

**5.0 PROCEDURE FOR ESTABLISHING STABILIZING WEIGHT:**

**DETAILS:**

Serial No \_\_\_\_\_

Date \_\_\_\_\_

Model \_\_\_\_\_

Truck \_\_\_\_\_

Tare \_\_\_\_\_

**STABILIZING WEIGHT REQUIREMENTS**

Testing performed by: \_\_\_\_\_

**Procedure – Rear Leg Stabilization**

1. Position and fix the 10T Swing Thru' on the intended truck or trailer.
2. Park the rear of the truck on a scale, deploy all legs, [figure 1].
3. Extend all 4 legs to approximately 12" or 300mm, fold down the leg cylinders and stroke the rear leg cylinders until the rear axles are just clear of the scale, [figure 2]

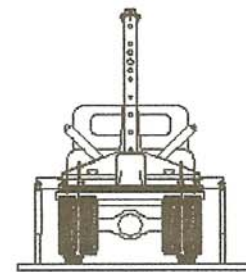
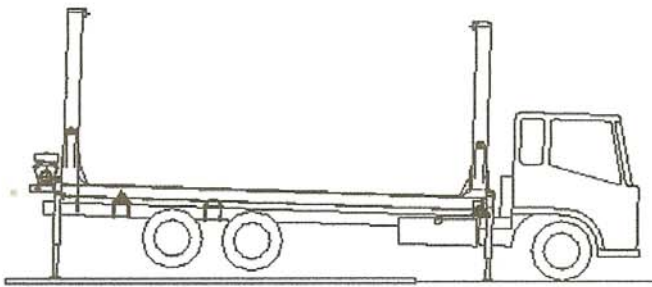


Figure 1  
Figure 2

4. Stroke the front leg cylinders until the front suspension becomes light.
5. Record the actual total rear leg stabilizing weight in the space below.

**STABILIZING FORMULA – REAR LEGS**

Required rear leg stabilizing weight	→	11685 lbs (5300kg)
Actual total (as weighed) rear leg weight	→ -	lbs (kg)
<u>Subtract and record answer here</u>	→	lbs (kg)

A positive (+) answer indicates weight to add to rear of unit (fixed to bolting plates provided).  
A negative (-) answer indicates that no additional weight is required.

Apply the same procedure to establish the **FRONT LEG STABILIZING WEIGHT** (but opposite).

**STABILIZING FORMULA – FRONT LEGS**

Required front leg stabilizing weight	→	11685 lbs (5300kg)
Actual total (as weighed) front leg weight	→ -	lbs (kg)
<u>Subtract and record answer here</u>	→	lbs (kg)

**NOTE:**

If additional stabilizing weight is required but the client elects not to add it, then the S.W.L. for the 10T Swing Thru' will be de-rated accordingly. Contact Container Handling Solutions Inc. for de-rating procedures.