MOUNTAIN TARP

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TELESCOPING FLIP TARP

INSTALLATION
OPERATION
MAINTENANCE
MANUAL FOR K12TEC & K12TET

ATTENTION DISTRIBUTOR: DO NOT DISCARD.
GIVE THIS MANUAL TO THE CUSTOMER WHEN THE UNIT IS DELIVERED.

TABLE OF CONTENTS

TOOLS REQUIRED:

Ratchet
5/16", 3/8", 1/2", 9/16" and 3/4" Sockets and Wrenches
Allen Wrench Set
Welder - Steel and Aluminum (Optional)

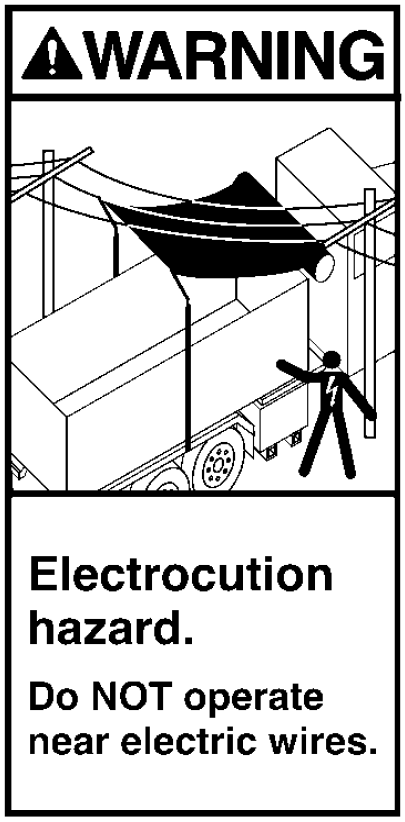
Screw Driver
Drill
3/8" and 1/2" Drill Bits
Snap Clamps

Read and understand these instructions completely before beginning the installation. Use these instructions with the drawings included to unpack, identify and familiarize oneself with the various components of the system.

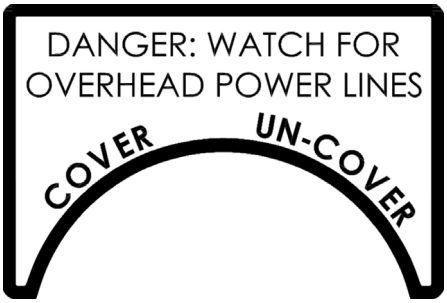
It is important that you inspect your trailer and prepare it for installation by removing any sharp edges or anything that will cause damage to your tarp.

For further technical assistance, contact our headquarters at *(800) 248-7717* or email us at *sales@mountaintarp.com*. For parts and service, visit us at one of our locations or contact one of our many dealers nationwide. To learn more about Mountain Tarp and products we offer, visit us online at *www.mountaintarp.com*.

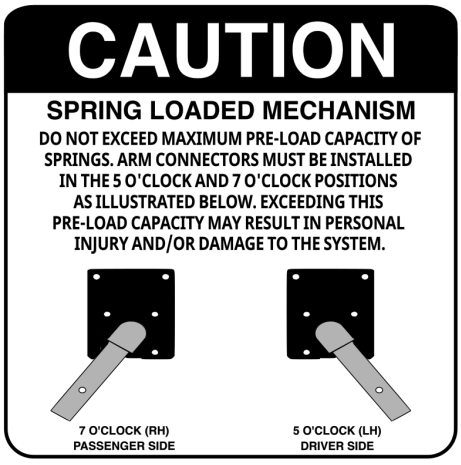
NOTICE: REPLACE ALL WARNING LABELS IF THEY BECOME UNREADABLE.



PART # CEWD-ANSI



PART # K0181D



PART # DEC102

WARNING: NEVER OPERATE UNDER POWER LINES. THIS MAY CAUSE INJURY OR DEATH DUE TO ELECTROCUTION.

WARNING: In order to prevent damage, the tarp must always be left in the uncovered position when the truck is not in use for a period of more than 2 consecutive hours.

WARNING: The buyer assumes all risks and liabilities arising out of his or her repairs, modifications, or parts replacement on the original product. All repairs and parts replacement should be undertaken by qualified technicians.

WARNING: Inspect the tarp system before each use for fit, wear and damage. Check tarp system at regular intervals during use. Replace parts at first sign of damage or material wear. If you find anything upon inspection that cannot be corrected, do not use as severe injury could result.

WARNING: Do not operate vehicle until you are certain that the tarp system is properly installed and can be safely operated.

WARNING: Do not operate the tarping system while the vehicle is in motion and make sure the vehicle is clear of any obstructions (such as overhead wires).

CAUTION: Any piece of equipment can be dangerous, even deadly, if not used properly. You are responsible for the proper use of this product and the safe operation of any accessories or related equipment and vehicles.

CAUTION: If for any reason you do not understand all portions of these instructions and warnings, contact the company at the number listed herein for assistance. Do not use, or allow others to use, the tarp system until you (and others) fully understand its operation, these instructions and warnings. Manufacturer assumes no liability or responsibility for injury or damage caused by improper use, failure to maintain the equipment in proper operating condition, or failure to read and follow all instructions and warnings.

SPECIAL NOTE: NOT MANUFACTURED OR INTENDED FOR USE WITH HAZARDOUS WASTE

Wastequip Manufacturing Company LLC (dba Moutain Tarp) will not be held responsible for damages to or caused by this tarp system when it has not been used or installed in the manner prescribed in this manual. Any modifications to the system or deviations from the procedure outlined in this manual must be authorized in writing by Wastequip Manufacturing Company LLC (dba Moutain Tarp).

ROLLER INSTALLATION

OPTION 1: INSTALLING AXLE THRU CAB PROTECTOR

The roller assembly can be mounted to the cab protector using one of the two methods:

- Thru the cab protector.
- On top of the cab protector using end plates and a face shield / wind guard.

This page instructs on mounting thru the cab protector. See next page for mounting with Face Shield & End Plates.

To use this mounting method there must be a distance of at least four inches between the top of the rail on the outside of the cab protector and the horizontal shield plate, see *figure 2.*

Step 1: Choose the proper location on the cab protector to install the assembly (Note: The assembly should be located at a position on the cab protector so that when the system is in the uncovered position, the arms do not interfere with either the doors nor the loading process). When the proper location is achieved, measure down at that position two inches from the top of the rail on the cab protector and mark the location. Using a 2" hole saw, cut a hole in the side of the rail on both sides of the cab protector.

Step 2: Mount the flange bearing on the outside of the rail on the passenger (RH) side of the cab protector by centering the bearing with the previously drilled 2" hole. Using a 3/8" drill bit, drill holes into the rail to match the mounting holes in the flange bearing. Fasten the bearing to the rail using 5/16" x 1" hex bolts, 5/16" washers and nuts.

Step 3: Place the axle (roller bar) inside the cab protector and insert the stub shaft through the bearing and into the axle. Insert the stub shaft into the axle. Mount the motor to the driver (LH) side of the cab protector using 5/16" hardware. Insert the motor shaft into the axle as you mount the motor.

Step 4: Using a 5/16" drill bit, drill a hole in the axle (roller bar) to match the pre-drilled hole in the stub shaft and the pre-drilled hole in the motor shaft. Secure the axle to the motor and stub shaft using 5/16" x 2 1/2" hex bolts, 5/16" washers and nuts.

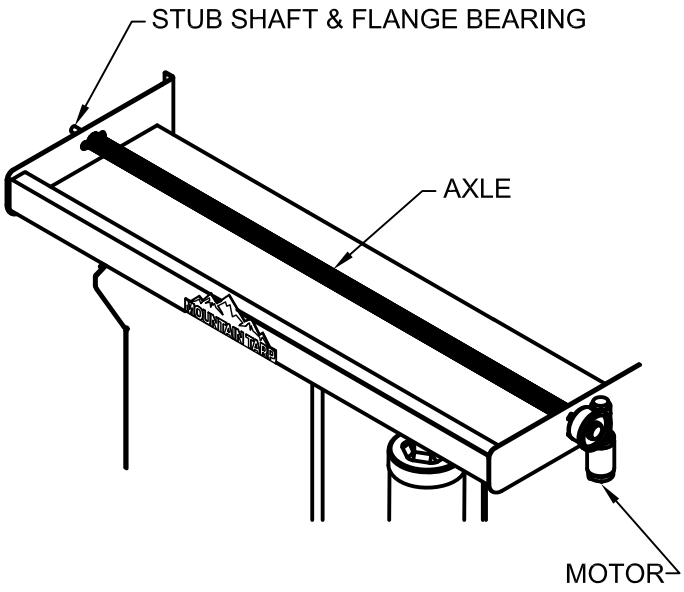


figure 1

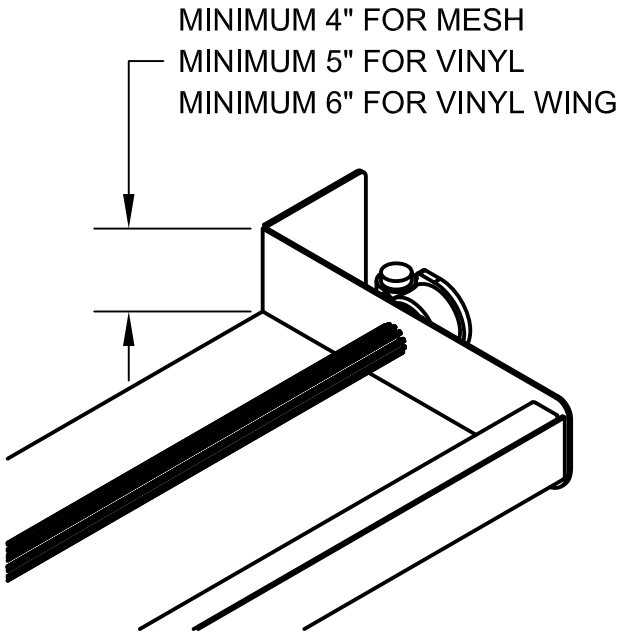


figure 2

ROLLER INSTALLATION

OPTION 2: INSTALLING FACE SHIELD & END PLATES

Mounting the roller assembly on top of the cab protector, see *figure 3*.

Step 1:
The first step is to choose the proper location on the cab protector to install the Face Shield & End Plate assembly. (Note: The assembly should be located at the position on the cab protector so that when the system is in the uncovered position the tarp arms do not interfere with either the doors or the loading process). Extend the Face Shield to fit over the width of your cab protector. When the proper location is achieved the next step is to mount the end plates.

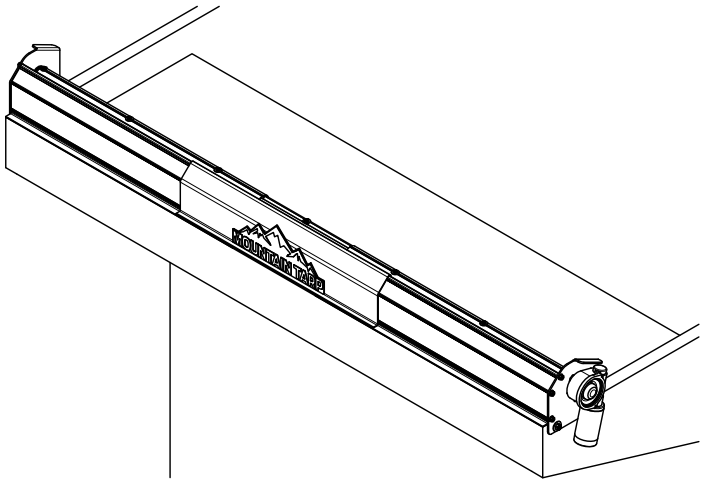


figure 3

Step 2:
With the center of the end plate at the previously determined position, hold the end plate so that the bottom flange of the Outer Face Shield is flush with the top of the rail on the cab protector, see *figure 4*. Then, using a 1/2" drill bit, drill two holes near the bottom of the end plate, through the end plate and the rail. Then using 1/2" x 1-1/2" hex bolts, 1/2" flat washers and 1/2" locknuts, mount the end plate firmly to the cab protector. Repeat this on the other side of the body.

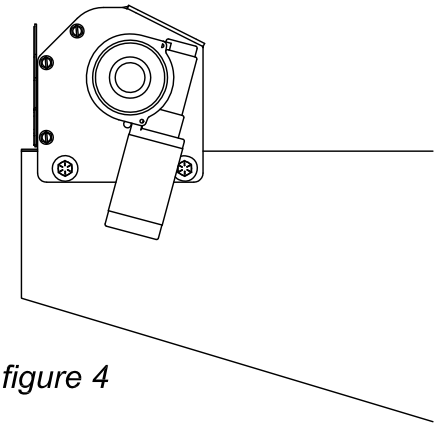


figure 4

Step 3:
With the end plates secured, slide the inner face shield into the center position. Then, using 1/4"-14 x 1" self-tapping screws, fasten the inner shield in place on each bottom corner of the lower flange, see *figure 5*.

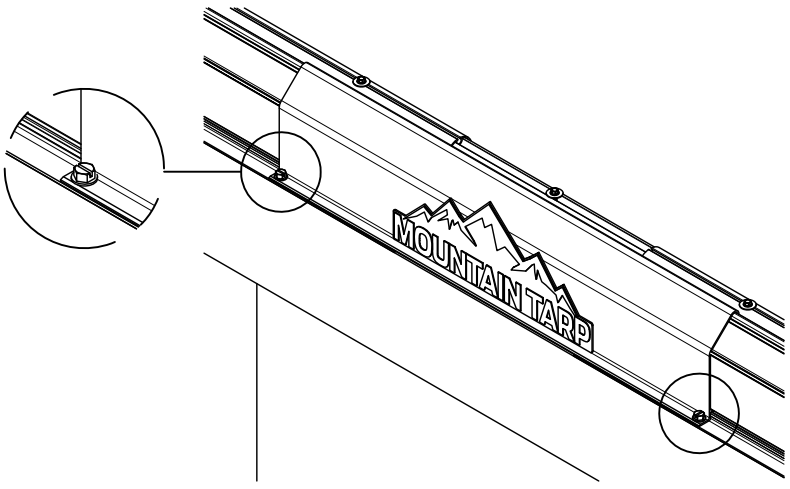


figure 5

PIVOT POINT AND SPRING INSTALLATION

LOCATING PIVOT POINT FOR SIDE AND UNDERBODY MOUNTS

Finding the placement for the underbody assembly (pivot point). To find the placement for the underbody assembly you must find the center point of the dump body. Using two tape measures, hook the end of one to the tarp axle and the end of the other to the very top rear corner of the tailgate and measure toward the center at the bottom of the body. At the distance where the tape measures cross reading the same measurement is the center point of the system.

Center point should be the same distance from the tarp axle and the top rear corner of the tailgate.

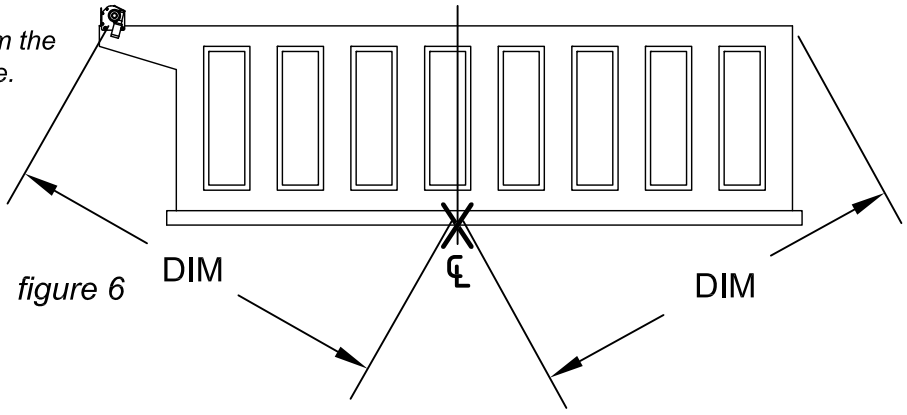


figure 6

OPTION 1: INSTALLING SIDE-MOUNT SPRING ASSEMBLY

CAUTION: DO NOT EXCEED MAXIMUM PRE-LOAD CAPACITY OF SPRINGS. ARM CONNECTORS MUST BE INSTALLED IN THE 5 O'CLOCK AND 7 O'CLOCK POSITIONS. EXCEEDING THIS PRE-LOAD CAPACITY MAY RESULT IN PERSONAL INJURY AND/OR DAMAGE TO THE SYSTEM.

STEP 1:
Installing the Clock Spring Assembly, see *figure 6* for establishing pivot point. After marking the pivot point, place the pivot pin as shown in *figure 7* and mark holes to be drilled. Once holes have been marked, drill 1/2" holes and bolt pivot to body using the supplied bolts (or weld), ensuring that the spring notch is pointed down.

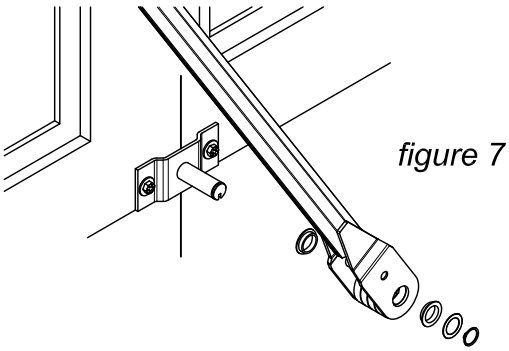


figure 7

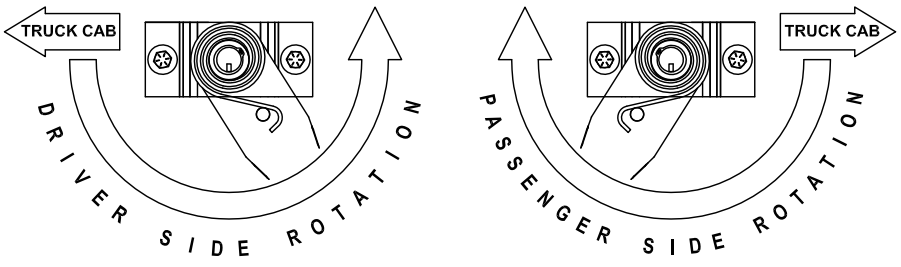


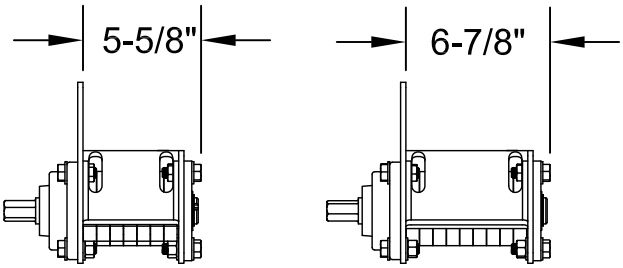
figure 8

STEP 2:
Install the spring assembly connector as shown. (Note: Pivots are directional, rotate pivots so that the spring hooks will clip over the inside pin as shown in *figure 8).*

UNDERBODY 7 OR 9-SPRING INSTALLATION

OPTION 2: INSTALLING CLOCK SPRING UNDERBODY ASSEMBLY

CAUTION: DO NOT EXCEED MAXIMUM PRE-LOAD CAPACITY OF SPRINGS. ARM CONNECTORS MUST BE INSTALLED IN THE 5 O'CLOCK AND 7 O'CLOCK POSITIONS. EXCEEDING THIS PRE-LOAD CAPACITY MAY RESULT IN PERSONAL INJURY AND/OR DAMAGE TO THE SYSTEM.



7-SPRING
FOR APPLICATIONS UP TO 30'

9-SPRING
FOR APPLICATIONS UP TO 36'

STEP 1: **Installing the Clock Spring Underbody Assembly,** see *page 6* for establishing pivot point. After marking the pivot point, hold the spring housing under the body so the top of the housing is against the bottom of the bottom rail, and the front plate is on the outside of the bottom rail, centered at the pivot point. Using a 1/2" drill bit, drill holes in the bottom rail to match the two holes in the front plate. Fasten the housing to the bottom rail using 1/2" x 1-1/2" hex bolts, 1/2" flat washers, and 1/2" nuts.

STEP 2: **Installing the Arm Connector.**
After mounting the spring housing, install the arm connectors onto the end of the hex shaft, ensuring it is correctly oriented and clocked for pre-load. The arm connector must be installed in the 5 o'clock position on the driver (LH) side, and the 7 o'clock position on the passenger (RH) side. Overall spring rotation must not exceed 240-degrees. See *figure 10*.

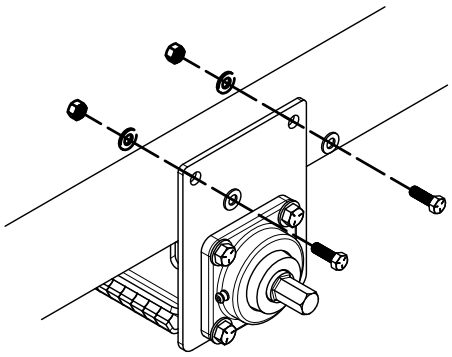


figure 9

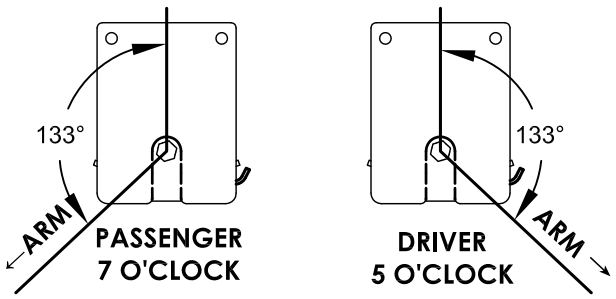


figure 10

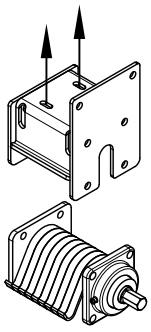


figure 11

OPTIONAL
TWO 3/8" FASTENERS CAN BE USED TO SECURE THE HOUSING FROM THE TOP AS ADDITIONAL SUPPORT. OUR CLOCK SPRING UNDERBODY HAS BEEN TESTED AND PROVEN TO NOT NEED THIS ADDITIONAL SUPPORT IF MOUNTED AS OUTLINED IN THIS MANUAL.

UNDERBODY TORSION SPRING INSTALLATION

OPTION 3a: INSTALLING UNDERBODY TORSION SPRING ASSEMBLY (THRU THE RAIL)

STEP 1: **Cutting Pivot Hole,** see *page 6* for establishing pivot point. The pivot point must be at least 3-1/2" from the nearest horizontal standard, adjust forward to fall short of tailgate, adjust rearward to fall short of roller box. (Note: For establishing the height of the pivot point, add 1-1/2" to the measurement from the bottom rail to the bottom of the horizontal standard, *figure 12*. Using a 1-1/2" hole saw, cut a hole in the bottom rail at the pivot point).

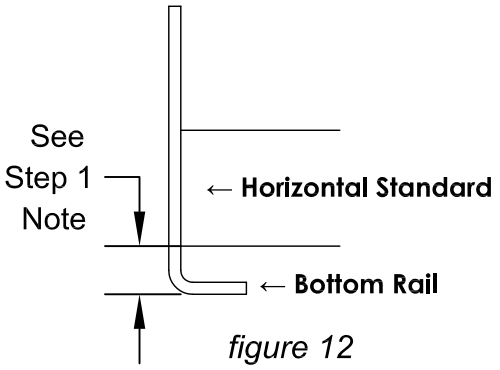


figure 12

STEP 2: **Installing the Spring Assembly**, see *figure 13*. After cutting the hole for the pivot point, the next step is to install the spring assembly. Place the assembly inside the bottom rail with the shaft protruding out through the previously cut hole in the bottom rail.

Next, using a 3/8" drill bit, drill holes in the bottom rail to match the bolt holes in the flange bearing. Using 3/8" x 2" hex bolts, flat washers and nuts, fasten the bearing firmly to the bottom rail. When inserting the bolts, hold the spring retainer against the inside of the rail and insert the bolts through the bearing, the rail, and the spring retainer. The retaining wings on the spring retainer should be on top.

With the flange bearing in place, secure the bearing to the spring shaft by tightening the allen screws on the bearing. Before you do this, make sure that the spring is pulled firmly against the spring retainer and the slip on the spring shaft is centered in the "U" shaped portion of the spring. Tighten the allen screws firmly.

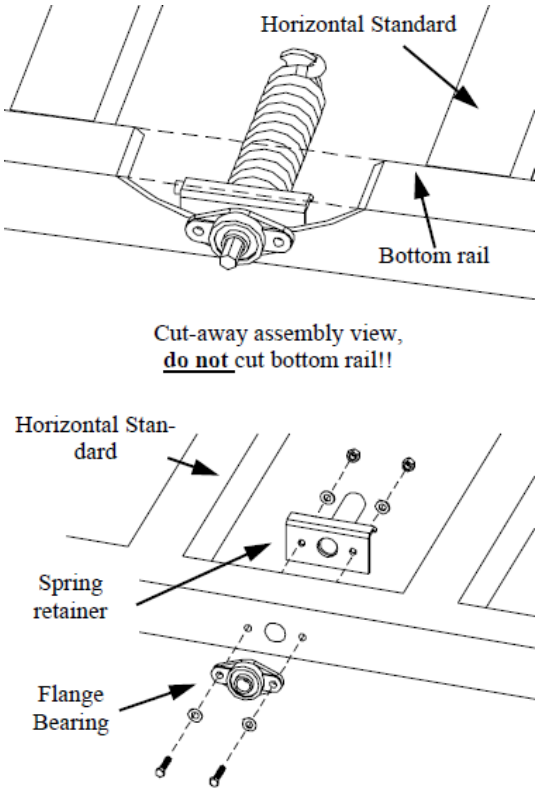


figure 13

OPTION 3b: INSTALLING UNDERBODY TORSION SPRING ASSEMBLY (UNDER THE RAIL)

STEP 1: **Assemble the spring, shaft, spring retainer, and spring plate,** see *figure 14*.

STEP 2: **Installing the spring and shaft assembly**, see *figure 15*. Hold the previously assembled spring and shaft under the body so the top of the spring retainer is against the bottom of the bottom rail and the spring plate is on the outside of the bottom rail. Using a 3/8" drill bit, drill holes in the bottom rail to match the holes in the spring plate. Using 3/8" x 2" hex bolts, washers and nuts, fasten the assembly to the bottom rail.

NOTE: If spring assembly interferes with obstructions under the body, it may be necessary to dismantle the spring plate and mount through the rail instead of under the rail.

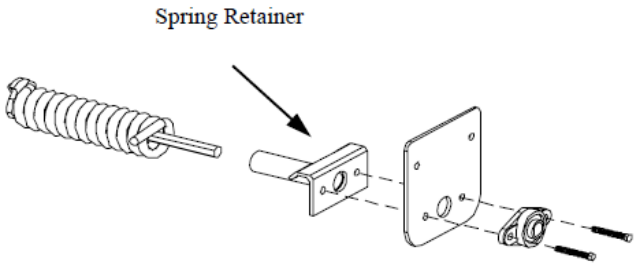


figure 14

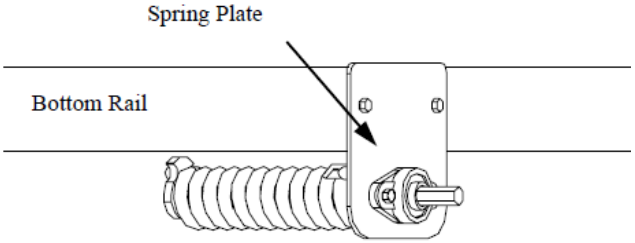


figure 15

TOP MOUNT SPRING INSTALLATION

LOCATING PIVOT POINT FOR TOP-MOUNT APPLICATIONS

Finding the placement for the underbody assembly (pivot point). See *figure 16.* To find the placement for the Top-Mount Spring assembly you must find the center point of the dump body. Using two tape measures, hook the end of one to the tarp axle and the end of the other to the very top rear corner of the tailgate and measure toward the center at the bottom of the top rail. At the distance where the tape measures cross reading the same measurement is the center point of the system.

Center point should be the same distance from the tarp axle and the top rear corner of the tailgate.

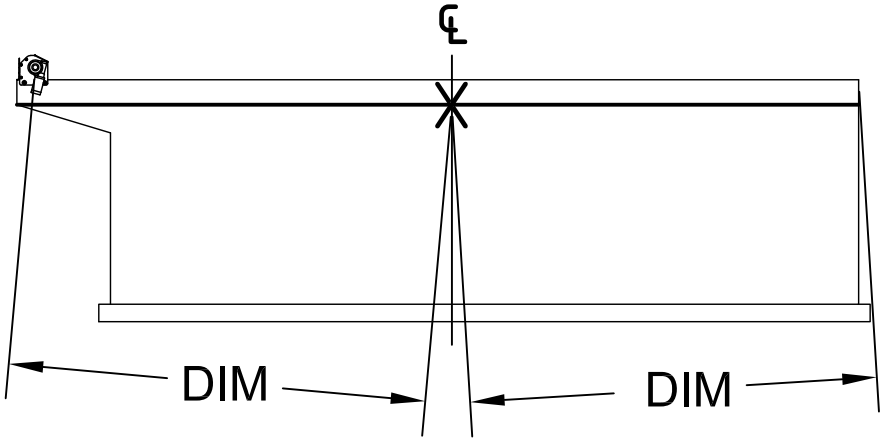


figure 16

OPTION 4: INSTALLING TOP-MOUNT SPRING ASSEMBLY

CAUTION: DO NOT EXCEED MAXIMUM PRE-LOAD CAPACITY OF SPRINGS. ARM CONNECTORS MUST BE INSTALLED IN THE 5 O'CLOCK AND 7 O'CLOCK POSITIONS. EXCEEDING THIS PRE-LOAD CAPACITY MAY RESULT IN PERSONAL INJURY AND/OR DAMAGE TO THE SYSTEM.

STEP 1: **Installing the Clock Spring Underbody Assembly.** After marking the pivot point, hold the spring housing under the body so the top of the housing is against the bottom of the top rail, and the front plate is on the outside of the top rail, centered at the pivot point. Using two (2) 3/8" x 1-1/2" thread-cutting screws, fasten the bracket to the top rail. Using an additional four (4) 3/8" x 1-1/2" thread-cutting screws, secure the bracket to the bottom of the top rail, and to the body, as indicated by the arrows in *figure 17*.

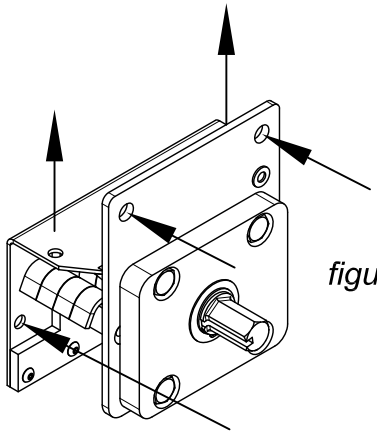


figure 17

STEP 2: **Installing the Arm Connector.** After mounting the spring housing, install the arm connectors onto the end of the hex shaft, ensuring it is correctly oriented and clocked for pre-load. The arm connector must be installed in the 5 o'clock position on the driver (LH) side, and the 7 o'clock position on the passenger (RH) side. Overall spring rotation must not exceed 280-degrees. See *figure 18*.

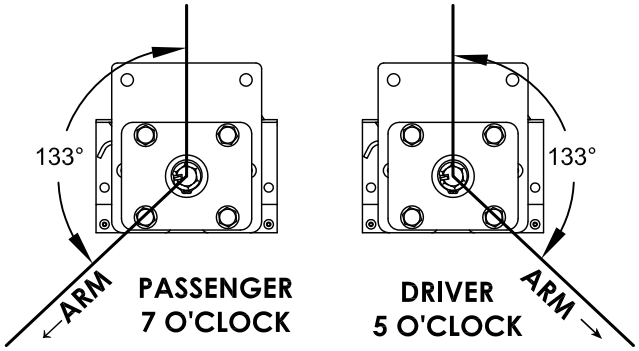


figure 18

ARM INSTALLATION

CONNECTING THE ARMS

Connecting the Arms to the Spring Shaft. Before connecting the arms you must first determine the length they need to be. (Note: this method of measurement is used if the pivot point of the system is at or less than seven inches from the center of the dump body. If this measurement is greater than seven inches then measure from the center of the spring shaft to the center of the tarp axle on the roller assembly and subtract 4". This will cause the system to fall just short of the rear of the tailgate), see *figure 19*.

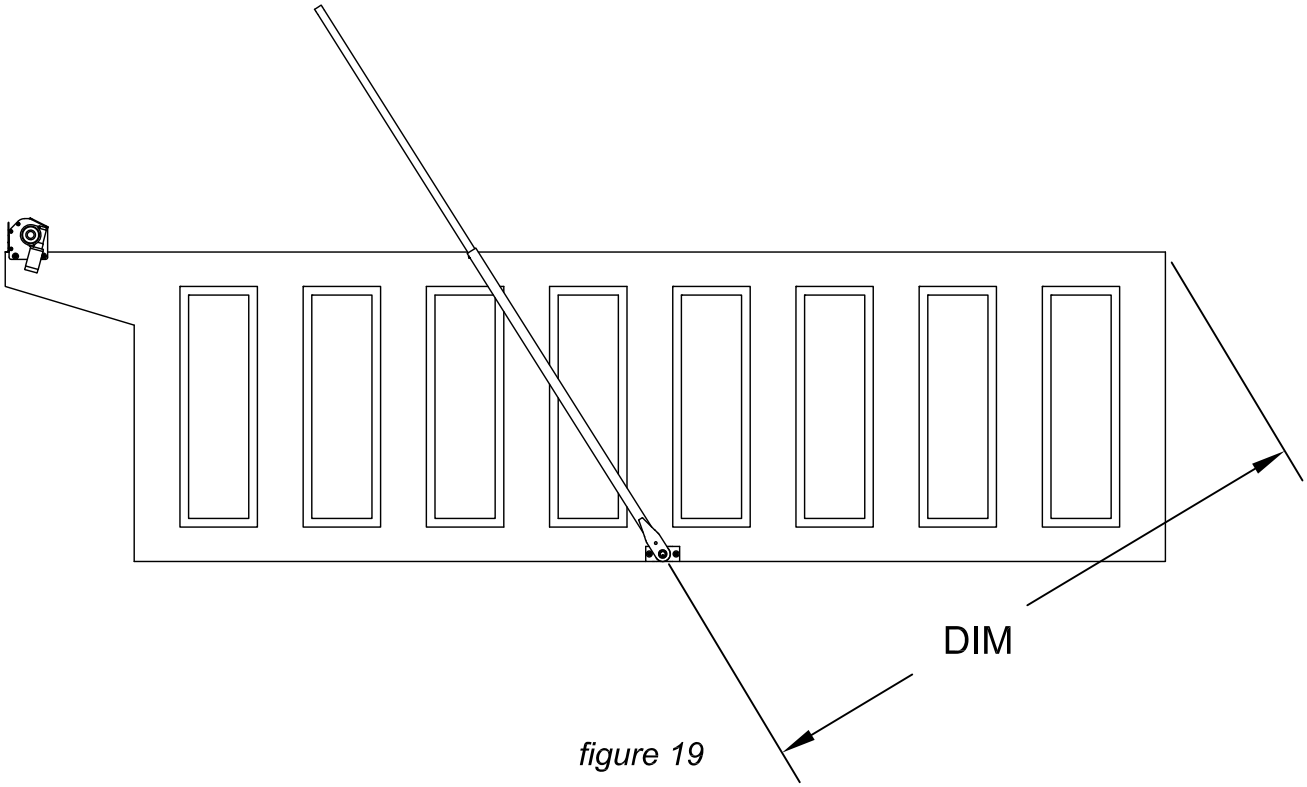


figure 19

Once the required arm length is determined, the next step is to insert the upper arm into the lower arm. Slide the arm to length, but do not tighten set screws until **after** installing the crossover (page 14).

*Note: Certain Dump Body types may require the upper arm to be cut down if trailer is shorter than typical body lengths.

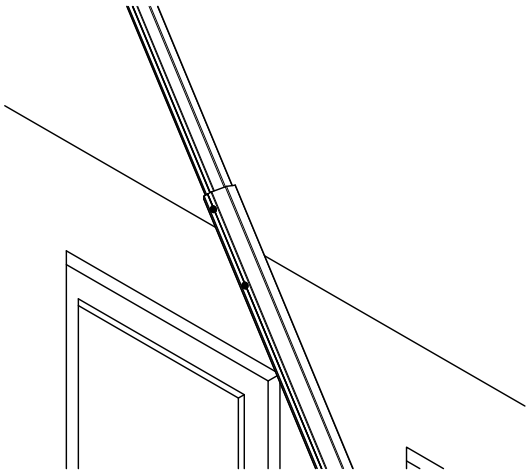
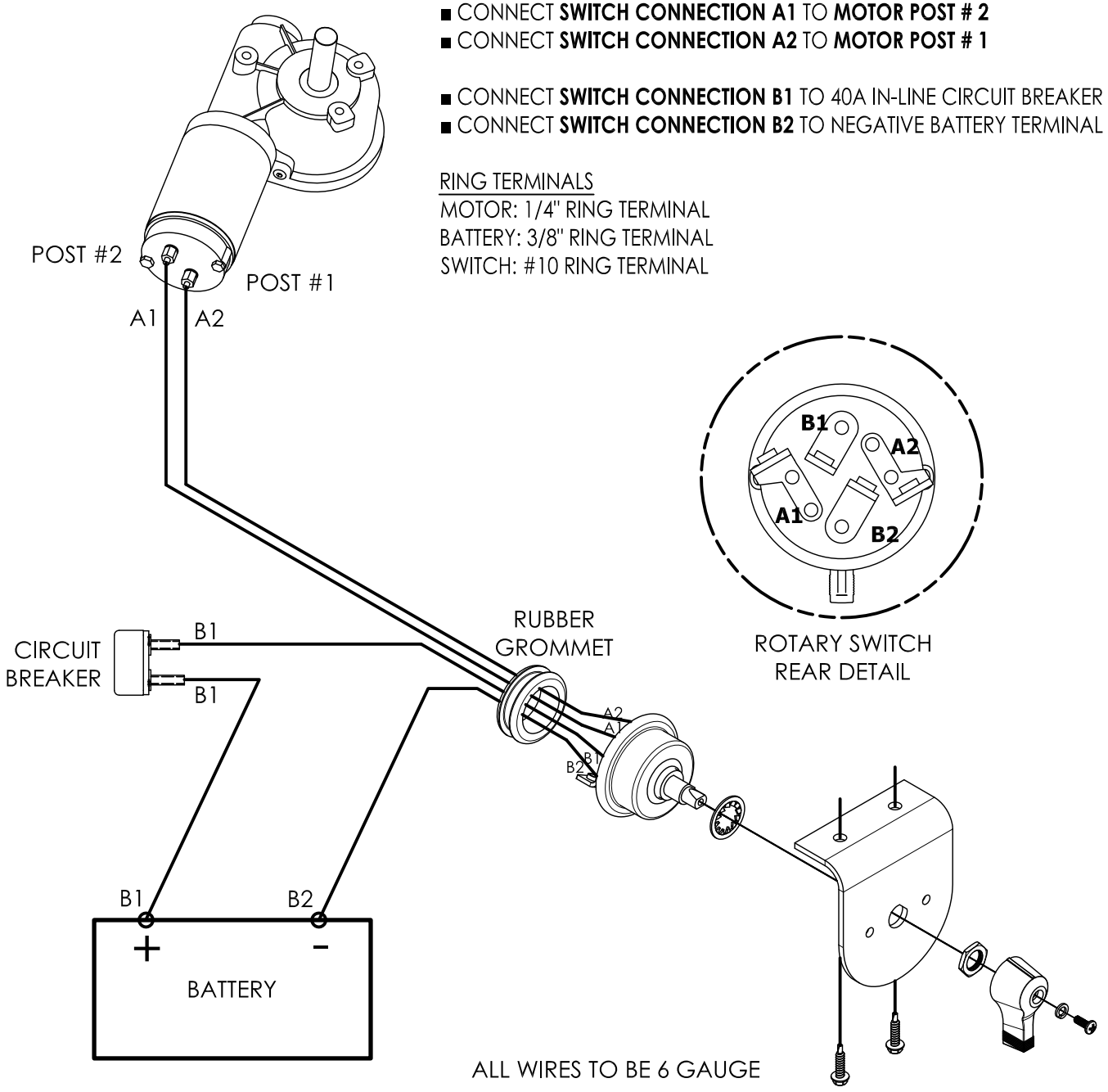


figure 20

WIRING DIAGRAM

OPTION 1: ROTARY SWITCH



- CONNECT **SWITCH CONNECTION A1** TO **MOTOR POST # 2**
- CONNECT **SWITCH CONNECTION A2** TO **MOTOR POST # 1**

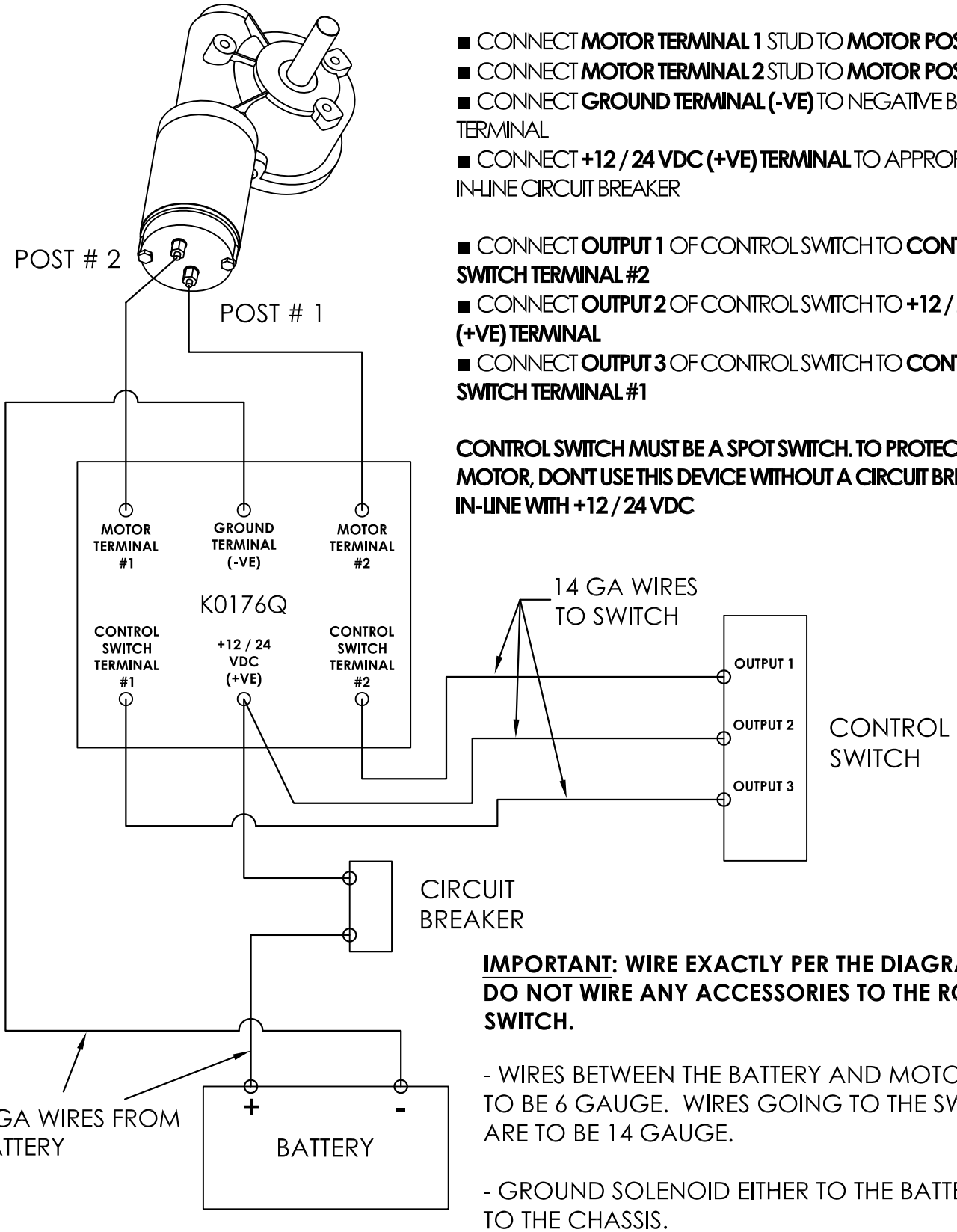
- CONNECT **SWITCH CONNECTION B1** TO 40A IN-LINE CIRCUIT BREAKER
- CONNECT **SWITCH CONNECTION B2** TO NEGATIVE BATTERY TERMINAL

RING TERMINALS
MOTOR: 1/4" RING TERMINAL
BATTERY: 3/8" RING TERMINAL
SWITCH: #10 RING TERMINAL

IMPORTANT: WIRE EXACTLY PER DIAGRAM.
DO NOT WIRE ANY ACCESSORIES TO ROTARY SWITCH.

WIRING DIAGRAM

OPTION 2: ROCKER SWITCH WITH 80A SOLENOID RELAY



- CONNECT **MOTOR TERMINAL 1** STUD TO **MOTOR POST # 2**
- CONNECT **MOTOR TERMINAL 2** STUD TO **MOTOR POST # 1**
- CONNECT **GROUND TERMINAL (-VE)** TO NEGATIVE BATTERY TERMINAL
- CONNECT **+12 / 24 VDC (+VE) TERMINAL** TO APPROPRIATE IN-LINE CIRCUIT BREAKER

- CONNECT **OUTPUT 1** OF CONTROL SWITCH TO **CONTROL SWITCH TERMINAL #2**
- CONNECT **OUTPUT 2** OF CONTROL SWITCH TO **+12 / 24 VDC (+VE) TERMINAL**
- CONNECT **OUTPUT 3** OF CONTROL SWITCH TO **CONTROL SWITCH TERMINAL #1**

CONTROL SWITCH MUST BE A SPOT SWITCH. TO PROTECT YOUR MOTOR, DON'T USE THIS DEVICE WITHOUT A CIRCUIT BREAKER IN-LINE WITH +12 / 24 VDC

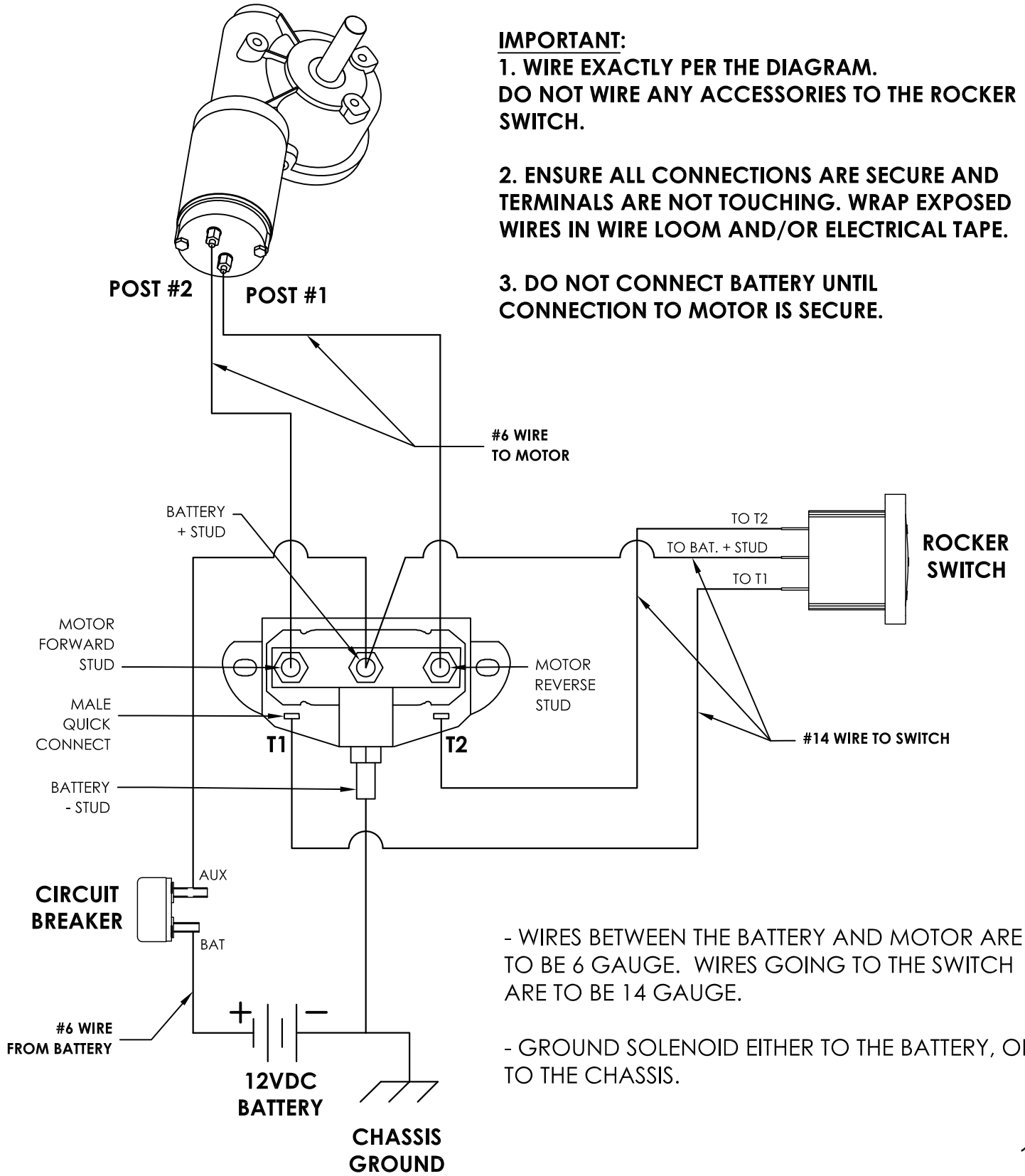
IMPORTANT: WIRE EXACTLY PER THE DIAGRAM. DO NOT WIRE ANY ACCESSORIES TO THE ROCKER SWITCH.

- WIRES BETWEEN THE BATTERY AND MOTOR ARE TO BE 6 GAUGE. WIRES GOING TO THE SWITCH ARE TO BE 14 GAUGE.

- GROUND SOLENOID EITHER TO THE BATTERY, OR TO THE CHASSIS.

WIRING DIAGRAM

OPTION 3: ROCKER SWITCH WITH 150A SOLENOID RELAY



IMPORTANT:

1. WIRE EXACTLY PER THE DIAGRAM. DO NOT WIRE ANY ACCESSORIES TO THE ROCKER SWITCH.

2. ENSURE ALL CONNECTIONS ARE SECURE AND TERMINALS ARE NOT TOUCHING. WRAP EXPOSED WIRES IN WIRE LOOM AND/OR ELECTRICAL TAPE.

3. DO NOT CONNECT BATTERY UNTIL CONNECTION TO MOTOR IS SECURE.

- WIRES BETWEEN THE BATTERY AND MOTOR ARE TO BE 6 GAUGE. WIRES GOING TO THE SWITCH ARE TO BE 14 GAUGE.

- GROUND SOLENOID EITHER TO THE BATTERY, OR TO THE CHASSIS.

TARP INSTALLATION

INSTALLING THE TARP

Connecting the tarp to the tarp axle, see *figure 21.* Attach the tarp to the 3pc Telescoping Axle with 1/4"-14 x 1" self-tapping screws and 1/4" washers as shown in *figure 21*.

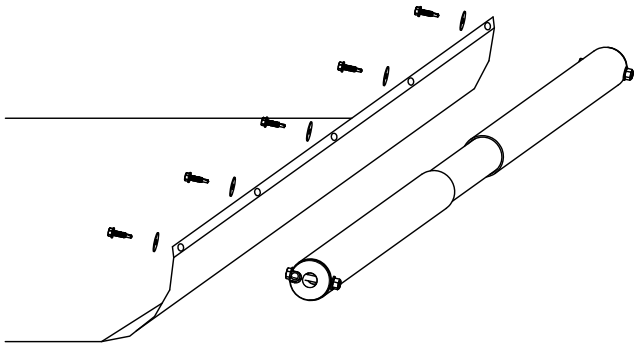


figure 21

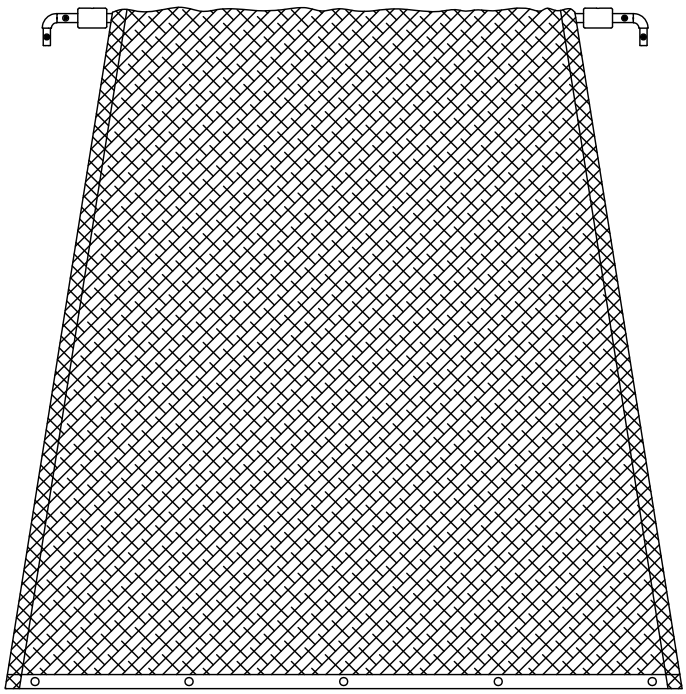


figure 22

INSTALLING THE CROSSOVER

NOTICE: When installing adjustable-width crossovers, ensure the overall system width is in accordance with federal size regulations.

STEP 1:
Installing the crossover onto the arms. Using a platform lift, raise the arms up to the top of the tailgate. With the tarp attached, slide the legs of the crossover into the end of the upper arm on each side of the trailer. Using 3/8" x 2-1/2" hex bolts, 3/8" flat washers, and 3/8" locknuts, secure the crossover elbow to the arm. Repeat steps for the opposite side of the trailer.

STEP 2:
Securing arms in place. Slide the arms to length, and tighten both set screws on each side to secure the arms in place.

OPERATING THE UNIT

WARNING: Never operate under power lines. This may cause injury or death due to electrocution.

WARNING: Always bring the tarp to the uncovered position before dumping. Dumping with the tarp in the covered position may result in damage to the system.

WARNING: Failure to follow this procedure may result in personal injury and/or possible damage to the system.

CAUTION: If for any reason you do not understand all portions of these instructions and warnings, contact the company at the number listed herein for assistance. Do not use, or allow others to use, the tarp system until you (and others) fully understand its operation, these instructions and warnings. Manufacturer assumes no liability or responsibility for injury or damage caused by improper use, failure to maintain the equipment in proper operating condition, or failure to read and follow all instructions and warnings.

TO COVER

1. Ensure that no one is on or around the body / trailer.
2. Ensure the truck is clear of overhead wires.
3. Engage the switch to activate the tarp motor to begin unspooling the tarp.
4. Watch the arms as they move to the covered position, ensuring they are clear of any obstacles as they are in motion.
5. Rest the arms / crossover on the tailgate of the body / trailer.
6. Engage any optional hold-down straps that may be installed to lock arms in position.

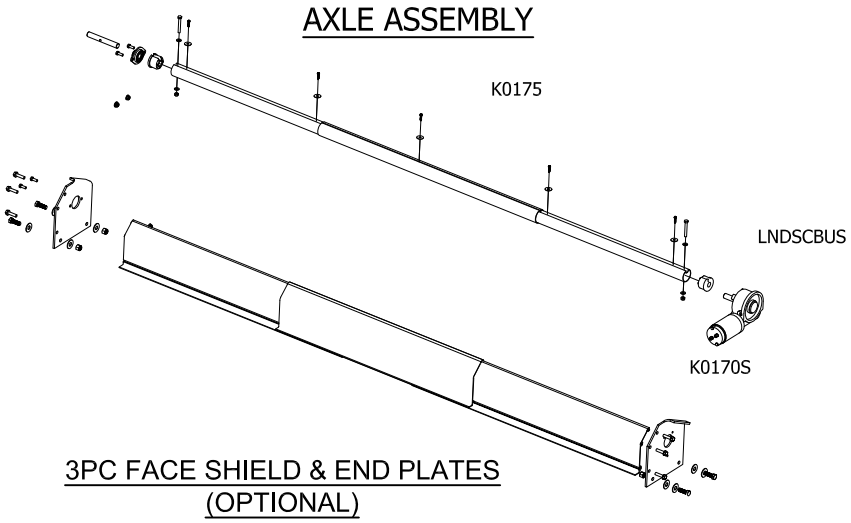
TO UNCOVER

1. Ensure that no one is on or around the body / trailer.
2. Ensure the truck is clear of overhead wires.
3. Disengage any optional arm hold-down straps that may be installed.
4. Engage the switch to activate the tarp motor to begin reeling in the tarp.
5. Watch the arms as they move to the uncovered position, ensuring they are clear of any obstacles as they are in motion.
6. Release the switch as the arms come to a rest at the roller.
7. To prevent premature system damage, do not continue to hold the switch once the arms have reached the uncovered position.

GENERAL MAINTENANCE

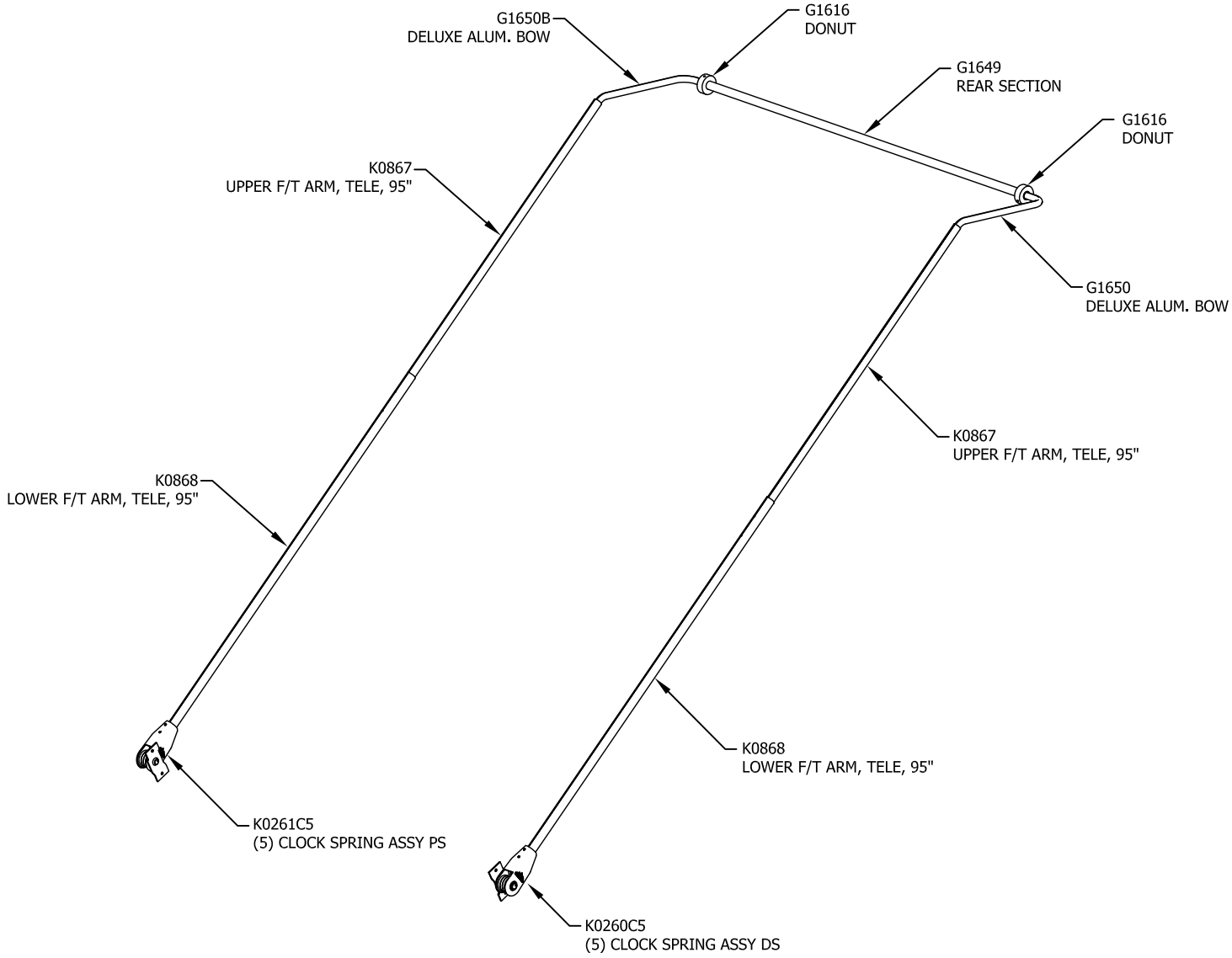
- Brush springs with steel brush weekly to remove dirt.
- Spray springs with penetrating oil / solvent weekly. **DO NOT USE GREASE.**
- Lubricate all greasable bearings.

K12TEC BASE KIT BREAKDOWN



3PC FACE SHIELD & END PLATES
(OPTIONAL)
K0713

K0514TS		
PART #	DESC.	QTY
K0200	WIRE TIES 8"	20
R0176RSB	MOUNT BRKT, ROCKER	1
K0176Q	ROCKER SWITCH	1
K0365	HHCS 5/16 X 7/8 GR. 8	2
K0179	STUB SHAFT	1
K0187	BEARING 3/4"	1
K0145	RING TERMINAL	2
K0146J	WIRE #6	55'
K014615	WIRE 14 GA	15'
K0366	FLAT WASHER 5/16	11
R0150	TEK SCREW 1/4	15
K0151	RUBBER COATED CLAMP	10
K0164	RUBBER GROMMET	4
K0391	HHCS 5/16 X 2 1/2 GR. 8	2
K0396	LOCK NUT 5/16	4
Z1040	FENDER WASHER 1/4 X 1	5
WD-K0176Q	WIRING DIAGRAM	1
R0150B	TEK SCREW, BABY	2



NOTE: ONLY BASE KIT CONFIGURATION SHOWN ON THIS PAGE.
MANY OPTIONAL COMPONENTS ARE NOT ILLUSTRATED HERE.

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OUR LOCATIONS

Led by a team of long-tenured, technical knowledge wielding experts, Mountain Tarp is committed to providing the highest levels of service to ensure that your experience is as good as our products. Browse our service and distribution facilities and contact the one closest to you. If your truck can't make it to our service facility, no worries! We also offer mobile service at select locations. Call Mountain Tarp today at 1-800-248-7717 to schedule tarping service.

Middlesboro, KY
1002 N 15th St, Middlesboro, KY, USA
(800) 248-7717
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

Louisa, KY
225 Fallsburg Rd, Louisa, KY, USA
(800) 248-7717
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

Ravenna, OH
8741 4442, OH-14, Ravenna, OH 44266
(866) 344-7722
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

North Oxford, MA
107 Southbridge Road, North Oxford, MA 01537, USA
(866) 353-5826
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

Dallas, TX
4100 New York Avenue, Arlington, TX 76018, USA
(817) 200-3283
Installation and service performed by Wastequip factory authorized and trained technicians for your waste and hauling needs.

Houston, TX
4732 Darien St, Houston, TX, USA
(800) 248-7717
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

Sharonville, OH
2580 E Sharon Rd, Cincinnati, OH 45241, USA
(513) 422-7737
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

Pompano Beach, FL
3001 West Copans Road, Suite 101, Pompano Beach, FL, USA
(800) 248-7717
Manufacturing and installation of reliable tarping systems for construction, agriculture, transportation, and waste applications.

Phoenix, AZ
7225 W Sherman St, Phoenix, AZ 85043, USA
(951) 453-5696
Installation and service performed by Wastequip factory authorized and trained technicians for your waste and hauling needs.