The Truck Curtain Specialists

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Measuring trucks and trailers to be fitted with Polyweld curtains

General information and tips on how to measure a vehicle for truck curtains. The information provided here can be used when completing a Polyweld Truck Curtain Measuring Form.

1. **Bottom of roller to bottom of coaming measurement**: This measurement is so we can determine the height of the curtain.

   TIP: *Using a stiff tape measure, slide the end of the tape inside the track and measure to the bottom of the coaming rail. This measurement is required at the front, middle, rear, and/or where there is a roof support. Fill out the form accordingly.*

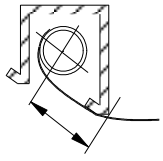
   NOTE: If it is difficult to slide the tape inside the track, you can measure from the bottom of the track to the bottom of the coaming rail and then add 3mm to your measurements. ***Caution: Often the bottom of the roof beam is lower than the curtain track. Take time to inspect the roof beam to identify which part of the beam is actually the curtain track. Make sure the measurement is taken from this point.***

2. **Centre of pole to front wall measurement:** This measurement is a recent requirement which Polyweld uses to position buckles on Tenacitex curtains so there are 2 buckles per pallet. It can also assist in positioning of images/artwork.

3. **Centre of pole to centre of pole measurement:** Polyweld uses this measurement to calculate the finished length of the curtain as additions need to be made to this measurement to allow for poles and tensioner detail.

   TIP: *When measuring the "centre pole to centre pole", please* ***make sure*** *that you actually place the tape at the centre of the pole. Mistakes have been made because people have not measured around the corner of vehicles when the vehicles have mitred fronts as per diagram below*

   (follow path of curtain per below diagram)

4. **Bottom Camber** (curve in floor line)**:** By simply running your eye along the coaming rail you can detect if the vehicle has a camber or not.
   TIP: *The camber can be estimated or a string line can be used to measure it. The top camber*

can then be calculated by Polyweld with the other information provided on the measurement form.

5. **Tensioner Detail:** This information is important so that the correct allowances can be made in the manufacture of curtains. It is necessary to provide Polyweld with the correct information for both front and rear tensioners (ratchets).

   TIP: *Tensioner options are as below:*
   No Tensioner
   Tensioner only
   Tensioner with rotating column

6. **Pole support Lug:** The pole lug measurement is required when a vehicle has a steel pole support, as reinforcing is required so the curtain can be cut. If the vehicle is fitted with Polyweld plastic lugs, this detail is not required as no cut out is required.

7. **Gate Wearstrip:** This measurement is required if a gate wear strip has been requested. Modern gates are typically quite smooth and do not damage curtains. The added advantage of ***not*** having gate wearstrips is the Vehicle looks ***smarter*** from the street, as there are no plastic welds visible on the outside of the curtain.

8. **Bottom Hem detail and Overhang:** Although this is a personal preference, Polyweld recommend that a 5mm over hang be given when using coaming or rave hooks and 10mm be given if using tie (rope) rail hooks. Polyweld would also recommend a coaming rail wear strip be requested where the coaming is "I" beam.

   NOTE: *Standard hem is 35mm*

9. **Buckle spacings:** Polyweld references all buckle spacings from the centre of the rear pole. When measuring the buckle spacings for a vehicle, you have a choice of one of the following;

   If the vehicle has existing curtains and are going to be replaced with **Welded Webbing or Eyeleted Curtains ONLY**, strap spacing can be given by measuring from the centre of the rear pole to the centre of each buckle.

   TIP: *Take note of how the buckle sits. If for any reason the buckle could be better placed, you can make an adjustment in your measurement. Note which hook type is used and mark any different hook types with an asterisk.* e.g. *a flat hook may be used in the wheel arch so you would put an asterisk next to this measurement and write "*= flat hook 16mm"*

   Tenacitex Buckle Spacing: Tenacitex Load Restraint curtains are required to have 2 straps per pallet space where the load is evenly distributed against those straps. Ideally the buckle spacing for a Tenacitex curtain are first buckle = 290mm from front wall and then buckle spacings of 580mm will follow.

Measure the position of all obstructions: Measure from the centre of the rear pole to each obstruction. This is done by measuring to the start the obstruction from the centre of the rear pole, then measure to the end of the same obstruction and record both measurements (e.g. 500-550.) Continue this process for all obstructions

TIP: *you can attach the tape to the centre of the rear pole with a heavy duty welding magnet with a bolt welded to it or strong 50mm grey sticky tape*.

NOTE: If you are measuring a new vehicle, or an old vehicle that will be fitted with Tenacitex curtains, it may be simpler to measure the obstructions and have Polyweld work out the buckle spacing.

Identifying Obstructions: If the Vehicle has 1 continuous tie rail and the customer is satisfied with tie rail hooks, it usually is not necessary to measure obstructions. However if the tie rail is interrupted i.e. near a fuel tank filling point and/or wheel arch(es), this is considered an obstruction. Other obstructions are: Curved sections of the tie rails, clearance lights, reflectors ladders and joist under the coaming rail.

NOTE: Check both sides for cut outs in tie rails for fuel tank filling points. Ladders can also be in different position from the left side to the right side of the vehicle. Some tie rails have gussets welded on the outside of the tie rail. This in effect makes the tie rail thicker and the hooks do not fit well if they coincide with this type of gusset. In this case the gusset can be considered as an obstruction.

10. **Colour:** Polyweld offers a full range of colours and can also arrange for curtains to be painted, sign-written and digitally imaged.

    NOTE: Please note that due to the complexity of the Imaging process that this could dramatically increase lead time for curtains. We have had instances where lead time for Imaged curtains has been a matter of months

11. Style of curtain: Polyweld offer 3 main styles of curtains which can best be described as below;

- **Welded webbing:** These curtains have webbing welded to the inside of the curtain and the buckles are bolted to the curtains with a plastic shroud. These curtains are less expensive than other styles of curtain and easy to repair.
- **Tenacitex load restraint:** These curtains are designed to restrain palletized/unitized loads under adverse conditions and aid in the stabilisation of vehicles when loads shift sideways. Certified as compliant by an engineer, criteria MUST be met by vehicles before load ratings can be given but these curtains can restrain up to 1400kg per pallet space. The standard Load restraint compliance label specifies a maximum load per pallet space of 1400kg for roof supports of 3800mm. Often additional roof supports are required to reduce this span to a distance of 3800mm or less.

- **Eyeleted curtain:** These curtains have a150mm sleeve of material on the inside of the curtain with 3 eyelets welded to the outside of the curtain. Strapping is threaded through the sleeve and eyelets. The buckle is attached to the strapping with a single horizontal bolt.

12. **Roller type:** If there is any doubt to roller profile, Polyweld recommends using a sample roller to ascertain if the roller type is A, B, B28mm Wide, C, D or other. There is a choice between single ball bearing rollers and 4 wheel 4mm plate rollers. Incorrect roller identification is a costly error to rectify, especially when ordering Tenacitex curtains. Once the profile has been identified

13. **Buckle type:** Polyweld offer 3 buckle types detailed below:
    - Buckle A is an over centre buckle that snaps shut
    - Buckle B is an under centre buckle that snaps open
    - Buckle F is an under centre buckle that opens when the button is depressed

14. Hook type: Discussing with the customer what their preference is essential. Hook types and their pros and cons can be quite subjective. Some are listed below:

Hook Type	Advantages	Disadvantages
Coaming hook	• Fit neatly under the coming • Can straddle small obstructions • Can be hooked up onto buckle to avoid catching when opening or closing the	• Obstructions need to be measured accurately so that Buckle buckles can be placed to avoid hitting any of the obstructions • Coaming hooks will catch on objects unless they are hooked up on the buckle when opening or closing the curtains
Tie rail hook	• Can be hooked up onto buckle to avoid catching when opening or closing the curtain • Usually simpler to measure as obstructions are typically less of an issue	• Tie rail hooks will catch on objects unless they are hooked up on the buckle when opening or closing the curtains.
Rave hook	• Rave hook tend not to catch on obstructions as they are a closed hook.	• Obstructions need to be measured accurately so that buckles can be placed to avoid hitting obstructions

Flat Hook: Are designed to be thin when a buckle is inline with a tyre. The width of the coaming needs to be measured and the correct flat selected. Sizes are 16mm, 33mm, 36mm, 46mm and 52 mm.

NOTE: In the wheel arch area, often the coaming rail is reduced to accommodate the wheel/tyre. If this is the case please make a note of the distance in mm that the coaming has been reduced so Polyweld can shorten the buckle strap(s) accordingly.