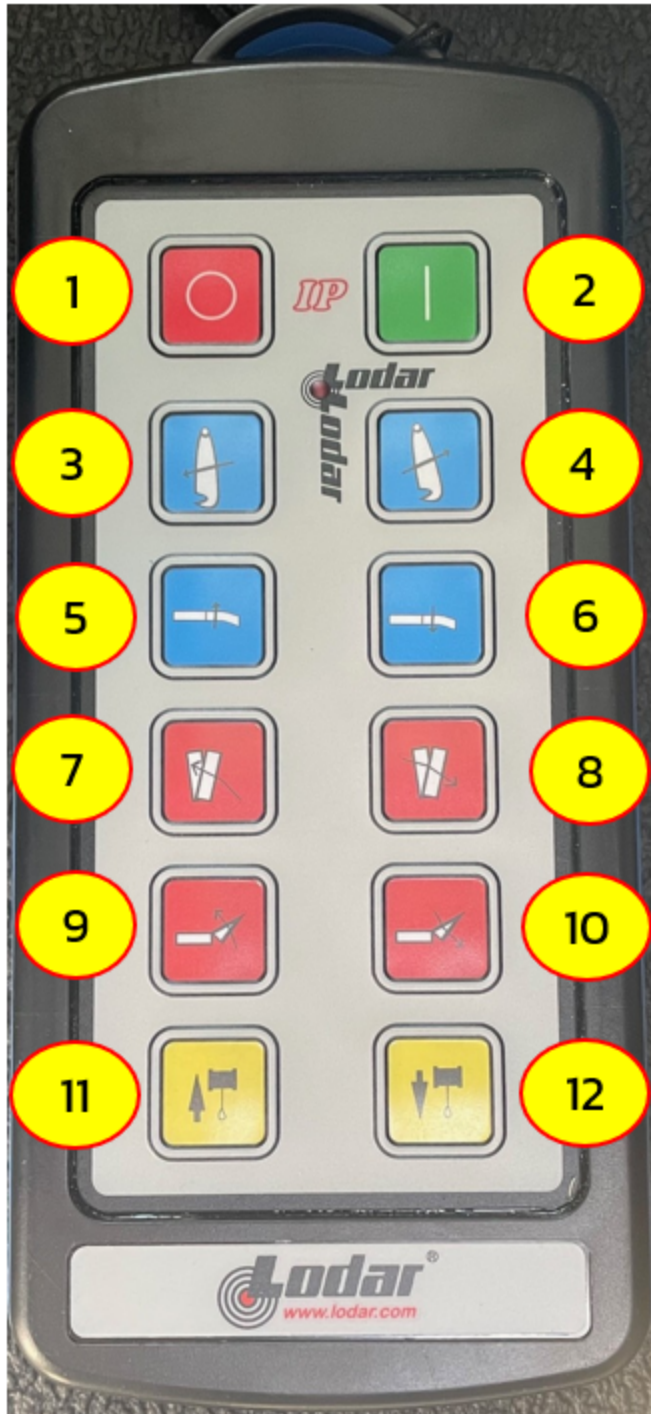
### TWO STAGE



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## RADIO REMOTE CONTROL FOR DECK, RAMP AND WINCH

The following information is for the most common radio remote controller. Alternate controller information may be obtained by clicking the link in the table of section two of this manual.



1. Power Off
2. Power On & Reset – activates receiver & function buttons
3. Deck Lock
4. Deck Unlock
5. Deck Raise
6. Deck Lower
7. Two Stage Ramp Forward Extension Close
8. Two Stage Ramp Forward Extension Open
9. Approach Ramp Close
10. Approach Ramp Open
11. Winch In
12. Winch Out



## Instructions for 92/93 Series IP Transmitters (16 Function shown)

**STOP** Button switches off the Receiver and the keypad function buttons

### L.E.D.

**Blinks** when Transmitter is active.

**ON** when a Transmitter Button is pressed.

**Pulses** while transmitting when Battery is low.

**RESET** Button activates the Receiver and the keypad function buttons

Function Buttons

4 Release Screws for Battery Compartment at rear.

4 x AAA batteries



### SAFETY FEATURE

The Transmitter automatically transmits a **STOP** signal after 30 minutes; this de-activates the Receiver and the Transmitter.

Effective working range up to a distance of 60 metres (200 feet) 92 Series and 300 metres (1000ft) 93 Series.

### To register Transmitters to the Receiver.

Switch OFF or DISCONNECT the power to the Receiver and briefly PRESS the STOP button on one or both Transmitter(s).

Switch ON or Reconnect the power to the Receiver. This opens a 20 second registration window in the Receiver processor.

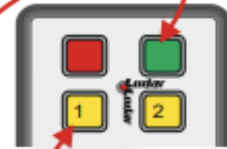
*If you are looking at the Receiver PCB the Fault LED Flashes.*

Immediately PRESS and HOLD both the Transmitter RESET Button and F1 Button (indicated). Continue to hold BOTH BUTTONS for a MINIMUM of 5 seconds during this 20 second window.

When the Transmitter is Registered the Fault LED will be illuminated for **3 seconds**.

Within this **3 second** period, FIRST release F1 and then the RESET button.

**PRESS & HOLD** both RESET and F1 for a MINIMUM of 5 SECONDS



### TO REGISTER TWO TRANSMITTERS:

When the fault light starts to flash again, immediately PRESS and HOLD both the Transmitter RESET and F1 Buttons of the second Transmitter. Continue to hold BOTH BUTTONS for a MINIMUM of 5 seconds or until the SET LED comes on. Both your Transmitters will now operate the Receiver.

### PRIORITY.

**Only one Transmitter can be active at any time.** For the second Transmitter to work you have to turn off the first Transmitter. Once the second Transmitter is being used then that has priority and it has to be turned off before the first Transmitter can work again.

If you have any problems please phone either your local Distributor or Lodar directly:-  
UK +44 1922 613633. US 1-877- 257-1581.

922TX.04E.A4



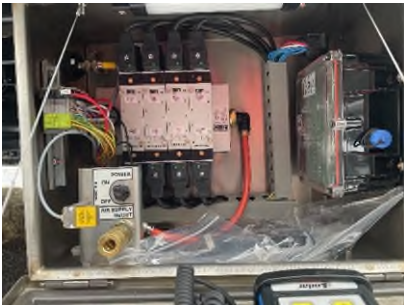
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## CONTROL BOX

The control box has three different configurations and can be identified by simply looking at the controls within the control box. Located at the rear of the truck. Depending on the truck configuration, the control box may be located on either the driver's or passenger's side of the bed. Contains controls for the deck, ramp, and winch. Also contains a port for air supply.



1) TYPICAL



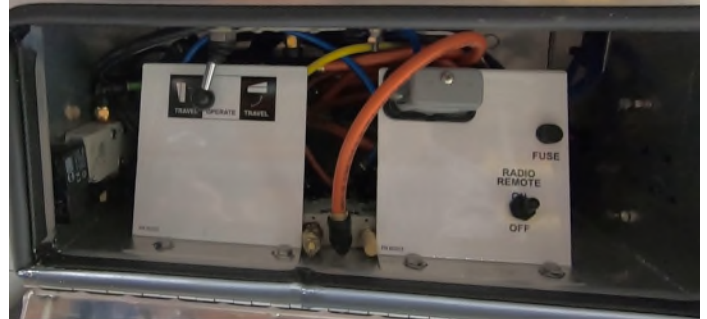
2) SINGLE STAGE



3) TWO STAGE

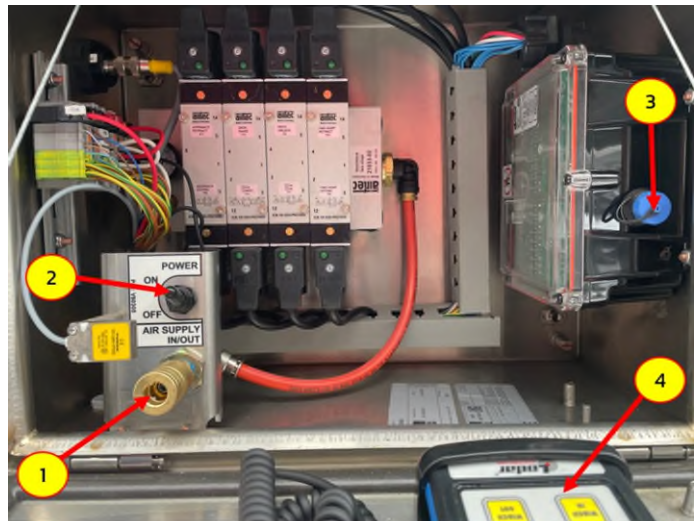


Some truck configurations have two control boxes. The second box is for switching on the radio remote and to energize the ramp for operations or to deactivate the ramp for travel.



### 1) CONTROL BOX EQUIPPED WITH HAND HELD UMBILICAL CONTROL PENDANT (TYPICAL)

Located inside the control box. If the truck has this type of control box, the hand-held umbilical control pendant (4) will operate both the single and two stage ramp. It is plugged into the port (3) below.



1. Air chuck
2. Power switch for umbilical control panel
3. Plug in port for umbilical control panel
4. Umbilical control panel



**2) SINGLE STAGE CONTROL BOX PANEL**

Manual controls for trucks with a single stage ramp without a hand-held umbilical control pendant.



1. Rear deck - fills & empties air springs
2. Deck lock
3. Ramp
4. Winch
5. Umbilical winch control port
6. Radio remote control switch
7. Fuse - for radio remote
8. Air port
9. Light

**3) TWO STAGE CONTROL BOX PANEL**

Manual controls for trucks with a two-stage ramp without a hand-held umbilical control pendant. The two-stage control box has an additional control for the ramp because the ramp is in two stages (forward & approach (labeled 3 & 4 below)).



1. Rear deck - fills & empties air springs
2. Deck lock
3. Forward ramp
4. Approach ramp
5. Winch
6. Umbilical winch control port
7. Radio remote control switch
8. Fuse - for radio remote control
9. Air port
10. Light

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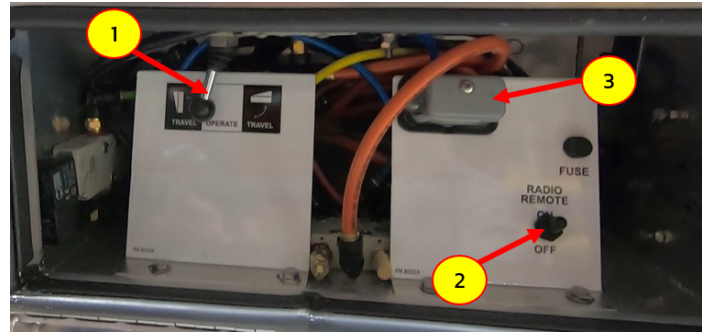
## UMBILICAL CONTROL PENDANT

Stored inside the control box. If the truck has this umbilical control pendant, it will not have manual controls within the control box.



1. Power Off switch to turn off the unit
2. Power On & reset Activation switch for function keys
3. Deck lock
4. Deck unlock
5. Deck raise
6. Deck lower
7. Forward ramp retract (for two stage ramp)
8. Forward ramp extend (for two stage ramp)
9. Approach ramp retract
10. Approach ramp extend
11. Winch in
12. Winch out

## SECONDARY CONTROL BOX



1. Ramp travel or operate switch
2. Radio remote control switch
3. Light

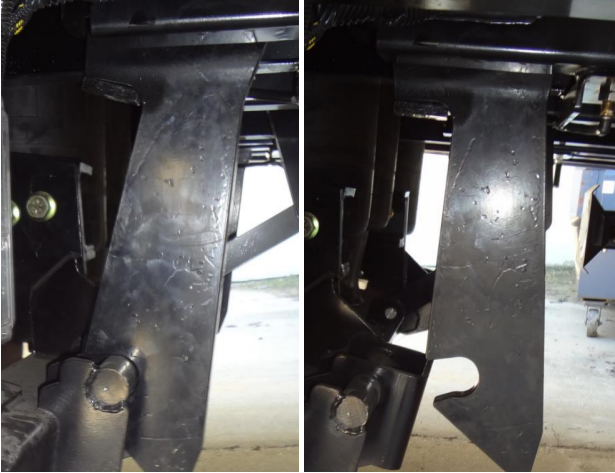
## AIR SPRINGS

Located at the rear of the truck between the bed and chassis frame. Provide 40,000 lbs. of lift to the rear deck.



## TRAVEL LOCKS

Located at the rear of the truck between the bed and chassis frame. The locks restrain movement of the rear deck when traveling.



## CHAIN STAKE POCKETS

Placed across the bed floor, these are used to secure tie-down chains to the truck.



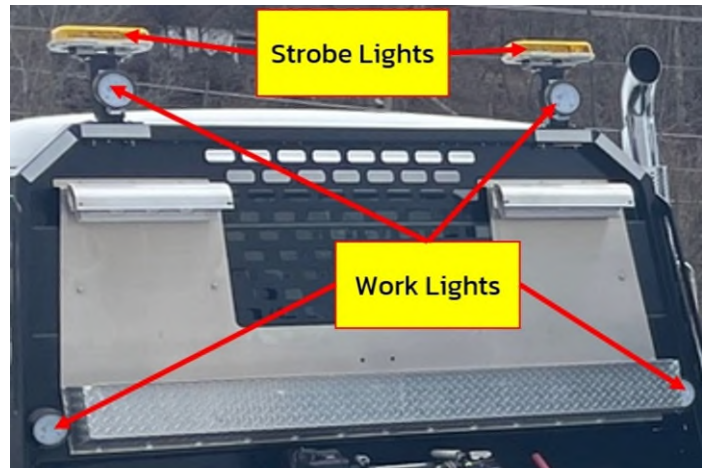
## EMERGENCY BRAKE

Located on the dash. A message will show on the console to let you know if the emergency brake is on or off.



## WORK AND STROBE LIGHTS

Work lights are located at the top rear and middle rear of the cab. They provide light in the work area and are controlled from within the truck cab. The strobe lights are on top of the cab and also controlled from within the cab.





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## AUXILIARY CONTROL PANELS

There are several auxiliary control panel designs and locations depending on the truck chassis and configuration. The panels control various truck components, including the Power Take Off (PTO), flood lights, compartment lights, strobe lights, inverter, work lights, and air compressor. Not all truck configurations have all of these options. The switch may be present but the component may not be installed (i.e. a PTO is NOT installed even if a switch is present). The truck key must be in the "on" position, or the truck must be running, to activate these systems.



| NOTE   |
|--|
| MANY CHASSIS MANUFACTURERS INSTALL AN AUXILIARY SWITCH LABELED "PTO". TO DATE, THIS SWITCH IS NOT FUNCTIONAL BECAUSE NO PTO HAS BEEN INSTALLED ON THE CARRIER-RETRIEVER TRUCK. |

## BACK UP CAMERA

When in reverse, the backup camera will show the view behind the vehicle on the dashboard display.



## ACCESS LADDER

Located on each side of the truck bed for easy access.





## SECTION 3

### Normal Operations

This section provides step-by-step operating procedures for the installed systems.

#### WARNING

ALWAYS APPLY THE EMERGENCY BRAKE BEFORE EXITING THE VEHICLE.



#### WARNING

ALWAYS CHOCK THE WHEELS IMMEDIATELY UPON EXITING THE VEHICLE.



Prior to any operation, please perform a walk around inspection of the vehicle. Check specifically for any leaks or broken hoses.

#### TOOL STORAGE & CONTROL BOX

The locks are covered by shields

##### Type 1

To unlock it, slide the shield to the side with the tip of the key while pushing the key into the lock.



##### Type 2

To unlock it, push the shield in with the key.



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## PARKING

1. Park on flat, solid ground. If retrieving a unit to be transported, it may need to be repositioned to facilitate an appropriate loading area. Consider the space needed at the rear of the truck to accommodate the ramp.
2. With the truck in park/neutral apply the emergency brake.



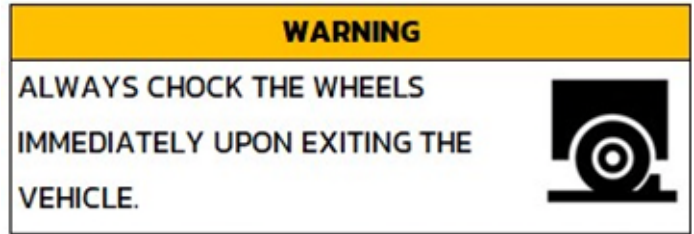
3. Activate the suspension dump valve to lower the truck suspension.



### NOTE

IN SOME TRUCK CONFIGURATIONS, THE IGNITION KEY IS REQUIRED TO BE ON TO PREVENT THE CHASSIS AIRBAGS FROM FILLING DURING THE LOADING & UNLOADING PROCESS.

4. Exit the truck and chock one front and one rear wheel.



5. Open the control box.



**NOTE**

THE FOLLOWING INSTRUCTIONS ARE SPLIT BETWEEN THREE DIFFERENT CONTROL BOXES.

1. TYPICAL (both single & two stage ramp)
2. SINGLE STAGE
3. TWO STAGE

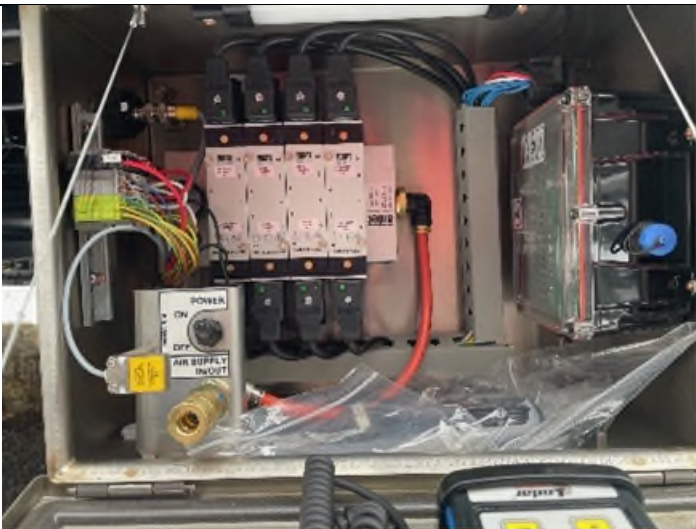
USING THE PICTURES BELOW, IDENTIFY THE SYSTEM AND GO TO THAT SECTION FOR OPERATING INSTRUCTIONS. LINKS HAVE BEEN PROVIDED FOR CONVENIENCE.

3) TWO STAGE CONTROL BOX



1) TYPICAL CONTROL BOX

(both single & two stage ramp)



2) SINGLE STAGE CONTROL BOX





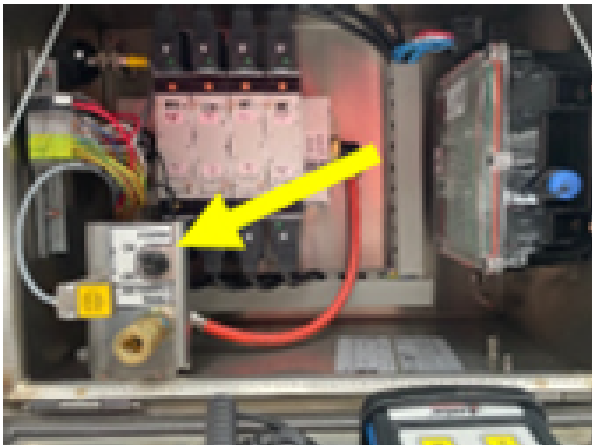
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## TYPICAL CONTROL BOX

6. Plug the hand-held umbilical pendant into the control box or the antenna for the radio remote control.



7. Turn on the power switch to activate the hand-held umbilical controls or sync the radio remote control.



8. On the hand-held umbilical control pendant, push the green function activation button. After 30 minutes of non-use, the panel will go dormant. Push the green button to wake it up.



If using the radio remote control, push the green function activation button. After 30 minutes of non-use, the remote will go dormant. Push the green button to wake it up.



## LOADING RAMP

### GROUND LEVEL LOADING

9. If the ramp is in the vertical travel position, release the ramp travel locks.

#### WARNING

IF THE SYSTEM LOST AIR PRESSURE, THE RAMP LOCKS MAY BE THE ONLY FEATURE HOLDING THE RAMP FROM FALLING. IF THE PLUNGER LOCKS DO NOT MOVE FREELY (NOT FORCED), THIS MAY BE THE CONDITION. POWER THE SYSTEM WITH COMPRESSED AIR (DRIVE THE TRUCK FOR AT LEAST 5 MINUTES) BEFORE UNLOCKING THE RAMP.

For a single stage ramp, rotate plunger pin to the rear.



For a two-stage ramp, release both locks.



10. If the truck has a two-stage ramp, lower the forward ramp. **If not, skip steps 10 & 11.**

Umbilical

or

Radio Remote



11. Unlock the approach from the forward ramp. Push down the approach ramp locking lever to unlock the approach ramp. The ramp will spring up slightly when unlocked.



12. Push the approach ramp extend button.

Umbilical

or

Radio Remote



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13. On the hand-held umbilical control pendant or the radio remote, push the deck unlock button.

Umbilical

or

Radio Remote



15. Push the lower deck button until the ramp rests on the ground.

Umbilical

or

Radio Remote



14. On the hand-held umbilical control pendant or the radio remote, push the raise deck button until you hear the locks open.

Umbilical

or

Radio Remote





## LOADING RAMP

### DOCK LOADING

The truck is equipped with dock legs to stabilize the rear deck when loading from a dock. The legs are rated for up to 40,000 lbs.

#### STOWED POSITION



#### DEPLOYED



1. Position Lock
2. Kick down lever
3. Leg release lever
4. Dock leg crank
5. Legs

1. Release the travel locks.



2. Raise the rear deck slightly higher than the loading dock.



3. Pull the position lock lever to unlock.

Locked



Unlocked

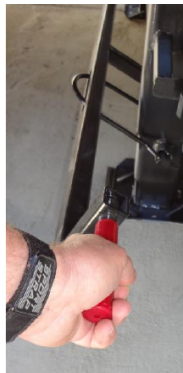


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4. Step on the kick down lever and rotate it to the rear of the truck.



5. Rotate the leg release lever toward the front of the truck and down until the legs contact the ground. Rotate it back to the lock position after the legs are on the ground.



6. Lower the rear deck until the leg pins snap into place. On the hand-held umbilical control pendant or the radio remote, push the lower deck button.

Umbilical

or

Radio Remote



7. If additional deck height is needed, use the screw jacks to raise the deck up to an additional 12 inches. Remember to fully retract them before stowing the dock legs.



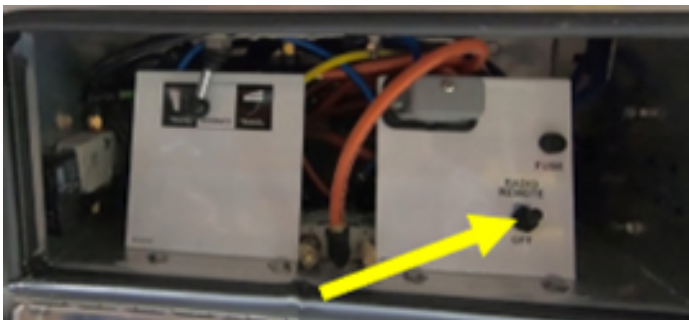
**SINGLE STAGE CONTROL BOX –**

continued from page 22

6. If using the radio remote control, flip the sync button on. There may be another control box on the opposite side of the truck which contains the sync button as well as a ramp travel/operate control.



CONFIGURATION WITH TWO CONTROL BOXES



Push the green function activation button. After 30 minutes of non-use, the remote will go dormant. Push the green button to wake it up.

**LOADING RAMP****GROUND LEVEL LOADING****WARNING**

IF THE SYSTEM LOST AIR PRESSURE, THE RAMP LOCKS MAY BE THE ONLY FEATURE HOLDING THE RAMP FROM FALLING. IF THE PLUNGER LOCKS DO NOT MOVE FREELY (NOT FORCED), THIS MAY BE THE CONDITION. POWER THE SYSTEM WITH COMPRESSED AIR (DRIVE THE TRUCK FOR AT LEAST 5 MINUTES) BEFORE UNLOCKING THE RAMP.

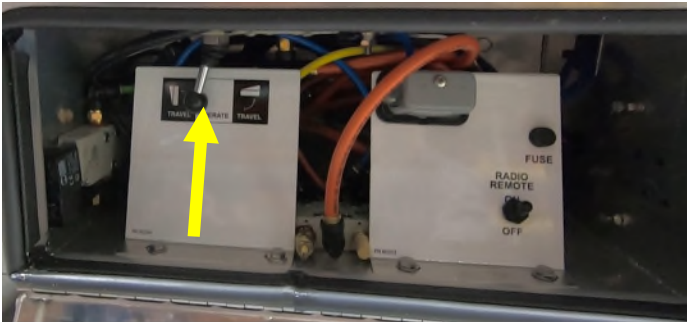
7. Unlock the ramp from the travel position.  
Rotate plunger pin to the rear.





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8. Extend the ramp. If the truck has two control boxes, move the lever to "Operate" in the below control box.



Push & hold the ramp control lever down.



If using the radio remote, push the ramp lower button.



9. Unlock the deck locks. Push the deck lock lever to unlock.



If using the radio remote, press the deck unlock button.



10. Push the deck raise button until you hear the locks open.



If using the radio remote, press & hold the deck raise button until you hear the locks open.



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11. Push the ramp lower button until the ramp rests on the ground.



If using the radio remote, press & hold the ramp lower button until the ramp rests on the ground.



12. Lower the rear deck until the leg pins snap into place. Push the ramp lower button.



If using the radio remote, press & hold the ramp lower button.



13. If additional height is needed, use the screw jacks for up to an additional 12" of height. Remember to fully retract them before stowing the dock legs.



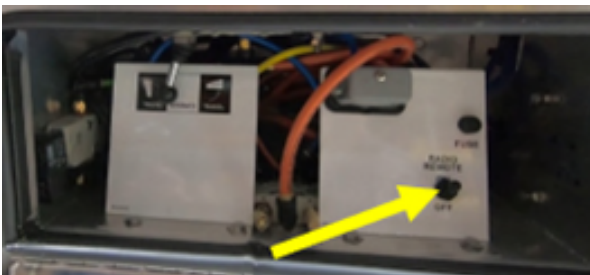
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## TWO STAGE CONTROL BOX – continued from page 22

6. The control box is active. If using the radio remote control, flip the sync button on. There may be another control box on the opposite side of the truck which contains the sync button as well as a ramp travel/operate control.



CONFIGURATION WITH TWO CONTROL BOXES



If using the radio remote control, push the green function activation button. After 30 minutes of non-use, the remote will go dormant. Push the green button to wake it up.



## LOADING RAMP

### GROUND LEVEL LOADING

#### WARNING

IF THE SYSTEM LOST AIR PRESSURE, THE RAMP LOCKS MAY BE THE ONLY FEATURE HOLDING THE RAMP FROM FALLING. IF THE PLUNGER LOCKS DO NOT MOVE FREELY (NOT FORCED), THIS MAY BE THE CONDITION. POWER THE SYSTEM WITH COMPRESSED AIR (DRIVE THE TRUCK FOR AT LEAST 5 MINUTES) BEFORE UNLOCKING THE RAMP.

6. If the ramp is in the vertical travel position, release the ramp travel locks.





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7. Extend the forward ramp. If there are two control boxes on the truck, move the lever to "Operate" on the first box.



Push the forward ramp control lever in (no need to hold it) on the second box.



8. Push the approach ramp locking lever down to unlock the approach ramp. The ramp will spring up slightly when unlocked.



On the control panel push the approach ramp lever in (no need to hold it).



If using the radio remote, press and hold the ramp open button.



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9. Unlock the deck locks. Push the control lever up.



If using the radio remote, press the deck unlock button.



11. Hold the deck lower button until the ramp rests firmly on the ground.



If using the radio remote, press & hold the ramp lower button until the ramp rests on the ground.



10. Hold the deck raise lever until the locks release.



If using the radio remote, press & hold the deck raise button until you hear the locks open.



## LOADING RAMP

### DOCK LOADING

The truck is equipped with dock legs to stabilize the rear deck when loading from a dock. The legs are rated for up to 40,000 lbs.

#### STOWED POSITION



#### DEPLOYED



1. Position Lock
2. Kick down lever
3. Leg release lever
4. Dock leg crank
5. Legs

1. Release the travel locks.



2. Raise the rear deck slightly higher than the loading dock.



3. Unlock the position lock lever.

Locked



Unlocked



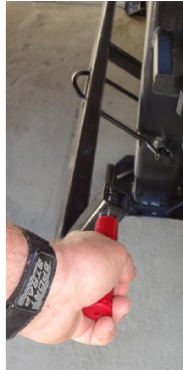


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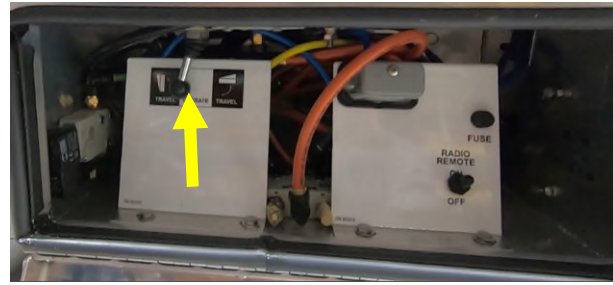
4. Step on the kick down lever and rotate it to the rear of the truck.



5. Rotate the leg release lever toward the front of the truck and down until the legs contact the ground. Rotate it back to the lock position after the legs are on the ground.



6. Lower the rear deck. If the truck has two control boxes, move the lever to "Operate".



Push the deck lower button until the leg pins snap into place.



If using the radio remote, press & hold the ramp lower button until the leg pins snap into place.



7. If additional height is needed, use the screw jacks for up to an additional 12" of height. Remember to fully retract them before stowing the dock legs.



## WINCHING

### WARNING

NEVER OPERATE WINCH WITH LESS THAN 5 WRAPS OF WIRE ROPE OR 10 WRAPS OF SYNTHETIC ROPE AROUND THE DRUM.

### WARNING

ALWAYS WINCH FROM THE CENTER OF THE LOAD AND ENSURE THE CENTER OF GRAVITY IS FORWARD OF THE REAR AXLE OF THE TRUCK.

### CAUTION

FREE SPOOL THE ROPE OUT. IF POWERING OUT THE ROPE, ALLOW THE WINCH TO COOL FOR 20 MINUTES AFTER POWERING OUT 30 FEET OF ROPE.

## FIRST USE

Stretching the winch rope is critical to ensure a long product life. The new rope must be spooled onto its drum under a load of at least 1000 lbs. Please follow the instructions for stretching the rope by clicking the link "G2 Series" in the table of section two of this manual.

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1. Using the umbilical control, radio remote control or the control box controls, power out enough rope to remove any tension.

Umbilical



Radio Remote



Single Stage Control Box



Two Stage Control Box



2. Free spool (pull) the rope out until it reaches the appropriate length.
3. Attach the hook to the load to be retrieved. Ensure the safety latch fully closes on the hook.



4. Winch the load in place. Ensure the load's center of gravity is forward of the rear axle.

## SECURING THE LOAD

Follow the Federal Motor Carrier Safety Administration rules for cargo securement. They may be found by clicking this link: [Cargo Securement](#)

### WARNING

THE REAR DECK MUST BE IN THE TRAVEL POSITION BEFORE SECURING THE LOAD. IF SECURED WITH THE REAR DECK IN THE LOWERED POSITION, TIE DOWNS MAY LOOSEN.

### WARNING

NEVER RELY ON THE WINCH AS A MEANS OF SECURING THE LOAD.



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## TRAILER

Most trucks are equipped with both round and blade trailer electrical sockets. The blade socket is used for towing trailers using the electronic braking system. The round socket is used for towing trailers with air brakes.

### AIR BRAKES (ROUND)



### ELECTRONIC BRAKES (BLADE)



The truck is also equipped with gladhands used in conjunction with air brakes only. They are coupling devices that connect a trailer's air brake system to the truck.

### GLAD HANDS

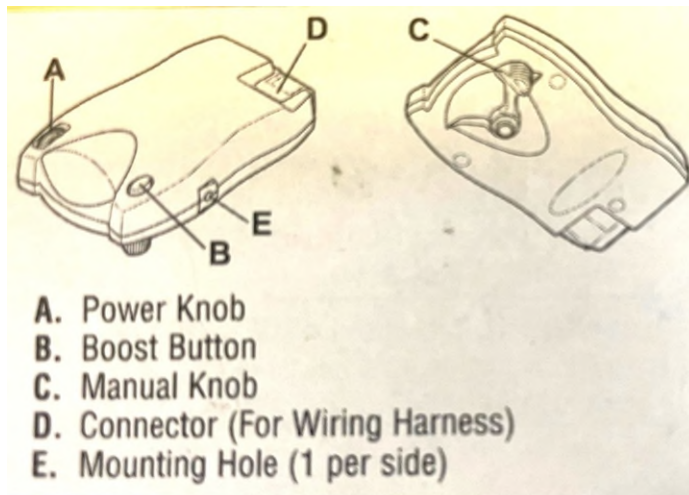


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## ELECTRONIC BRAKE CONTROLLER

### NOTE

FOR OPTIMAL PERFORMANCE, WARM THE BRAKES BEFORE SETTING THE POWER. DRIVE 1/4 MILE WITH MANUAL LEVER ENGAGED HALFWAY.



1. With the engine running, hold the manual knob 'C' full left and set the power knob 'A' to indicate 6.0.
2. Drive the truck on a dry level paved surface at 25mph & fully apply the manual knob 'C'.
3. If the trailer wheels lock up, slightly reduce power by adjusting the power knob 'A'.
4. If the wheels turn freely, increase power to a point just before wheel lock up.

### DISPLAY INDICATORS







A complete list of indicators may be found in the controller manual (click link in Section 2).





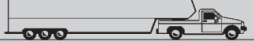


After 15 sec. changes to →



|  |   |
|--|---|
|  | Manual knob activated without trailer electrically connected to truck.  |
|  | Power to controller without trailer connected.  |
|  | Power to controller with trailer connected & boost feature NOT engaged.                                       |
|  | Power to controller with trailer connected & boost feature engaged.   |
|  | Digits 5 & 4 reference only. Manual knob activated with trailer connected. Displays voltage output to brakes. |
|  | Power to controller but display is in power saving mode (no motion for at least fifteen minutes).             |
|  | Power interruption while brake pedal is depressed.  |
|  | Brake wire short during idle condition.   |

|  |  |
|--|--|
|   | Overload condition.  |
|   | When backing a trailer & "Boost" & "Hold" cancelled for 3 minutes. Accomplished by pressing the boost button for 5 seconds with brake pedal depressed. |
|   | Trailer connected & electronic brake system loses battery ground.  |
|   | Electronic brake controller mounted at too low an angle.   |
|   | Electronic brake controller mounted at too high an angle.  |
|  | No braking. Power control set to 0.  |

| Typical Boost Settings For Optimal Performance<br>(with properly adjusted trailer brakes*)   |  |     |     |     |
|--|--|-----|-----|-----|
| TRAILER WEIGHT compared to VEHICLE WEIGHT  | .c   | b.1 | b.2 | b.3 |
|  | BOOST "OFF"    ↗ INCREASING BOOST LEVEL    ↘                       |     |     |     |
| <br>Trailer weighs <b>LESS</b> than Vehicle             | X  | X   |     |     |
| <br>Trailer weighs <b>APPROXIMATELY SAME</b> as Vehicle | X  | X   | X   |     |
| <br>Trailer weighs <b>UP TO 25% MORE</b> than Vehicle   |  | X   | X   | X   |
| <br>Trailer weighs <b>UP TO 40% MORE</b> than Vehicle   |  |     | X   | X   |
| <br>Trailer weighs <b>OVER 40% MORE</b> than Vehicle    | <b>⚠ WARNING</b> Do not exceed Gross Combined Weight Rating (GCWR) |     |     | X   |



## Section 4

### Maintenance and Lubrication

Due to numerous jobs and purposes, varying environments and climates, and importance to safety, routine maintenance is highly recommended. Regular maintenance keeps the trucks functioning correctly and at optimum efficiency. The following tasks can help prevent breakdown and keep the truck on the job.

#### NOTE

FOR THE MOST ACCURATE MAINTENANCE FOR A SPECIFIC CHASSIS SYSTEM, REFER TO THE PRODUCT SPECIFIC USER MANUAL.

#### DAILY SAFETY MAINTENANCE

**Tires** – Check for proper inflation and tread depth.

**Brake System** – Routine inspections on brake pads and calipers for safe operation.

**Lights** – Check all lights are working and functioning correctly.

**Fluids** – Check that the engine oil, coolant, Hydraulic fluid, and wiper fluid are all at the right levels.

**Hoses** – Check for leaks and cracks, and make sure everything is securely fastened.

#### TOOL STORAGE

##### DAILY

- Ensure doors latch securely.

- Insert the key into each door and turn to lock. Ensure the doors do not open.
- Insert the key into each door and turn to unlock. Ensure the doors open.

##### MONTHLY

- Lubricate hinges with white lithium spray lubricant.
- Spray door locks with lock lubricant.

#### WINCH

##### EVERY USE

- Keep winch free of dirt, oil, grease, water, and other substances. Remove any overflow grease from bearings.
- Check all mounting bolts and make sure they are tightened to proper torque. Replace any damaged fasteners.
- Check all hydraulic connections to be sure they are tight and free of corrosion.
- Check rope for visible damage (cuts, knots, fraying and broken strands).
- If winch drum continues to turn after controls are released, brake may need to be replaced.
- Repair or replace damaged electrical cable.
- Ensure remote socket and remote-control connections are not damaged.

##### BEFORE FIRST OPERATION

- Check fasteners and make sure they are tight and to proper torque.

- Replace damaged fasteners.
- Check electrical connections.
- Verify wiring to all components is correct and be certain that all connections are tight.
- Verify there is no exposed/bare wiring, terminals or cable insulation damage (chafing, cutting).
- Repair or replace damaged electrical cable.
- Visual check of winch & electrical connections to ensure all components are free from corrosion.
- Check quick connects and contact leads.
- Check motor sub assembly (contactor, motor, motor terminals, OLI).
- Ensure remote socket & remote-control connections are not damaged.
- Check hydraulic connections.
- Visual check of winch and control valve.

### MONTHLY

- Replace damaged fasteners.
- Repair or replace damaged electrical cable.
- Ensure remote socket and remote-control connections are not damaged.

### EVERY 6 MONTHS

- Check fasteners and make sure they are tight and to proper torque.
- Replace damaged fasteners.
- Check electrical connections.
- Verify wiring to all components is correct and be certain that all connections are tight.
- Verify there is no exposed/bare wiring, terminals, or cable insulation damage (chafing, cutting).
- Repair or replace damaged electrical cable.

- Visual check of winch & electrical connections to ensure all components are free from corrosion.
- Check quick connects and contact leads.
- Check motor sub assembly (contactor, motor, motor terminals, OLI).
- Ensure remote socket & remote-control connections are not damaged.
- Check hydraulic connections.
- Visual check of winch and control valve.

### NOTE

ROPE INSPECTION, CLEANING AND MAINTENANCE CAN BE FOUND BY CLICKING THE LINK "G2 SERIES" WITHIN THE TABLE OF SECTION TWO OF THIS MANUAL.

## Section 5

### Schematics

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[K50 Pro Compact with Audible Indicator Wiring Diagram SCH1-1](#) [Page 45](#)

[WLS15 LED Strip Light SCH2-1](#) [Page 46](#)

[Electronic Brake Wiring Diagram SCH3-1](#) [Page 47](#)

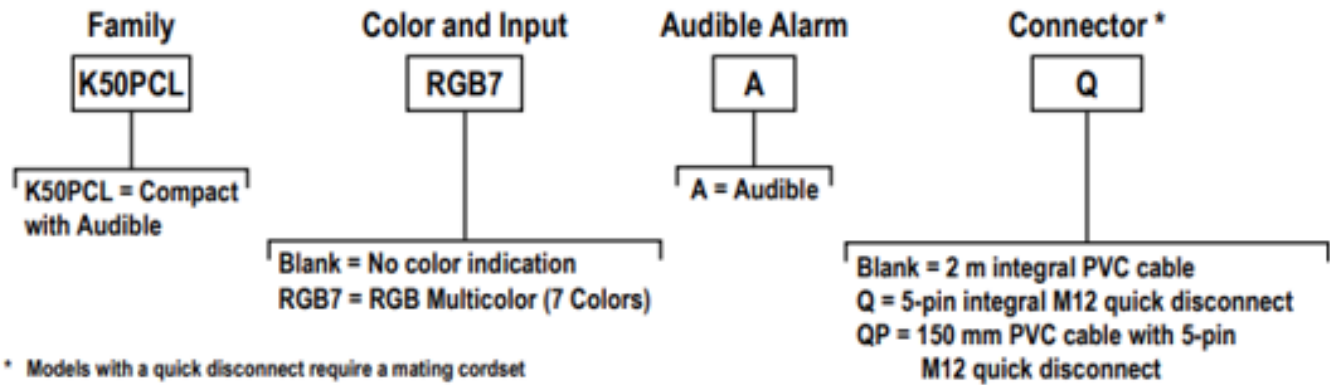
[Back Up Camera Wire Connection Schematic SCH4-1](#) [Page 48](#)

| CAUTION  |
|--|
| PLEASE CONTACT CURRY SUPPLY COMPANY BEFORE ATTEMPTING ANY CHANGES TO THE ELECTRICAL SYSTEMS. DOING SO MAY CAUSE EQUIPMENT DAMAGE OR VOID WARRANTY. |



## K50 Pro Compact with Audible Indicator Wiring Diagram SCH1-1

## Models



## Wiring Diagrams

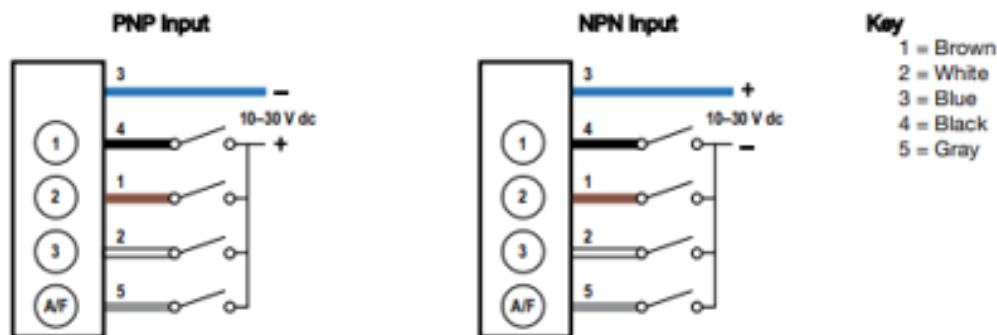


Table 1: RGB with Audible Indicator Default Values

| Color                | Red | Green | Yellow | Blue | Magenta | Cyan | White | Audible (No color) |
|----------------------|-----|-------|--------|------|---------|------|-------|--------------------|
| Input 1              | X   |       | X      |      | X       |      | X     |                    |
| Input 2              |     | X     | X      |      |         | X    | X     |                    |
| Input 3              |     |       |        | X    | X       | X    | X     |                    |
| Input 4 <sup>2</sup> |     |       |        |      |         |      |       | X                  |

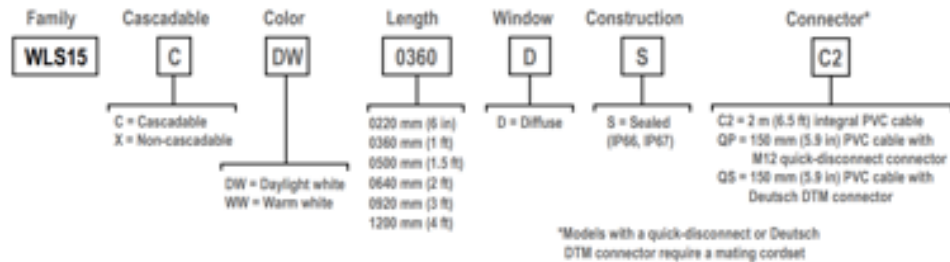
Table 2: Audible Indicator Only – Default Values for Low Intensity Tones

| Audible              | Continuous 2 | Whoop | Pulse | Staccato | Siren | Jingle | Melody 1 |
|----------------------|--------------|-------|-------|----------|-------|--------|----------|
| Input 1              | X            |       |       | X        | X     |        | X        |
| Input 2              |              | X     |       | X        |       | X      | X        |
| Input 3              |              |       | X     |          | X     | X      | X        |
| Input 4 <sup>2</sup> |              |       |       |          |       |        |          |

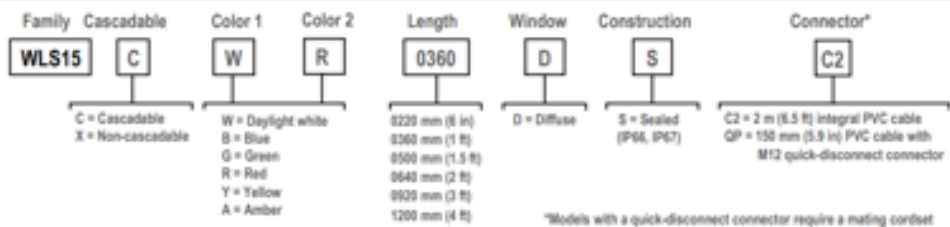
An "X" denotes an active input. for example when Input 1 and Input 3 are active, the indicator will show Magenta.

## WLS15 LED Strip Light SCH2-1

## Single Color Models





## Dual Color Models



## Wiring Diagrams

## QP Models

| Male  | Female  | Pin | Wire Color | Single Color Models | Dual Color Models                                       |
|---|---|-----|------------|---------------------|---|
|  |  | 1   | brown      | 12 V DC or 24 V DC  | Color 1: 12 V DC or 24 V DC                             |
|   |   | 3   | blue       | DC common           | DC common   |
|   |   | 4   | black      | Not used            | Color 2: 12 V DC or 24 V DC (color 2 overrides color 1) |
|   |   | 2   | white      | Not used            | Not used  |
|   |   |     |            |                     |   |

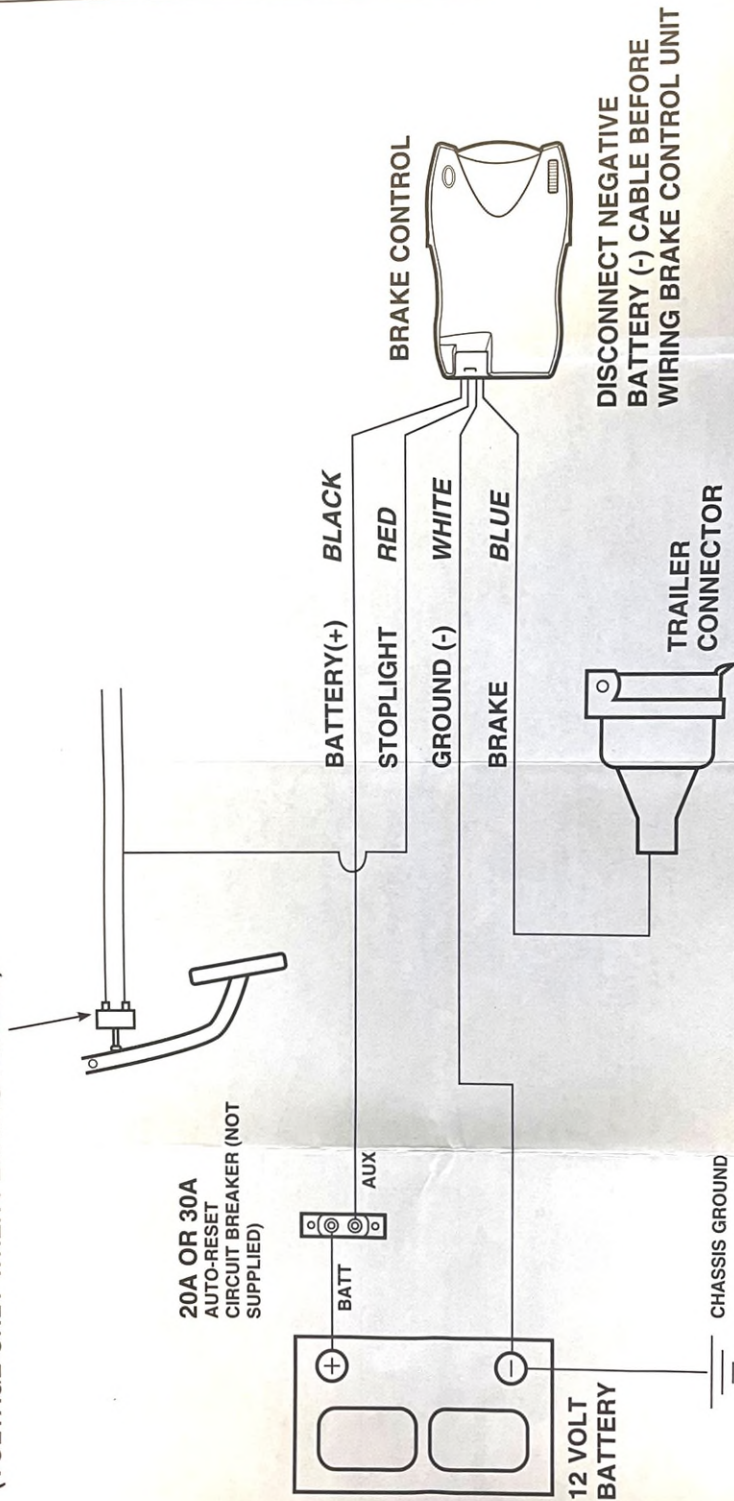
## QS Models: Single Color Models Only

| Male  | Female  | Pin | Wire Color | Connection         |
|---|---|-----|------------|--------------------|
|  |  | 1   | brown      | 12 V DC or 24 V DC |
|   |   | 2   | blue       | DC common          |

## Electronic Brake Wiring Diagram SCH3-1

## Generic Wiring Diagram (Option 1)

STOPLIGHT SWITCH - CONNECT TO COLD SIDE  
(VOLTAGE ONLY WHEN PEDAL IS PUSHED)



## Wiring Legend

- BLACK Wire (Positive Battery)
- WHITE Wire (Negative Battery)
- RED Wire (cold side of stoplight switch)
- BLUE Wire (brake output to trailer)

## Wiring Connections

1. The WHITE (-) wire must be connected to a known ground.
2. **⚠ WARNING** Inadequate grounding may cause intermittent braking or lack of sufficient voltage to trailer brakes. The WHITE wire must be connected to a suitable ground location. The negative terminal of the battery is a suitable ground location in the absence of a Trailer Tow Package connection.

3. Connect BLACK (+) wire through an automatic reset circuit breaker (20 amp for 1-2 axles, 30 amp for 3-4 axles) to the POSITIVE (+) terminal of the battery. The BLACK wire is the power supply line to the brake control.
4. The RED (stoplight) wire must be connected to the cold side of the brake pedal stoplight switch. Splice down line from the switch; DO NOT disturb the position of the switch.

5. The BLUE (brake output) wire must be connected to the trailer connector's brake wire.



## 4. CONNECTION



## SECTION 6

### Troubleshooting

| PROBLEM   | POSSIBLE CAUSE  | REMEDIES   |
|---|---|--|
| Truck cranks with the key switch but will not run.                      | The theft deterrent disable switch is in the "ON" position (if equipped). | Turn the theft deterrent switch off.   |
| The truck engine runs erratically or stalls when controls are operated. | The idle speed is too slow.   | Increase the engine speed.   |
|   | The engine is still cold.   | Wait until the truck engine is warm.   |
|   | The engine needs a tune up.   | Call Curry Supply Company for service 800.345.2829.                                      |
| The tool compartment key will not go into the lock.                     | Shield is blocking insertion of the key.                                  | Slide shield out of the way with the tip of the key while pushing the key into the lock. |
|   | The lock is full of ice.  | Spray lock with de-ice spray.  |
|   | The key is the wrong one for the lock.                                    | Use the correct key.   |
| The winch does not hold the load when stopped.                          | The rope is wound backwards on the drum.                                  | Remove all rope and respool in the direction indicated by the drum rotation label.       |
|   | The load exceeds the winch rating.  | Refer to the product data sheet for the correct line pull rating for the winch.          |
|   | The brake is badly worn or broken.  | Replace the entire brake assembly.   |
| Winch vibration of rope.  | Rope wound on one side of the drum.                                       | Power in rope evenly & tightly.  |
|   | Bird nesting.   | Replace rope.  |
|   | Bent tensioner.   | Replace tensioner.   |

|   |   |   |
|---|---|---|
| Winch difficulty unspooling rope.                                       | Bent flange on drum.  | Rotate the drum & inspect for bent flanges. A bent drum must be removed & repaired.   |
|   | Worn drum bushings.   | Remove the drum. Inspect the bushings & replace them if necessary.  |
|   | Clutch is damaged.  | Remove and inspect the clutch ring gear, shaft & gear housing for burrs & rub marks. Remove burrs with file or grinder. Replace parts as necessary. |
|   | Rope is bound up on the drum.   | Connect the winch to a load & alternately power-in and power-out. The rope will usually work free.<br><b>USE EXTREME CAUTION.</b>                   |
|   | Drum binds, because improper mounting causes the winch to twist.  | Remount the winch following the specifications & procedures in the "G2 Series" manual found in the table of section two of this manual.             |
|   | Ring gear does not rotate smoothly due to corrosion.  | Disassemble gear train. Inspect & clean sliding ring gear. Replace it if necessary. Apply light oil to machined surfaces.                           |
|   | Ring gear does not rotate smoothly due to grease contamination.   | Disassemble gear train. Clean all grease from machined surfaces of gear housing & ring gear. Apply light oil to machined surfaces.                  |
| Winch electrical sparks appear around the motor adapter or screw heads. | See electrical problems already listed.   | See corresponding corrective action.  |
|   | Electrical ground is not sufficient. Ground wire was not installed, or the battery ground wires & terminals are corroded. | Install ground wire to the motor housing & attach to the negative terminal of the battery.  |



|  |  |  |
|--|--|--|
| Winch operation of the remote switch produces only a "clicking" sound. | Faulty electrical ground.  | Connect ground cable to the motor housing & to the negative pole of the battery (NOT the contactor). Mount contactor to winch motor, winch motor plate or other locations grounded to the DC power source. Clean terminals & contact leads.                        |
|  | Faulty battery, battery cable or cable connections.  | Inspect, clean, tighten & replace as necessary.  |
|  | Electrical short in motor caused by water, improper installation, or lack of motor vent fitting. | Replace motor or motor sub-assembly (SVDG2 Winches Only).  |
|  | Worn or damaged motor brushes.   | Replace motor or motor sub-assembly (SVDG2 Winches Only).  |
| Winch operates only in one direction.                                  | Remote control switch is damaged.  | Use multimeter to check continuity of remote-control switch & cable in all switch positions. Replace remote control pendant if necessary. Check all connections inside control pack. Check all pins in plug & receptacle to be sure that they are the same length. |
|  | Damaged contactor.   | Replace control pack assembly. Replace motor sub-assembly (SVDG2 winches only).  |

|   |  |  |
|---|--|--|
| Winch lacks power, pulls slowly, stalls or will not run at all. | Ground cable not connected correctly.                            | Connect the ground cable to the threaded hole in the motor housing & to the negative pole of the battery (NOT to the contactor).<br>Clean the terminals & contact leads. |
|   | Cables are incorrectly sized.                                    | Replace power leads & ground lead with larger gauge wire.  |
|   | Loose connections on the battery or motor terminals.             | Tighten all connections.   |
|   | Truck battery not fully charged.                                 | Charge or replace truck battery.   |
|   | Battery terminals are corroded.                                  | Clean or replace.  |
|   | Battery is too small or defective.                               | Replace with correct battery (minimum of 650 cold cranking amps).  |
|   | Short circuit in winch power supply or wiring.                   | Check all battery & motor cable leads for loose connections, worn or cracked insulation, fraying or bare spots. Replace cable if necessary.                              |
| Ramp will not lower or raise.                                   | Remote control switch or cord is damaged or defective.           | Use a multimeter to check remote-control switch for continuity in both the in and out positions.   |
|   | Lever in secondary control box is not in the "operate" position. | Move the lever to "operate".   |
|   | The air system is not pressurized.                               | Drive the truck for at least 5 continuous minutes to pressurize the system.  |
| Deck will not lower.  | Ramp locks are engaged.  | Disengage ramp locks.  |
|   | Deck locks are engaged.  | Disengage the deck locks.  |
|   | The air system is not pressurized.                               | Drive the truck for at least 5 continuous minutes to pressurize the system.  |

## Section 7

### Warranty & Proprietary Information

Curry Supply Company warrants products designed and manufactured by Curry Supply Company to be free from defects in material and workmanship under proper use and maintenance. Products must be installed and operated in accordance with Curry Supply's written instructions and capacities. All warranty periods will begin on the in-service date as defined in this document. This warranty shall cover the following Curry Supply Products:

|   | 1 Year | 2 Years | Variable |
|---|--------|---------|----------|
| <b>On Road Water / Flatbed / Crash Attenuator / Lube Skid</b>           |        |         |          |
| Curry Manufactured Components   |        | ✓       |          |
| Paint Coverage on Curry Manufactured Parts                              | ✓      |         |          |
| Parts   | ✓      |         |          |
| Repair Labor  | ✓      |         |          |
| <b>Off Road / Dump / Industrial Carrier / Vacuum / Winch / Railroad</b> |        |         |          |
| Tank  | ✓      |         |          |
| Tank Exterior Paint Coverage  | ✓      |         |          |
| Parts   | ✓      |         |          |
| Repair Labor  | ✓      |         |          |
| <b>Mechanics</b>  |        |         |          |
| Body (Refer to Manufacture Warranty)                                    |        |         | ✓        |
| Crane (Refer to Manufacture Warranty))                                  |        |         | ✓        |
| Paint Coverage (Refer to Manufacture Warranty)                          |        |         | ✓        |
| Parts (Refer to Manufacture Warranty)                                   |        |         | ✓        |
| Repair Labor (Refer to Manufacture Warranty)                            |        |         | ✓        |
| <b>Lube</b>   |        |         |          |
| Body (Refer to Manufacture Warranty)                                    | ✓      |         |          |
| Tanks (Refer to Manufacture Warranty)                                   |        |         | ✓        |
| Parts   | ✓      |         |          |
| Repair Labor  | ✓      |         |          |
| Paint Coverage  | ✓      |         |          |
| <b>Utility Lift</b>   |        |         |          |
| Body (Refer to Manufacture Warranty)                                    |        |         | ✓        |
| Lift (Axion)  |        |         | ✓        |
| Parts   | ✓      |         |          |
| Repair Labor  | ✓      |         |          |
| Body Paint Coverage   | ✓      |         |          |

05-Mar-25

### **Definitions**

**Curry Supply Manufactured Components/Structures** – Includes any structural weldment or load bearing support structure manufactured by Curry Supply Company.

**Rust Through on Curry Supply Components/Structures** – Rust Through is defined as a hole in the metal caused by corrosion. Excluded is corrosion caused by external caustics, including but not limited to improper cleaning material, road salt and other chemicals left on the structure for extended periods of time.

**Paint Coverage on Curry Supply Manufactured Parts** – Curry Supply guarantees that exterior paint will not fail in terms of adhesion, blistering or unreasonable loss of color or gloss for a 1-year period. Excluded is damage such as chips, dents, scratches, tank interior coating, and corrosion due to caustic chemicals (e.g. Brine Solution / Leachate) and dirt build-up. Regular cleaning and maintenance of the product to remove external factors is expected to keep this warranty in force.

**Vendor Supplied Components/Structures** – Products purchased by Curry Supply from outside vendors. These items shall be covered by the warranty offered by the respective manufacturer only. Curry Supply does not obligate itself to any such warranty.

### **Warranty Process**

Curry Supply's obligation under this warranty is limited to, and the sole remedy for any such defect shall be the repair and/or replacement (at Curry Supply's option) of the unaltered part and/or component in question. Curry Supply after-sales service personnel must be notified by telephone, email, or letter of any warranty applicable damage within fourteen (14) days of its occurrence. If possible, Curry Supply will ship the replacement part within 24 hours of notification by the most economical, yet expedient, means possible. Expedited freight delivery will be at the expense of the owner.

Warranty claims must be submitted and shall be processed in accordance with Curry Supply's established warranty claim procedure. Curry Supply after-sales service personnel must be contacted prior to any warranty claim. A return materials authorization (RMA) may be issued to the claiming party prior to the return of warranty parts. Parts returned without prior authorization will not be recognized for warranty consideration. All damaged parts must be returned to Curry Supply freight prepaid; freight collect returns will be refused. Freight reimbursement of returned parts will be considered as part of the warranty claim.





### **Warranty Repair**

Warranty service will be performed by any Curry Supply factory, Curry Supply mobile technician, Curry Supply authorized service partner, or by the affected owner. At the time of requesting warranty service, Curry Supply after-sales service personnel will verify date of delivery of the product. The owner shall be obligated to pay for any overtime labor requested of the servicing company by the owner, any field service call charges, and any towing and/or transportation charges associated with moving the equipment to the designated repair/service provider.

All obligations of Curry Supply and its service providers shall be voided if someone other than an authorized Curry Supply provider performs other than routine maintenance service without prior written or verbal approval from Curry Supply. In the case repair work is performed on a Curry Supply-manufactured product, original Curry Supply parts must be used to keep the warranty in force. The warranty may also be voided if the product is modified or altered in any way not approved, in writing, by Curry Supply.

### **Warranty Limitations/Responsibilities**

This warranty covers only defective material and workmanship. It does not cover depreciation or damage caused by normal wear and tear, accident, mishap, untrained operators, or improper or unintended use. The owner has the obligation of performing routine care and maintenance duties as stated in Curry Supply's written instructions, recommendations, and specifications. Any damage resulting from owner/operator failure to perform such duties shall void the coverage of this warranty. The owner will pay the cost of labor and supplies associated with routine maintenance.

The only remedies the owner has in connection with the breach or performance of any warranty on the Curry Supply product specified are those set above. In no event will Curry Supply, or any company affiliated with Curry Supply, be liable for business interruptions, costs of delay, or for any special, indirect, incidental, or consequential costs or damages. Such costs may include, but are not limited to, loss of time, loss of revenue, loss of use, wages, salaries, commissions, lodging, meals, towing, hydraulic fluid, or any other incidental cost.

**All products purchased by Curry Supply from outside vendors shall be covered by the warranty offered by that respective manufacturer only. Curry Supply does not participate in, or obligate itself to, any such warranty.**

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Curry Supply reserves the right to make changes in design or improvement upon its products without imposing upon itself the same upon its products theretofore manufactured.

This warranty will apply to all Curry Supply manufactured components/structures and upfit workmanship shipped from Curry Supply's factory. The warranty is for the use of the original owner only and is not transferable without prior written permission from Curry Supply.

Curry Supply After-Sales Contact Information:

Phone: (800) 345-2829

Email: [service@currysupply.com](mailto:service@currysupply.com)

Mailing Address: 1477 DeGol Industrial Drive, Hollidaysburg, PA 16648

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISION OF MATERIAL AND SERVICES, AS SPECIFIED HEREIN. CURRY SUPPLY COMPANY IS NOT RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

EXCEPT AS STATED, THERE IS NO WARRANTY, EXPRESS OR IMPLIED, IN CONNECTION WITH THE DESIGN, MANUFACTURE, SALE OR USE OF THE MACHINERY, ACCESSORIES, EQUIPMENT AND PARTS SOLD BY CURRY SUPPLY CO. CURRY SUPPLY COMPANY'S LIABILITY ON ITS WARRANTY SHALL IN NO EVENT EXCEED THE COST OF THE ITEM OF SALE.



For technical help or parts, please have the serial number available and call our customer service 800.345.2829