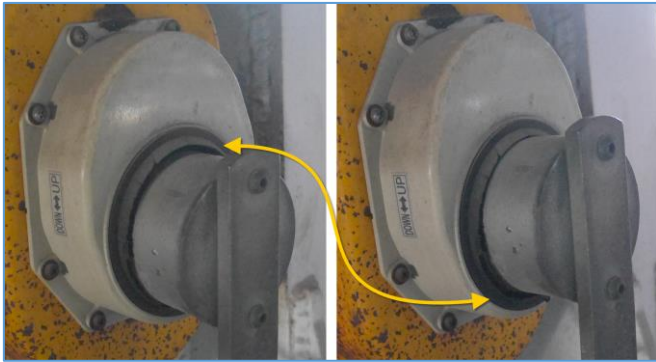


Recommended Inspection points for Auto-Max-I winch deck lift system

Applies to: *Auto-Max-I (20'-2" high, 2-unit auto rack with winch deck lift), 513 cars built 1997-2001*

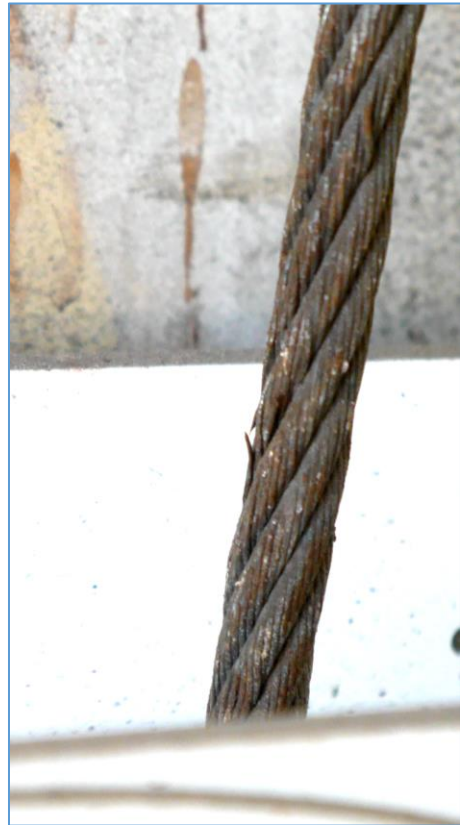
1. Winches should be inspected for proper operation. Any winch with an excessively loose handle or other significant wear should be repaired or replaced.
2. The lift cables should be inspected for degradation or damage, and replaced as needed.
3. The static lines (transverse deck stabilizing cables) should be inspected for degradation or damage, and replaced as needed. The cable must not rub on any part of the car.
4. Lock bars should be inspected for straightness. A lock bar with an inward bow beyond $\frac{3}{4}$ " should be straightened to within $\frac{1}{4}$ ".
5. The black raise-to limit line on the side posts should be inspected for correct height, and corrected if necessary. The height should be 27 $\frac{1}{4}$ " above support channel at articulation decks, 40 $\frac{1}{2}$ " above the support channel at end decks. See figure at end of this document.
6. With the deck in the lowered position, and the winch cable slack:
 - a. The lock bar should be aligned with the pawl. There should be $\frac{1}{4}$ " minimum engagement in the car lateral direction.
 - b. The pawl should press against the lock bar. Pull the winch cable where it connects to the pawl. The pawl should pull away from the lock bar. When the cable is released, the pawl should rotate back against the lock bar.

Sample photos and documentation



← 1. Photos showing an excessively loose winch handle.

2. Photo showing a degraded lift cable. →

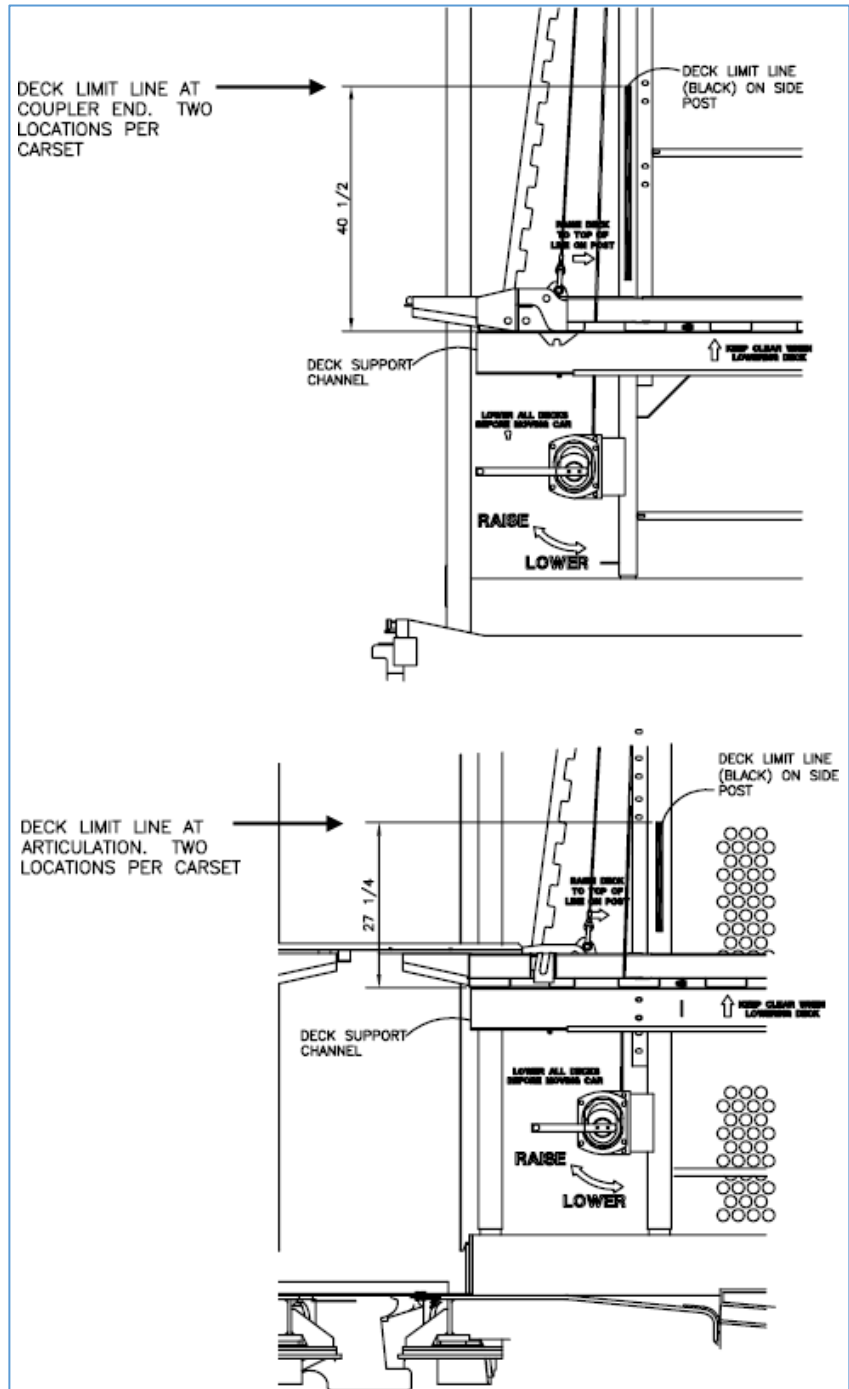


← 3. Photo of *static line (transverse deck stabilizing cable)* that is misrouted below the spacer (rubbing on spacer).

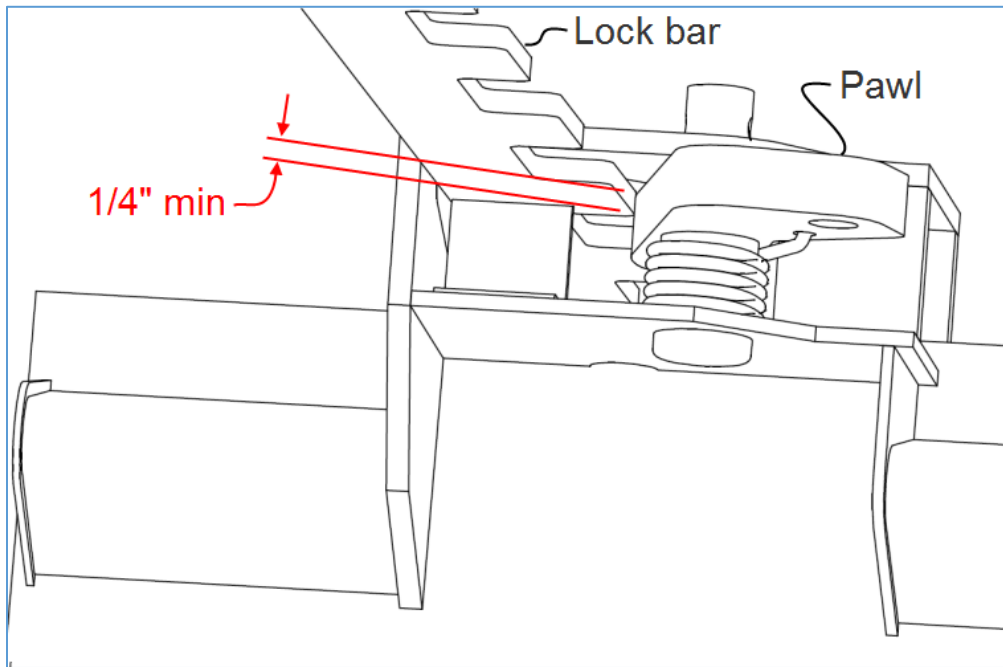
4. Photo showing excessive inward bow of lock bar:



5. Height of the black raise-to limit line:



6a. Pawl engagement on lock bar:



6b. Method to test pawl spring:

