

SIDE LOADING VEHICLE RETRIEVER

THE ENGINEERING MARVEL THAT'S
REVOLUTIONIZING THE TOWING INDUSTRY

Recommended chassis requirements

Cab to CL of Rear Axle	150-156"
Minimum GVWR (RGAWR)	25,500 lbs. (17,500 lbs.)
Nominal Frame Width (outside to outside)	34"
Outside Frame must be clear of tanks, brackets, etc. from 20" behind cab to rear of frame cutoff (except axle and suspension components)	
Stationary headboard requires an area between 2" to 10" behind cab for mounting	
Total Frame RBM Minimum	1,000,000 in. lbs.
Frame Height Range	32-38"
Frame Cutoff behind CL or Rear Axle	43"
Patents 5, 915, 912 and other Patents Pending	



THE LOW-MAINTENANCE, HIGH-PERFORMING,

NO-HOLDS-BARRED

ENGINEERING MARVEL

Agile, Swift and Precise

Whether it's towing illegally parked cars from hard-to-reach spots or repossessions—45 seconds or less is all it takes for the swift and nimble Side Loading Vehicle Retriever to get the job done. Less than 45 seconds to approach a vehicle, securely lift and place it on the retriever bed, and drive off without ever compromising the operator's safety, damaging the retrieved vehicle, holding up traffic or inconveniencing owners of surrounding vehicles.

Nothing stops the Side Loading Vehicle Retriever from accomplishing its mission; not even the lack of clearance in the front or rear of the vehicle to be retrieved. Even in the tightest space, it easily zips in to haul off vehicles weighing up to 6,000 lbs from either side of the truck.

Operator security and safety is a top priority with this revolutionary retriever because all towing functions are performed from the interior of the cab. Compact in design and operation, it only takes up one traffic lane, making it ideal for use on narrow streets the world over.

A seven-inch LCD screen hooked up to four waterproof cameras aids the operator in lining up the forks with the vehicle for safer and more accurate retrieval. With fork arms that lift the vehicle by the tires, body damage is eliminated along with the need to enter the vehicle. Best of all, the entire towing process can be videotaped to serve as documentation in refuting damage claims.

It's time to sideline the competition with a smarter, faster, more effective vehicle retrieval system from Jerr-Dan. The new Side Loading Vehicle Retriever gives new meaning to the old expression "time is money." The speed with which recoveries are performed by this marvel of engineering exponentially increases efficiencies and revenue potential.

Do more than you ever imagined. With the new Side Loading Vehicle Retriever from Jerr-Dan.



A Lean, Mean, Get-It-Done-In-Under-45-Seconds RECOVERY MACHINE

WE SET OUT WITH AN AMBITIOUS GOAL—to revolutionize the towing industry with a smarter, faster, more efficient vehicle retriever. Lateral thinking at its best, Jerr-Dan is proud to introduce the Side Loading Vehicle Retriever—an awe-inspiring combination of heavy-duty capabilities, easy operability and superior functionality.





SIDE LOADING

VEHICLE RETRIEVER WORKS HARDER BECAUSE IT'S BUILT HARDER

Reinforced Strength Chassis Sub-Structure Platform

- Integrated outrigger/stabilizer system with 4 vertical mounted hydraulic cylinders on fixed outrigger arms
- Independent outrigger control for left and right side to adjust to road surface curvature
- Mast assembly track/guide rail system
- Fork rests and stops

Heavy-Duty Single Mast Assembly for Left-Right Traverse

- Traverses side-to-side on the chassis sub-structure by way of heavy duty flange cam rollers
- Powered by hydraulic rotary/orbit motor via a rack and pinion gear drive
- Efficient power utilizing the least number of components
- Slide pads mounted on mast for improved performance, maintenance and appearance

High Strength Lightweight Boom Assembly for Up-Down Travel

- Traverses up and down on mast assembly
- Heavy duty cam rollers and ultra high compression pads help raise and lower vehicle
- Powered by a single vertical mounted 3-stage telescopic hydraulic cylinder
- Electrical and hydraulic systems housed within the boom structure

Front and Rear Drop Arms

- Attached to boom structure
- Arms spread open to reach around various tire sizes
- Most pinned joints employ "no-lube" bearing technology for a long maintenance-free life

Hydraulic Front-Drop Arms Adjustment

- Adjustable front arms allow pickup of vehicles with wheelbases ranging from 88" to 145"
- Flange cam followers for forward/aft adjustment
- High-strength slide pads for reaction support

Fork-Lift Grade Steel Fork Extension System

- Integrated gear rack allows for side-to-side traverse and vehicle retrieval from either side of truck
- Hydraulic powered rack and pinion drive for compactness and efficiency
- Steel pads in combination with cam followers provide complete support of forks on all sides

Dual-Side Facing Cameras

- Mounted on both sets of fork arms for better alignment with wheelbase of vehicle to be retrieved
- LCD quad-split screen display

Hydraulic Drive System

- Direct mount PTO/pump hydraulic supply system
- Eight cylinders and five hydraulic motors
- Single-function operation at any one time—safer, less complicated operating procedure
- On/off type D03, proportional control electro-hydraulic control valves
- Custom manifolds provide built-in hydraulic locking and relief protection for easier installation and maintenance
- Compact hydraulic reservoir with return and supply filtration

Standard Equipment Features - **ANYTHING BUT STANDARD**

Carried Vehicle Range

- Curb Weight limit 6000 lbs.
- Wheelbase Range 88"- 145"
- Maximum vehicle width from outside tire to inside extremity (mirrors, etc.) of approximately 76"

Hydraulic Drive System

- Maximum System Pressure 3000 psi
- Four Hydraulic 4.00" bore Stabilizer Cylinders - Independent Left-Right Control for Side-to-Side Leveling/Adjustment
- One Single acting 3-Stage 6.00" diameter Telescopic Cylinder for Boom Height Adjustment (Raise/Lower)
- One Double acting 2.50" bore cylinder for Front Carriage/Wheelbase Adjustment
- Two Double acting 3.00" bore cylinders for Arm Open/Close Spread Functions
- Hydraulic Orbit Motors to Control Mast Left-Right Traverse
- Hydraulic Orbit Motors to Control Front Forks Pair Left-Right Traverse and Rear Forks Pair Left-Right Traverse
- Pressure Relief and Counterbalances to protect equipment and increase safety of system
- 12 gallon Hydraulic Reservoir with supply and return filtration, magnetic drain plug, baffle, temperature & sight gage. Attached filter and service gage.

Electrical System Specifications (12V Standard-24V Optional)

- Jerr-Dan Weather Resistant Standard Wiring System and Switch Panel for Lighting Functionality and Master Switch
- All Hydraulic and Safety Systems utilizes 100% Multiplexing CAN Logic Control Wiring with Weather Resistant Connectors and Modules
- Full System Diagnostic Capability
- Multi-function joystick and 2 toggle switches in cab to control all mechanisms
- Four Weather Resistant Cameras with infrared back lighting and built in microphones aid in Vehicle line-up and recovery
- One 7" LCD Quad Screen capable, customizable Display for Camera System in cab
- Work lights to aid in vehicle recovery in low light or at night

Mechanical/Miscellaneous System Specifications

- All structural components utilize high strength steels
- Ultra-high Compression Pad Materials for Mast Side Loading
- All Components Easily Serviceable
- Low Maintenance
- Allowance for outer tire straps per Federal law requirements
- Mechanism Weight without truck chassis 9000 lbs.
- Maximum width of unit 100"
- Maximum height of unit at 38" frame height 132"
- Professional Finish - Black Paint Standard
- Heavy-duty CAM followers on all traversing functions

Optional Features

- Emergency light packages
- Stationary headboard
- Additional work lights
- Second car option (in design)
- Special paint colors

