



# XLT TED USE

A **TED – Torque elimination device** – device designed to make use of the XLT Drill 100% safe by eliminating the potential for torque transmission to the user when XLT System requires it

**MUST** be used to prevent injury during use of the XLT drill.

## Different Varieties of TEDs

- **TED Straps** – pair of straps that are fastened to each of the XLT Drill handles, used in multiple configurations to eliminate the torque and is supplied with all base XLT Kits
- **TED Drill Plate** – plate attached to XLT drill gear housing that is used in conjunction with a TED trailer plate. Most common being the TED I-Beam plate. Drill plate has rods extending out from it that are inserted into bar on the I-Beam plate, interlocked to eliminate all torque generated.
- **TED Trailer Plate** – plate attached to trailer that is used in conjunction with the TED Drill Plate. A specific I-Beam Kit has been designed which allows for a 5 minute installation per trailer. Rods on the drill plate are inserted into the trailer plate at the same time the coupler encompasses the landing gear shaft to eliminate all torque from the drill being used.
- **TED SA Drill Plate** – (stand alone) plate attached to the drill front end that is the sole TED needed to eliminate torque. Arms extend from the top of the SA plate and using the underside of the trailer prevents any torque transmittal.



# XLT TED USE

## TED STRAPS

A pair of straps with a strap being fastened to each of the XLT handles. Each strap is wrapped twice around its handle. The XLT drill's coupler is then attached to the trailer shaft via the latch pin residing on the shaft.

The two modes of use:

- Each strap is independently attached to either the trailer frame or a support plate. Left handle/strap to the left and the right to the opposite side; both straps using a 3 foot minimum distance. After being attached they should be drawn firm but not taut. This will prevent the drill from spinning.
- Straps should be positioned under the XLT with a loop on the ground. The user/driver then steps on each of the loops created by the straps on the ground and tightens. This will ensure the drill will not spin either direction when the torque is generated during use.



Pair of TED straps and clamps



# XLT TED USE

## TED INSTALLATION SYSTEM

**Drill Plate** - this plate is permanently attached to the drill. It has two rods extending from it which are an integral part of the TED safety system.

**Trailer Plate** – specialized plate made for a given model of trailer. Has all the hardware to be used for installation. This is meant to be for much older trailers with the I-Beam plate below being preferred product.

**Trailer I-Beam** – using just the square bar above, allows for a trailer plate to be attached to trailer using I-Beams from the trailer floor.

# TED DRILL PLATE ON DRILL



2 of 4 bolts to remove and holds on plate

DO NOT REMOVE housing to replace screws

XLT-TEDUSET-2303

XLT-TEDUSET-2403

## TED TRAILER PLATE PARTS



**Above is a generic trailer plate. These are customized for older trailers and installation per trailer can be 30-45 minutes.**



## TED I-BEAM TRAILER KIT



**Above is the I-Beam Trailer Plate kit. This kit allows for a 5 minute installation per trailer using the I-Beams of a trailer.**

Drill with drill plate using the generic trailer plate.







Drill with drill plate using the trailer bar.  
(custom made for older trailers)



I-Beam mount shown with crank handle hanger for backup.



# XLT TED USE

## TED FLEET INSTALL

Fleet installations take time due to the number of trailers, locations of trailers and variety the manufacturers and models. We have an installation methodology to make it quick to install the TED trailer plates so fleet usage of the XLT Drill is as soon as possible.

The XLT Drill is instantly usable with the TED straps being a temporary method. While not exactly user friendly, it does allow for use of the XLT during installation of the trailer TEDs to ensure 100% safe use.

The TED I-Beam Kit has been designed to use the I-Beams on the trailer to make for a 5 minute install. The plate in the kit is placed around the landing gear shaft with tubes extending from it. I-Beam clamps are then attached to the two trailer I-Beams above the shaft. Done and ready for use.

For older trailers that do not have I-Beams, several other methods have been designed. More information is available if desired.





# XLT TED USE

## TED FLEET INSTALL (cont'd)

When a sufficient number of trailers have been installed with a TED (plate or bar), the XLT Drills can be modified.

The modification of the XLT drill is to add on the TED drill plate. This is done by removing the 4 long hex bolts on the drill facing. **DO NOT ATTEMPT** to remove the housing for there are gears that may detach.

The XLT Drill Plate kit will have all the parts necessary to easily attach the plate to the drill housing.

The coupler as it slides onto the landing gear shaft will also enable the rods to insert into the TED trailer plate. This creates a 100% safe environment for use of the XLT Drill to raise and lower a trailer.



# TED SA DRILL PLATE



XLT-TEDUSET-2403

XLT-TEDUSET-2403



# XLT TED USE

## **TED SA DRILL PLATE**

This plate, the “Stand Alone” Drill Plate Kit does it all. There is no other equipment needed other than this plate to eliminate the torque effect required to operate the landing gear to raise/lower a trailer.

The XLT SA Drill Plate kit has all the parts necessary to operate the XLT drill safely and should take about 5 minutes to install on the XLT Drill housing.

During use the support arms will use the underside of the trailer to prevent the XLT Drill from spinning. This resolves all the safety implications when the torque is needed to raise/lower a trailer.

The SA Plate could be used instead of the TED straps for instant use of the XLT Drill during fleet installs. When the fleet install is complete the plate will be flipped upside down, support arms removed and rods bolted onto the plate.



# XLT DRILL USE

## Overall XLT Drill USE – Trailer Landing Gear

A specialized coupler (T-coupler) has been manufactured to exact specifications. This T-coupler is mounted onto the front of the XLT drill via the 3/8 inch male socket extrusion. It is also fastened with a set screw into a hole in the drill nose, allowing for easy activation of either the low or high speed gearing on the landing gear. Just push or pull on the XLT Drill will then move the trailer shaft to gear desired.

The coupler is slid onto the landing gear crank shaft and connects with the latch pin. If a standard fleet installation the rods on the TED Drill Plate will be inserted into the TED trailer plate at the same time.

Change the XLT Drill directional button to reflect the direction of the shaft to turn to raise/lower the trailer. It should be marked on the trailer which direction is necessary to raise or lower the trailer.

Depress slightly on the variable speed button to allow the coupler to latch onto the pin, thereby turning the trailer leg shaft.



# XLT DRILL USE

## **Overall XLT Drill USE – Trailer Landing Gear (cont'd)**

Trailer legs have 2 speeds typically. Low speed must be used when landing gear is touching the ground. The special T-Coupler allows for the XLT Drill to be pushed/pulled to activate either.

When in high speed the landing gear will raise/lower much quicker. When a substantial amount of weight slows down the XLT drill, that is when the landing gear crank shaft must be put into slow gear mode.

If the XLT stops suddenly, that indicates the torque needed exceeded the XLT limits. This has activated the clutch less mechanism to protect the drill. Simply detaching the battery from the XLT housing will reset the protection circuitry and allow for use.





# Corporate Information

\*\*\*\*\* DOCUMENTS LINK \*\*\*\*\*

[www.xpresslifttool.com/usage](http://www.xpresslifttool.com/usage)

\*\*\*\*\* MAIN WEB PAGE LINK \*\*\*\*\*

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