**Set-up Instructions/Safety Checklist:**

* Check all components visually: trailer, wall face, rocks, etc. Note any damage in “NOTES.”

Name(s): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Event: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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Wall #: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* Check to ensure there are no overhead obstacles, the ground is firm and as level as possible.
* Unhitch from vehicle.
* Remove the Safety Chains.
* Lower the Hitch Jack to the ground and replace safety pin.
* Use jack to lift trailer clear of vehicle and pull vehicle clear.
* With the vehicle removed, begin extending the jacks.
  + Remove the pin on each rear jack extension tube and slide out, lining up the holes and replacing the pins.
  + Remove pins on jack legs and lower as far as possible.
  + Use the cranks to lower the rear jacks, raising the trailer until the rear wheels are 2-3 inches off of the ground, high enough to slide your foot under the wheels. If you are setting up on your own, alternate between jacks while raising it up.
  + Use a level to ensure the wall is within 1.5° of level from side to side, and from front to back.
  + Remove the pins on the side jacks and rotate them until they point down then replace the pins.
  + Turn the cranks until you encounter strong resistance.
* Check the lengths of the steel cables: ensure none are broken, twisted, kinked, crimped, or have flat spots larger than ½ the diameter of a single strand. Ensure cables are up-to-date and note any damage.
* Check the Pulley Cart: there should be no obstructions or debris, and the bearing wheels should make proper contact.
* Check Pulleys: no splits, cracks, or wobbling, the wear grooves are even, and the bolts are tight.
* Unhook the restraining strap that secures the top of the wall to the frame near the hitch.
* Pull the cables to the bottom of the wall and secure them to the eyebolts.
* Locate the remote receptacle on the driver’s side of the trailer, near the rear of the wall, and insert the remote, lining up the pins, and twist the black ring to tighten.
  + - Again, ensure there are no overhead obstructions, as well as ground obstructions.
    - Make sure everyone stands clear
    - When the wall is almost raised, look to be sure the bottom corner will clear the ground.
* Hold “Up” on the remote and raise the wall in one continuous, smooth motion. Avoid stopping halfway as this will cause the wall to bounce, straining the hydraulics. If this happens, wait until it settles before continuing.
* Make any adjustments needed to bring the wall to 90°, remove the remote and put in the bin. Replace cap.
* Lower the rear jacks either side the same number of cranks until no resistance on one side, **no less** than two-thirds of the wall’s bottom frame should be touching the ground. Adjust the side jacks till they are touching the ground.

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| Red: | Green: | Blue: |

* Check the cable ends, making sure the cable termination points are secure, lifting up the rubber hose to inspect the crimped ends and ferrules. Check the carabiners, then prime the cables, pulling them so they bottom out 3 times and provide resistance. **NO SLACK SHOULD BE PRESENT IN ANY CABLES.**
* Check the oil level in the spot glass on each auto-belay. ***Oil present in spot glass Yes/No?:***
* Check the air pressure gauge on each auto-belay (should be 85-95 PSI; add or remove air as needed)

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| Red: | Green: | Blue: |

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| Red: | Green: | Blue: |

***Inspection PSI: Change Air PSI:***

* Check auto-belay cylinders: no excessive oil leaks at fittings, gauges, hoses, plugs, or containment systems. (Some seepage is normal, but amount should be nominal.) Check for pitting and abrasions. Tighten system as necessary and document in “NOTES.”
* Set-up barriers to denote the “Safety Zone,” which should extend 6 feet away from the wall’s surface, starting and ending at the jacks closest to the vertical wall (rear jacks).
* Test the auto-belay system by putting on a harness, attaching the carabiner to your belay loop, and climbing each route 10 feet, then letting go so the auto-belay system lowers you down slowly, which indicates it is functioning properly.

**Tear-down Procedure:**

* Tear-down the safety zone fencing and cones.
* Raise rear jacks until wall is 2-3 inches off the ground.
* Connect the remote and make sure there is enough room for the corner of the wall to clear the ground as it lowers.
* Ensure that the trailer is clear of all items and people.
* Press “Down” on the remote, continuing to hold the button until the wall firmly rests on the trailer.
* Remove the remote and replace the connection receptacle cap, returning the remote to the equipment bin.
* Run the side cables to the top of the wall in preparation for transit, securing them to their respective designated holes on the frame. Be sure that the cable stays on its pulley. **Note:** As an alternative to climbing on top, the center cable can be slowly released to the top of the wall with a tether attached before lowering the wall.
* Secure the top of the wall for transit with the safety strap, tightening it to the limit.
* Raise the side jacks off the ground, being sure to crank them up all of the way, remove the pins, rotating the jacks until they are parallel with the frame and the feet of the jacks are pointing to the rear of the trailer, then replace the pins.
* Raise the rear jacks, again being sure to crank them up all of the way, remove the foot pins and slide jacks’ leg all the way up, replacing the pins in the lowest holes.
* Remove the pin on the rear jack extension tube, slide the jack extensions back inside lining up the holes, and replace the pins.
* Back up the transport vehicle to the trailer and slowly lower the trailer onto the hitch, engaging the hitch lock and replacing the lock pin once you do so.
* Attach the round, 7-pin electrical hookup plug.
* Connect safety chains and breakaway cable. Be sure to cross your chains and feed the breakaway cable through a secure point on the vehicle.
* Visually inspect around the trailer to ensure it is road ready.
  + Ensure **all five jacks have been fully cranked up**.
  + Ensure all lights are working, including brake lights, turn signals, and the running lights along the sides.

**NOTES:**