Classic Hybrid Service Body

Aluminum Classic II Service Body

Classic II Service Body

Optional equipment shown on all models

SL Service Body
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Foreword

Congratulations on your purchase of a Reading Service Body! As the owner of a Reading service body, you can take pride in the fact that you are using the finest service body on the market today. With a tradition of quality and innovation, The Reading Group (TRG) provides products that you can rely on. TRG bodies are designed to maximize your work day and we are honored that our customers have been relying on TRG to help them get the job done since 1955.

This owner’s manual contains important information regarding your warranty, installation, and maintenance instructions. When ordering parts for your body, please have your model number and serial number ready. For future reference, fill in the spaces below.

Model # ___________________
Body Serial # _______________

HOW TO LOCATE THE TRG SERIAL NO.:
Located in the curbside horizontal compartment on the second front partition.

Key Number __________________

The key number can be found on the side of the key or on the lock cylinder. To find the lock cylinder:

1. Open any door and remove the lock cover located on the inside of the door.
2. Locate the cylinder (which is positioned at the end of the linkage rod). The key number will be found on the flat side of the cylinder. The following are the series of sequence key numbers: J201-J225, CH501-CH550, EM501-EM545, FS Series.
3. Replace the lock cover.
4. Keys can be ordered through TRG.

For more information or if you need assistance, contact TRG at: 800-458-2226

Mailing Address
The Reading Group, LLC
P.O. Box 650
Reading, PA 19607-0650

About The Reading Group, LLC (TRG)
The Reading Group manufacturers a full line of truck bodies and provides comprehensive Fleet Truck and Equipment Services. The name “Reading” is synonymous with quality steel and fuel saving aluminum work truck bodies. TRG products and Fleet Services are specified for virtually every vocation and industry in the U.S. and abroad. From Service Bodies and Vans to Dry Freight bodies and custom outfitted Utility vehicles, The Reading Group of Companies have set the benchmark by which all truck bodies and truck equipment services are measured.

Features

Service Vans
57” and 75” single and dual wheel

Dump Bodies

Dry Freight Van Bodies

Redi-Dek™ Contractor Bodies

Stake and Platform Bodies
Double-paneled doors with Nitrogen strut door holders and exclusive Dual-Pro® seal system

Aluma-fill® Floor Plate and Slam Action Tailgate

1/8" Aluminum Floor Plate and Rugged Double Panel Aluminum Slam Action Tailgate

Removable Stainless Steel Tailgate Knee Brace

Frame Mounted Galvannealed Steel Pooched Anti-slip Bumper with White Powder Coat

Rugged Aluminum Understructure

Double-paneled doors with Nitrogen strut door holders and exclusive Dual-Pro® seal system

Complete Stainless Steel Rotary Locks

Patented Hidden Hinges

Classic II Service Body

Aluminum Classic II Service Body

Modern Rectangular Tail Lights

Galvannealed Steel Pooched Anti-slip Bumper with White Powder Coat

Galvannealed Floor Plate and Slam Action Tailgate

A40-A60 coating weight steel construction and acrylic E-coat priming with Rugged Steel Understructure

Double-paneled doors with Nitrogen strut door holders and exclusive Dual-Pro® seal system

Patented Hidden Hinges

Complete Stainless Steel Rotary Locks

Patented Hidden Hinges

Modern Rectangular L.E.D. Tail Lights

Frame Mounted Galvannealed Steel Pooched Anti-slip Bumper with White Powder Coat

Removable Stainless Steel Tailgate Brace

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The Reading Group offers a unique factory powder coat top coat. Powder coat is a proven process that provides outstanding protection to your TRG body. TRG is the only truck body manufacturer to offer this top coat. Powder coat is applied with high voltage state of the art spray equipment which adheres fine polyester particles to every surface. The end result is a smooth and durable white finish allowing the body to provide high levels of corrosion protection to salt, chemicals, humidity, scratching, and impact, far surpassing conventional paint top coats.

**Powder Coat Repair**

Repair of TRG's powder coat finish is very similar to repair of spray-applied liquid top coats. The steps are as follows:

1. Best results will be achieved when the repair area is extended to allow "cut in" to the nearest seam or corner in all directions. An example of this would be repair of a scratched fender panel. The entire fender panel should be prepped and top coated to hide the repair area. Surrounding areas must be masked off to prevent overspray imperfections.
2. Area to be repaired should be cleaned thoroughly with a surface cleaner such as Prep-Sol®.
3. The area which will be sprayed should be lightly-sanded with a 180 or 220 grit abrasive pad on a random-action sander. Areas inaccessible by machine sanding should be hand sanded with the same abrasive media (example: paddle locks, around hinges, etc.). Do not remove all the powder coat layer! If you break through to bare metal, a suitable etching primer will have to be applied in that area.
4. Conventional dent repair methods may be used (bonds, dent pulkers, etc.). The powder coating is thicker than conventional liquid coatings, and it will be necessary to feather in and level the repaired area to produce a level coating surface.
5. We recommend that the repaired area be topcoated with a low VOC urethane-based two component topcoat such as DuPont Imron® 5000. Color formula will be based upon Ford Z1 white, which will provide a commercially acceptable color match. A small panel should be sprayed out to determine proper color match prior to painting the repair area.
6. Small repairs on Class "B" surfaces (interior door panels, compartment interiors, inner cargo wall surfaces, etc.) can be easily repaired with TRG's aerosol powder coat touch up. This product is available in white, blends well with the original powder coat surface, and dries quickly. We do not recommend this product for any Class "A" surfaces (exterior, highly visible areas).

**Powder Coat Maintenance**

Bodies that are equipped with powder coat paint require routine maintenance and care. This care includes periodic washing and waxing of the truckbody. The cleaners and wax, which are normally utilized on your chassis, can be used to maintain the body.

**NOTE:** if the truck body is being used in areas where roads are chemically treated during winter months, a weekly wash of the truck body is HIGHLY RECOMMENDED.

**IMPORTANT:** CHECK AND TIGHTEN ALL BODY BOLTS PERIODICALLY. Torque all mounting bolts and nuts to 60-65 ft. lbs. Torque all double nut "U" bolts to 20 ft. lbs and second nut to 45 ft. lbs.

**Aluminum Spacemaker Lids Maintenance**

A coat of good quality silicone polish should be applied periodically to any aluminum product to prevent tarnishing of the aluminum.
Gas Prop Installation (Nitrogen Door Strut Holders)

Gas Prop Installation Instructions
1. Place the opening on the end of the gas prop over the ball stud and push firmly. The spring clip on the end bracket will engage the ball stud and hold the bracket in place. The adjustable gas prop bracket is designed that the ball stud is located in the center of the bracket slot which is dimensioned at 11/32" x 1".
2. When utilizing a 7/16" open end wrench, the ball stud can be loosened and moved forward or backward allowing the door to travel an additional 5 degrees in either direction when opened.
3. When the designated degree of angle is achieved, the ball stud should be tightened. If the door does not completely close, this indicates that the ball stud on the gas prop mounting bracket must be adjusted. This problem may occur if the door is over 90 degrees when opened.
4. The gas prop bracket is also adhered to the inside top of the compartment to add additional rigidity to the bracket preventing the rubber rail from flexing.
5. If the door is required to be opened past the maximum of 95 degrees, it will be necessary to remove the nitrogen gas prop. This can be achieved by placing a small screwdriver blade between the gas prop mounting bracket and retaining spring and lifting upward (see photo).

Door Seal Installation

1. IMPORTANT:
   1. The surface of the door should be cleaned and free of any contaminants such as lubricants or dust.
   2. The technician’s hands should be clean. This will contaminate the adhesive backing on the door seal and cause the seal to lose the adhesive properties.
   3. Do not stretch the door seal. This will affect the rubber door seal’s ability to adhere to the door surface.
   4. When installing the door seal, only remove approximately 6" of the backing strip at a time and press against the exposed door surface. Continue this method until the door seal is installed. Keep the adhesive seal surface clean. Do not touch the exposed seal surface.
   5. The door seal must be set back approximately 1/8" from the outer edge of the door skin. This will be just prior to the edge of the radius of the door skin.
   6. Start the door seal at the bottom of the door in the center and work the door seal around the edge of the door.
   7. When forming a corner with the door seal, a protrusion in the rubber will appear. Use a pair of utility shears to snip the protrusion at the base. This will form a 45 degree corner with no rubber protrusions. The protrusion must be removed to allow the door seal to function properly. This will allow the door and seal to lie flat against the body surfaces evenly around the entire door. Continue to use this method on all corners. Do not cut through the outer edge of the seal. This will cause the water to leak in at this point.
   8. It is very important to follow within 1/8" of the outer door edge with the seal. Failure to do this may cause a leak in the compartment.
   9. Where the door seal meets at the bottom of the door, leave a 1/4" opening between the two edges of the door seal. The 1/4" gap allows for drainage.
   10. After the door seal is installed, close the door to assure the seal is making contact around the entire edge of the door to the compartment opening. It may be necessary to adjust the door so it lays flat by adjusting the lock striker pin or door hinges.
   11. At this time, check the lock adjustment on the door to assure that you are secure in both the safety and full adjustment positions.
   12. After the seal is applied to the door, and the lock and hinges are adjusted, we recommend that the seal is water tested.
Lubricate all hinges monthly with Lub-A-Oiler (light machine oil)
Lubricate tailgate hinge pins monthly with Lub-A-Oiler (light machine oil)
Lubricate tailgate rods monthly with Lub-A-Grease (white lithium grease)

Rotary and T-Handle Lock Lubrication Guide

Recommended Lock Lubrication Points

Every six months using white lithium grease
1. Actuator lever/hinge contact point
2. Contact point between pawl and latch
3. Actuator lever slot
4. Drive arm slot
5. Locking cam pivot
6. Actuator lever/pawl contact point

T-Handle Locks
Lubricate the T-handle locks on the body every six months with white lithium grease. Apply grease to the following locations:
A. T-handle pivot
B. Lock cylinder cam

Body Lubrication Guide

Lubricate all hinges monthly with Lub-A-Oiler (light machine oil)
Lubricate tailgate hinge pins monthly with Lub-A-Oiler (light machine oil)
Lubricate tailgate rods monthly with Lub-A-Grease (white lithium grease)

Door Striker Adjustment

Problem: Door must be slammed to close.
Solution:
- a. Striker bracket is adjusted too tight, adjust the striker pin outward.
- b. Lubricate the striker pin or lock.

Problem: Door is loose.
Solution:
- a. Striker bracket is adjusted too loose. Adjust the striker pin inward.
- b. The hinge nuts on the hidden hinges are loose. Adjust the door and tighten.

Problem: Gap between the door and door frame - along the hinge side of the door.
Solution:
- a. The hinges on the partition post are adjusted out too far. Adjust the door inward to achieve the proper gap.
- b. The door edge is bowed. Adjust the door skin by tapping it with a rubber mallet.
Hidden Hinge Adjustment

Hidden Hinge Adjustment Instruction

The door hinges can be adjusted in several directions:

1. The body portion of the hinge is set up to allow the door to travel upward or downward on the vertical doors and forward or rearward on the horizontal doors. This can be obtained by loosening the 5/16” nuts on the hinge and sliding the door in the required direction.

2. The door portion of the hinge is set up to allow the door to travel inward towards the body or outward away from the body side. This can be obtained by loosening the 5/16” nuts on the hinge and sliding the door in the required direction. (See Photo 1)

3. It is very important that when the door is adjusted, there is a 7/16” to ½” gap between the edge of the door and the body side. If the gap is greater then ½”, you will lose the door seal coverage on the hinge side of the door. When the gap is too small there is a chance that the edge of the door will rub the body when the door is opened past the 90 degree angle. (See Photo 2)

Stainless Steel Bolt-on Hinges

Problem: Door is damaged and must be replaced.

Solution:

a. Remove nut from back of end hinge bracket located behind door post. (NOTE: Only necessary to remove one end bracket when replacing door.)

b. The door can be lifted out of the other end bracket.

Problem: Door must be slammed to close.

Solution:

a. Striker bracket is adjusted too tight - adjust the striker pin outward.

b. Lubricate the striker pin or lock.

Problem: Door is loose.

Solution:

a. Striker bracket is adjusted too loose - adjust the striker pin inward.

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Solution:

a. The hinges on the partition post are adjusted out too far. Adjust the door inward to achieve the proper gap.

b. The door edge is bowed. Adjust the door skin by tapping it with a rubber mallet.

c. The door is too tight to the frame at the bottom of the door and away at the top. Place a mallet handle under the tight end and gently push on the opposite end with light and even pressure until the door lays flat to the frame.

Rotary Lock & Door Adjustment

Problem: Door binds at the hinge area.

Solution:

a. The corners of the door at the hinge side of the door are rubbing on the door frame.

b. Loosen the hinges on the body and adjust the door outward.

c. When the door is closed, there should be a 3/32” gap between the door and the door frame.

Problem: The paint is removed from the post area.

Solution:

a. The gap between the door and the body frame is not to the proper dimension.

b. Adjust the door so there is a 7/16” - ½” gap between the hinge edge of the door and the door frame when the door is opened to 90 degrees.

Problem: Door hinges are binding.

Solution:

a. After the finish painting of the unit, apply a coating of a silicone or Teflon lubricant at the pivot points of the hinge.

b. Lubricate the lock once a year as per the diagram, using white lithium grease.
## Record of Maintenance

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<th>Model</th>
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### Maintenance

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<td>Check/Tighten Belts</td>
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<td>Body Lubrication</td>
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<td>Replace Tires</td>
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<tr>
<td>Change Transmission Fluid</td>
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</table>
Thank you for your purchase. It is our hope that your TRG body gives you years of trouble-free service.