

F A Q

XLT DRILL SYSTEM

What are the primary components of the XLT system?

The main components required for the XLT system is the drill device, battery and charger. Part of this base kit is also the standard TED straps.

For safety purposes, due to the torque generated by the drill, there are TEDs (torque elimination devices) that are mandatory. The minimal TED configuration is TED straps. They are attached to the drill handles and then used as dictated by the trailer being utilized. The preferred fleet process consists of a TED drill plate mounted on the drill and TED trailer plate on the trailer. These work together during use to totally eliminate the torque, allowing for 100% safe and quick use of the XLT.

What is so special about the XLT drill?

The XLT System was designed using a high-powered drill motor and special gearing. It generates more torque than any other battery powered device on the market, typically generating 2X-8X more torque. This torque is why a TED must be used to ensure safe use of the XLT. Similar to other drills it has a male socket head (3/8 inch) which allows for our specialized couplers to attach to it.

What is a coupler?

The T-Coupler, is a special socket like connector that is attached to the drill using the 3/8 inch drill head. It is used to raise/lower standard trailers by locking onto a latch pin, which has replaced the landing gear crank handle, and turning the landing gear shaft. There is also a Grain Coupler made for hopper doors along with an insert needed for less common hopper trailers.

What is the TED drill plate?

This TED Drill plate is mounted on the drill, around its gear housing, which has rods extending from it. These rods will be placed through a corresponding TED trailer plate as the coupler is placed on the crank shaft. The two plates (drill and trailer) are designed to eliminate the torque generated by the XLT Drill guaranteeing 100% safe use.

What is a TED trailer plate?

The TED trailer plate mounts to the trailer around the landing gear crank shaft. It's function is to accept the rods projecting from the TED Drill plate and prevent any torque from being transmitted to the use. The I-Beam kit uses the I-Beams on the trailer to suspend the trailer plate and with installation taking 5 minutes means fleet installation is an easy and quick task.

What happens to the trailer handle?

During fleet implementation it is removed or removed during use if not fleet installed implementation. It is then attached to the trailer through the special hangar which is an optional part of the I-Beam Kit. It can also be carried in the cab if desired. A latch pin is placed on the shaft when the handle is removed. The handle can still be used exactly as before by attaching it to the shaft via the latch pin should the need arise.

What are the specs on the battery?

There is a choice of 2 batteries. Both batteries will raise/lower the trailer a minimum of 20 times easily before any charging is needed. They are both lithium-ion 18V batteries with one being a 4AH battery and the other being 5AH battery with Samsung internal components. These batteries are specifically designed for use with the XLT charger and XLT drill. They are integral within the "no clutch process" of the drill which protects the drill to ensure longevity.

According to use the battery should be charged after several hours of actual use. The longevity of either battery is based on the work load. Typically, heavy torque use is rare and testing has shown the battery will last 20-50 times in normal use. This should allow for the charging to be required once or twice a week, if not less. It will take several hours to fully charge the battery if battery capacity has been dropped below 25%. The battery charger will show when the battery is fully charged and the battery, like all lithium-ion batteries, should be charged fully before first use.

Fleet Wide Implementation?

For proper fleet installation the TED I-Beam Trailer Plate is required. With a very minimal cost (\$60/trailer) and a 5 minute installation, fleet installation is easy, quick and painless.

Typically a driver or tractor will "own" the XLT Kit. In certain work situations where landing gear is only used at distribution points, a group of XLT Drills could be supplied for common use thus reducing the cost of fleet wide installation.

A fleet could even just replace the landing gear crank handle bolt with a latch pin thus allowing for the driver to easily remove the handle and use the latch pin with their own XLT Drill. The TED straps would then be used to ensure torque is controlled properly for safe use.

Pictures?



Above is the XLT Trailer Drill Kit, shown with XLT Drill, battery, charger, coupler & pin and tool bag. TED Straps not shown but are included in the base kit.



Above is the trailer coupler, shown with set screw to ensure security on the drill.



The XLT Drill above has both the TED Drill Plate and coupler on it.



The XLT Drill is around the landing gear crank shaft and rods inserted into the trailer plate.



The I-Beam TED Trailer plate is installed on trailers in 5 minutes.



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