



ENCLOSED SERVICE BODY OWNER'S MANUAL



DATE OF DELIVERY _____

SERIAL # _____

(The serial number for the body can be found at the lower section of the curbside front post assembly.)

Congratulations on your Reading Truck service vehicle. As the owner of a Reading Truck body, you can take pride in the fact that you have purchased the finest truck body in the marketplace today. With a long tradition of quality, craftsmanship and innovation, Reading Truck manufactures and provides products that you can count on and that are designed to maximize your workday. We are pleased that our customers have been choosing Reading Truck products since 1955.

The owner's manual contains important information about the components included in your work truck. This manual should be considered a permanent part of the vehicle. It should stay with the vehicle when sold to provide the next owner with important operating, safety and maintenance information.

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SAFETY MESSAGES

You will see the following signal words in this document:



DANGER indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations.



WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.



NOTICE is used for items that do not cause personal injury—such as property damage, security, housekeeping and regulatory requirements.



Installation hazards. Reading Truck utility bodies require installation by qualified, professionally trained personnel with appropriate supervision, safety precautions and Personal Protective Equipment (PPE). For more information, contact your Reading Truck distributor.



Certification required. Under U.S. and Canadian law, the installer of this equipment onto a chassis (incomplete vehicle) is considered the final-stage manufacturer or modifier. The installer is responsible for inspection, compliance and certification that the vehicle meets all applicable regulations, which may include Federal Motor Vehicle Safety Standards (FMVSS/CMVSS).

Safety labels. Make sure you can read the safety signs and labels on the equipment. Replace a label if it is damaged, missing or cannot be read. See your Reading Truck distributor when a new label is necessary.



Crash injury hazard. The body is not designed for use as an ambulance or carrying passengers. Unbelted occupants can be injured or killed in a crash. Do not transport people in the service/utility body.

Properly secure cargo. Loose cargo could hurt or kill people during a quick stop or crash.

Load cargo evenly throughout the vehicle. An unbalanced load can affect steering and braking, making it more difficult to control the vehicle. Loss of control can lead to a crash.

GET TO KNOW YOUR READING TRUCK



1 Combination Tail Lamp
page 12

2 Secure Rear Doors
Conduit Doors

3 Galvannealed Steel Bumper
with Anti-Slip Surface

4 Rotary Locks
page 8

5 Heavy-Duty Compartment Doors

6 Overhead Ladder Rack (optional)

7 Step Rack (optional)



3



6



7

1 **Shelving Units**

2 **Door Weatherstripping**

3 **Interior Dome Lights**
page 13

4 **Hidden Hinges**
CSV Standard

5 **Gas Strut Door Holders**
CSV Standard

6 **Bolt-On Hinges**
RVSL Standard

7 **Spring-Loaded Door Holders**
RVSL Standard

LOCKING YOUR DOORS



Reading Truck enclosed service bodies include stainless steel paddle handles or T-handles, with automotive-grade lock cylinders.

TO OPEN: Insert the key and turn clockwise to unlock, then pull the handle.

TO LOCK: Insert the key and turn counterclockwise to lock.

The paddle is “free-wheeling” when the door is locked. The paddle is disengaged to resist prying and tampering.

When the door is ajar, the handle will display an orange safety flag as a reminder that the door needs to be closed.



MASTER-LOCKING

STANDARD ON CSV. OPTIONAL ON RVSL.

Bodies equipped with a “master-locking” feature have a steel slide bar that allows you to lock all compartments on one side of the body.

To engage the master lock, push the bar forward, then use a padlock (sold separately) to secure.

Master-locking covers the complete sidepack of the body and is separate from the individual compartment door locks.

When master-locking is engaged, side compartment doors will not open, regardless of whether the individual handles are locked.

ADJUSTING YOUR SHELVING

Reading Truck enclosed service bodies include galvanized steel shelving with dividers to help you organize your tools. You can obtain additional dividers from your Reading Truck upfitter, if needed.

REMOVE AND REPOSITION YOUR SHELVES

Reading Truck bodies offer a variety of shelves, which can be adjusted to fit your needs.



DIVIDER SHELVES ON TABS

- Lift the shelf on both sides. Use a mallet if needed to disengage the shelf.
- Raise and lower the shelf to another set of tabs, and press down firmly to secure.



HORIZONTAL SHELF WITH CLIPS

- Locate the retention clip, typically at the forward partition. Release the clip using a screwdriver or similar tool, then push the shelf upward.

LATCH-MATIC® SECURITY SYSTEM

ABOUT THE SYSTEM

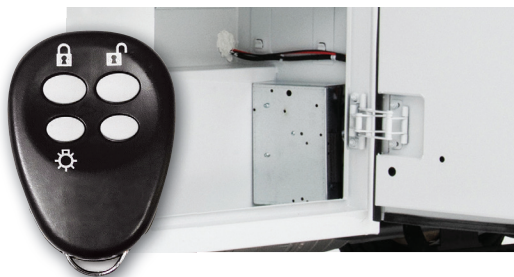
The optional Latch-Matic security system allows you to remotely lock and unlock your body compartment doors. The Latch-Matic system works with the same door locks that are equipped on the body (page 8).

There are two ways to remotely lock and unlock the doors, depending on how your Reading Truck upfitter has installed the body.

- 1 Using the Reading Truck remote control or key fob.
- 2 Using the chassis remote control and door lock switches (optional).

USE THE REMOTE CONTROL

- Press the LOCK button to lock all compartment doors.
- Press the UNLOCK button to unlock all compartment doors.
- Press the LIGHT button to turn on body lighting (if equipped) for 10 minutes.



IF THE LOCKS DO NOT RESPOND

- 1 You may be standing too far from the body. Move closer.
- 2 The battery may need to be changed.
- 3 The remote may need to be paired to the body.

REPLACE THE REMOTE BATTERY

- 1 Turn the fob over and remove the small Phillips screw.
- 2 Remove the battery and replace with a new 3V lithium battery, #CR2032.

IF YOUR REMOTE CONTROL IS LOST OR DAMAGED: Contact your Reading Truck upfitter for a replacement part.

PAIR A NEW REMOTE CONTROL

(Initial setup only)

Your Reading Truck upfitter will typically perform this process when the body is first installed. You can repeat the pairing, if needed.

TO PLACE BASE STATION OR RECEIVER INTO LEARN MODE

- 1 Gather the two key fobs.
- 2 Disconnect, then reconnect the inline fuse to reconnect Latch-Matic to battery.
- 3 Within 5 seconds, press [UNLOCK] on both fobs.
- 4 Wait 5 seconds, press [UNLOCK] on both fobs.
- 5 Listen for the audible “click” of the locks. The module unlocks the doors to confirm successful pairing.

SINGLE FOB SECURITY



USE THE CHASSIS TO CONTROL THE LATCH-MATIC SYSTEM

Your Reading Truck upfitter can install your body so that the Latch-Matic system can be controlled by the chassis OEM power locks.

When this feature is installed you can carry just the chassis remote with you, and control all the locks on the truck (cab and body).

When the Latch-Matic system is integrated to the chassis:

- The driver's OEM chassis remote control and door lock switches will lock and unlock the service body as well as the chassis doors.
- The Reading Truck remote control will function as normal—it will lock only the service body locks. The Reading Truck key fob remote does not control the chassis locks.

When single fob security is installed by your Reading Truck upfitter, your chassis key fob will control the Reading Truck body locks.

LAMPS



COMBINATION TAIL LAMP

- Reading Truck enclosed service bodies include long-life LEDs for stop, turn, tail and reverse.
- The lamp assembly contains no serviceable parts. If damaged, contact your Reading Truck upfitter to arrange replacement.



COMPARTMENT LIGHTING

Compartment lighting (if equipped) can keep you productive at night.

Compartment lighting can be activated by:

- Switches on each door.
- The Latch-Matic system remote (if equipped).
- The chassis fob, if your Reading Truck upfitter has connected the single fob security feature.
- Compartment lights are designed to turn off after 10 minutes to preserve battery power.



FLEX LIGHTING

Flex lighting (also called LED strip lighting) can be added to the compartments of your Reading Truck body.

If your body does not include lights, contact your Reading Truck upfitter to inquire about adding this feature.



INTERIOR DOME LIGHTING

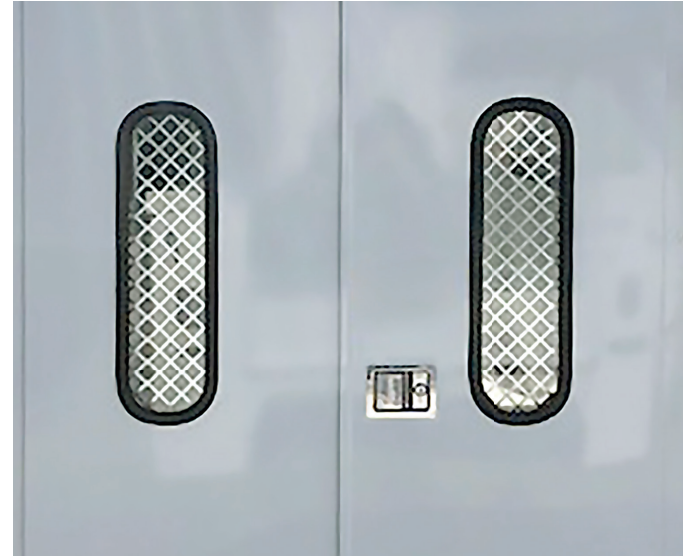
- The cargo area features two interior LED dome lights with a rear light switch for improved visibility and a well-lit workspace.

ENCLOSED SPACE AND REAR



CONDUIT DOORS

- Lockable, drop-down rear access doors provide easy storage of pipes and conduit.



REAR DOOR WINDOWS

- A 6" x 24" window with a protective screen in each rear cargo door lets more light into your workspace and improves visibility.



CAB ACCESS DOORS

- Easily move between your workspace and the cab. Quiet, smooth-operating, maintenance-free and fully adjustable.
- Cutaway models only.

MAINTENANCE

We've made your body easy to care for, with a minimum of maintenance required. The Reading Truck team recommends the following maintenance schedule to keep your truck operating like new.

EVERY SIX MONTHS

- Lubricate door locks with white lithium grease.

EVERY YEAR

- Lubricate door hinges with a light machine oil or lithium grease.
- Inspect the body and bumper mounting bolts for any looseness.

AFTER EVERY WASHING

- The same type of commercial soaps and waxes recommended by your chassis OEM can be used on your Reading Truck body. Apply the same good-quality wax to your body that you use on the chassis cab.



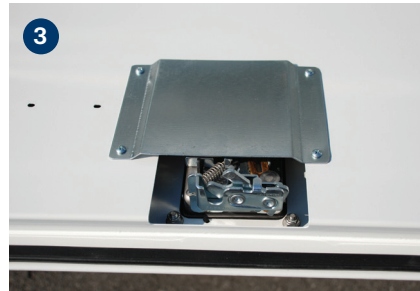
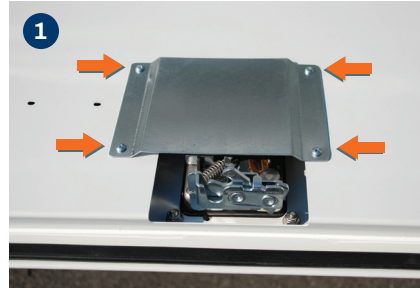
IMPORTANT: In areas where the roads are chemically treated during winter months, a weekly wash of the truck body is highly recommended.

NOTE: Keep solvents away from gas strut door holders (if equipped). Solvents can damage the seal in the gas strut, causing it to lose pressure and fail.

FREQUENCY: EVERY SIX MONTHS

The high-quality locks on your Reading Truck body are designed for durability. A small amount of white lithium spray lubricant will keep them operating smoothly.

- 1 Remove the lock cover using a screwdriver.
- 2 Spray white lithium grease in these locations.
- 3 Replace the lock cover; screws should be hand tight. Do not over-torque.
- 4 If the key turns with difficulty, use a small amount of dry graphite lubricant in the lock cylinder. Do not apply machine oil to the lock cylinder.



LUBRICATING THE HINGES

FREQUENCY: EVERY YEAR (if equipped)

Use a light machine oil (not a penetrating-type oil) to keep your body's door and hinges operating smoothly.



HIDDEN HINGE (Standard on CSV)

For Reading Truck's hidden hinges, apply oil to each pin in the system.



EXTERNAL HINGE (Standard on RVSL)

For external hinges, apply a drop of oil to each hinge opening.

ADJUSTING HIDDEN HINGES

Doors equipped with Reading Truck's signature hidden hinge can be adjusted in several directions if necessary.

- 1 The body portion of the hinge is set up to allow the door to travel upward or downward on the vertical doors, and forward or rearward on the horizontal doors. This can be obtained by loosening the 5/16" nuts on the hinge and sliding the door in the required direction.
- 2 The door portion of the hinge is set up to allow the door to travel inward toward the body or outward away from the body side. This can be obtained by loosening the 5/16" nuts on the hinge and sliding the door in the required direction.
- 3 It is very important that when the door is adjusted, there is a 7/16" to 1/2" gap between the edge of the door and the body side. If the gap is greater than 1/2", you will lose the door seal coverage on the hinge side of the door. When the gap is too small, there is a chance that the edge of the door will rub the body when the door is opened past the 90 degree angle. (See Figure 2.)

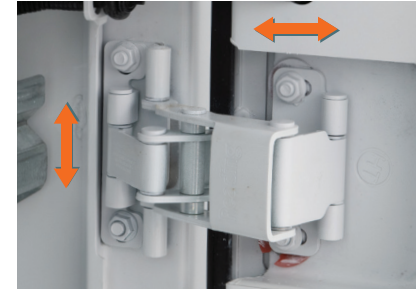


FIGURE 1

Directions of adjustment



FIGURE 2

Set gap of 7/16" to 1/2"

POWDER COAT CARE AND REPAIR

WHAT FINISH IS ON MY ENCLOSED SERVICE BODY?

Reading Truck offers a variety of different factory finishes, depending on the application and product line.

Enclosed service bodies are equipped with Reading Truck's renowned factory powder coat process.

Unlike spray paint, powder coat is a baked-on finish. Powder coat is applied using high voltage spray equipment that adheres fine polyester particles to every surface. A temperature-controlled baking oven is used to melt and cure the powder, which forms a hard, baked-on finish.

The end result is a smooth and durable finish, allowing the body to provide a high level of protection to resist salt, corrosion, chemicals, humidity, scratching and impact.

Your body's model number, located on the serial tag, indicates whether your Reading Truck body has factory-applied powder coat.

The paint code is located in the middle of the model number:

Powder coat finish codes:

- RW1: Reading White
- RB1: Reading Black
- FR1: Ford Red - F1
- FR3: Ford Red - PQ
- GR1: GM Red - 74
- GR3: GM Red - G7C
- RR1: Ram Red - PR4

Your Reading Truck upfitter can help confirm which type of topcoat is applied to your body.



FOR BODIES EQUIPPED WITH READING TRUCK FACTORY POWDER COAT FINISH

REPAIRING YOUR POWDER COAT FINISH

Reading Truck upfitters and most professional body shops will be able to properly repair and blend (feather in) a powder coat finish. We recommend the following process:

- 1 Best results are achieved when the repair area is extended to allow "cut in" to the nearest seam or corner in all directions. For example, when repairing a scratched fender panel, the entire fender panel should be prepped and top-coated to hide the repair area. Surrounding areas must be masked off to prevent overspray imperfections.
- 2 The repair area should be cleaned thoroughly with a surface cleaner.

- 3 The area that will be sprayed should be lightly sanded with a 180 or 220 grit abrasive pad on a random-action sander. Areas inaccessible by machine sanding should be hand sanded with the same abrasive media.

Do not remove the powder coat

layer! If you break through to bare metal, a suitable etching primer will have to be applied in that area.

- 4 Conventional dent repair methods may be used (bonds, dent pullers, etc.). Powder coating is thicker than conventional liquid coatings, and it will be necessary to feather in and level the repaired area to produce a level coating surface.

- 5 It is recommended that the repaired area be top-coated with a low VOC urethane-based two component topcoat. A small panel should be sprayed out to determine proper color match prior to painting the repair area.

- 6 Small repairs on Class "B" surfaces (interior door panels, compartment interiors, inner cargo wall surfaces, etc.) can be easily repaired with aerosol powder coat touch-up. This product is available in white, blends well with the original powder coat surface, and dries quickly.

We do not recommend this product for any Class "A" surfaces (exterior, highly visible areas).

ADJUSTING THE DOOR

Door adjustments are not typically needed, but if doors become misaligned or hard to close, the fit can be adjusted if necessary.

PROBLEM	SOLUTION
Door must be slammed for the latch to engage.	<ul style="list-style-type: none">▪ Striker bracket is adjusted too tight. Adjust the striker pin outward (toward you).▪ Lubricate the striker pin or lock.
Door is too loose when latch is engaged.	<ul style="list-style-type: none">▪ Striker bracket is adjusted too loose. Adjust the striker pin inward (toward the compartment).▪ Check if one or more hinge nuts are loose. Tighten and/or adjust as shown on page 16.
There is a gap between the door and the body, along the hinge side of the door.	<ul style="list-style-type: none">▪ If the body is equipped with hidden hinges, the hinges on the partition post are adjusted out too far. Adjust the door inward to achieve the proper gap, as shown on page 19.▪ If the door edge is bowed, adjust the door skin by tapping it with a rubber mallet.▪ Contact your Reading Truck upfitter for assistance.
Door binds at the hinge area.	<ul style="list-style-type: none">▪ With the door closed, check for a uniform 3/32" gap between the door and the body.▪ For bodies equipped with hidden hinge: If the corners of the door at the hinge side of the door are rubbing on the door frame, loosen the hinges on the body and adjust the door outward.▪ Contact your Reading Truck upfitter for assistance.

PROBLEM	SOLUTION
The paint is removed from the hinge post area.	<ul style="list-style-type: none"> The gap between the door and the body frame is not set to the correct dimension (7/16" to 1/2"). For bodies equipped with hidden hinge: Open the door to 90° and check for a uniform gap of 7/16"-1/2" between the hinge edge of the door and the body. Repair the powder coat using the procedure on page 21.
Door hinges are difficult to swing after painting is complete on the body.	<ul style="list-style-type: none"> Apply a coating of silicone or Teflon lubricant to the hinges. For bodies equipped with hidden hinge, check for proper alignment of the bottom and top hinge.

PARTS & SERVICE TEAM

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WARRANTY TEAM

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