

TIPS DOLLY CAM LOCKS



SPRING AND PLUNGER

Inspection: Verify plunger easily pops into position as the cam lock handle is turned. Plunger should move easily back and forth inside cam lock body.
Maintenance: See "Grease Zerk" for maintenance.

HANDLE WITH COMFORT GRIP

Inspection: Verify handle is fully threaded into the plunger and is tight.
Maintenance: If the handle has come loose blue lock tight is recommended as you tighten the handle.

POSITIVE STOP

Design feature to create a positive stop for the handle to not over rotate leaving the handle in a convenient position.

GREASE ZERK

Inspection: Turn cam lock to open and closed position to verify smooth movement.
Maintenance: Add 1-2 pumps of grease to lubricate internal parts if parts do not move smoothly.

CAM LOCK BODY

Inspection: Check for any evidence of physical damage such as bending and cracking. If there is any damage, do not use and replace with an ITD cam lock.

ANATOMY OF A CAM LOCK



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IT IS THE OPERATOR'S RESPONSIBILITY TO INSPECT DOLLIES BEFORE EACH USE. INSPECTION SHOULD BE A PART OF THE OPERATOR'S DAILY CIRCLE CHECK OF THE VEHICLE.

FAILURE TO FOLLOW THE SAFETY GUIDELINES LISTED MAY RESULT IN VOIDING ANY APPLICABLE WARRANTY, SERIOUS BODILY INJURY, OR DEATH.

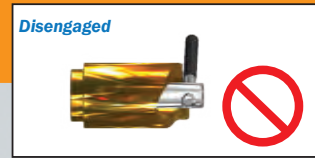
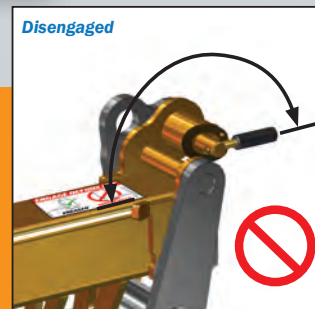
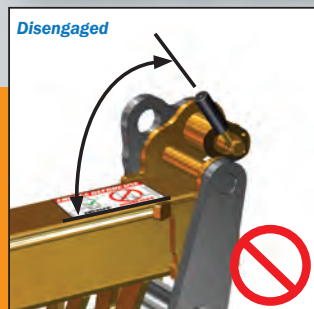
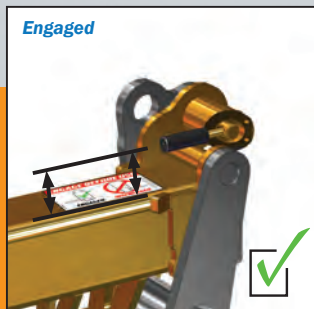
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HOW TO USE A CAM LOCK

(LOADING AND UNLOADING)

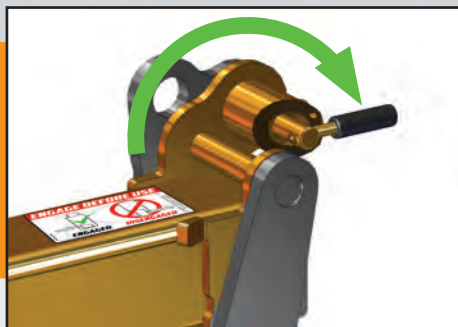
LOADING

Learn and understand the difference between a cam lock that is engaged and disengaged. **ALWAYS ENSURE CAM LOCKS ARE ENGAGED AND RATCHET STRAPS ARE SECURED BEFORE USE.**

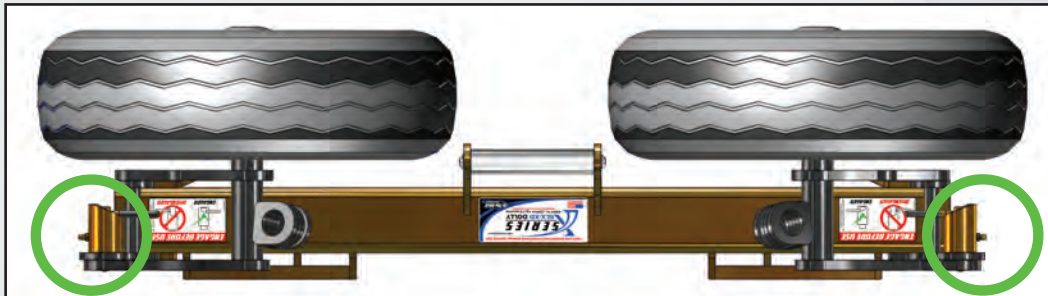


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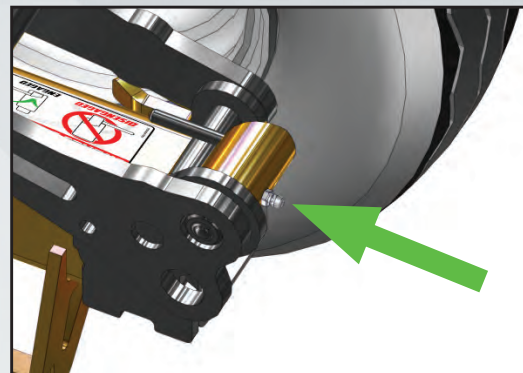
Rotate the handle of the cam lock to disengage and remove the ratchet straps on the dolly to unload.



MAINTAIN YOUR CAM LOCK



Locate the grease zerk on each cam lock. If parts do not move smoothly, grease in the disengaged position with 1 to 2 pumps from a grease gun.



Always inspect for any evidence of physical damage such as bending, cracking, and any defects. If there is any damage, **DO NOT USE** and replace with an ITD cam lock.



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