



Torque Drive Introduction

Thank you for your Torque Drive binder purchase! We hope you enjoy this product as much as we do. We ask that you familiarize yourself with the operation of the binders before use. Please watch the operational videos at speedbinders.com for examples of proper operation.

Torque Drive binders have been designed to be used with the DEWALT DCD 991P2 drill. The binders will work with most 18 or 20 volt drills. However, the best performance in speed, chain tightening, and number of cycles will be achieved by using the DEWALT DCD 991P2 drill.

You will need a simple 3/8" adaptor with a 14mm socket. When using the DeWalt DCD 991P2, operate the drill with the clutch on setting 5, 6 or 7. Seven is very tight and intended for 3/8 grade 70 transport chain. With this setting and above it is possible to damage your vehicle. Exercise caution when you use these binders and with practice, you will find the setting that works best for you and your equipment.

USE CAUTION AND ALWAYS USE THE CLUTCH SETTING RECOMMENDED. TORQUE DRIVE DOES NOT RECOMMEND USING A CLUTCH SETTING HIGHER THAN SEVEN. THIS BINDER IS SO EFFICIENT AT TORQUE MULTIPLICATION THAT INJURY OR DEATH CAN RESULT. This binder is really strong and when used improperly can injure you or others around you.

Please apply your favorite grease to the grease zirk and lubricate the end links every 30 cycles or once a week for optimal operation and long life. For best results, apply grease to the zirk while slowly rotating the barrel. Automated grease guns are great at this as you can use your drill to rotate the binder as you are applying grease. This ensures uniform greasing of the internal worm gear.

Safe operation of Torque Drive binders

Torque Drive binders are different and operate differently than any other binder that came before it. It is best if your drivers can set aside any pre-conceived notions and past experience with operating binders. These are different, they require a new understanding of how they lock the chain tight. Done properly, drivers will experience less shoulder strain, fewer injuries, easier operation, safer load securement and faster tie down/release times.

Let's start with the handle. Traditional binders use a "paw" that is built into the handle to engage the gear around the barrel which when rotated pulls the threaded posts either in or out. This is not the case with our binder. The handle is not to be used in the traditional/rotational sense. The handle on the Torque Drive is actually a reaction bar first, handle for carrying second. As you are well aware, our binder was designed to be operated by a cordless drill. In a pinch, someone can simply use a 14 mm wrench or socket if a drill breaks or batteries go dead.

The locking mechanism for Torque Drive is having the handle against the floor of the trailer or against a part of the equipment you are tying down. With the handle against (reacting) a stationary object we develop superior chain tightness. Because we attain such high chain tightness, we virtually eliminate chains loosening with tire mash (bridge abutments, bumps, rr tracks etc.) Done correctly, it should take about 15– 20 pounds of force to pull the handle off the floor of the trailer.

- Place the binder as close to the rub rail as possible so that the handle will be able to hit the floor of the trailer or position so the handle is against a part of the unit being tied down.
- We recommend the use of the DeWalt DCD991p2 drill kit. We use this drill for several reasons. It has superior torque than an impact. It won't round off the drive bolt of the binder like the impact will. It has speed and torque. Run in either third or second for slack pick up, drop to first gear for final tightness. The (2) five-amp-per-hour batteries should give a driver two to three full days of operation. The many torque settings allow the driver to set the chain tightness to his liking.
- Attach the handle to your drill to help curb the rotational forces that you will be applying. USE BOTH HANDS.
- We recommend setting the torque setting (dial on the collar) to seven to start. this gets most chains extremely tight. Adjust up or down the numerical range to best suit your needs.
- Run your slack in on second or third gear (switch on top of the drill) and reduce to first gear when you feel any hint of the drill pulling down.
- As your chain appears to be getting close to the desired tightness, let up a bit on the trigger as you will begin to experience some twisting torque on the drill. This thing is powerful...use both hands please.

Maintenance suggestions

- Those in the colder climates may want to use a good penetrating oil/lubricant in lieu of grease for the gear case. Some drivers have noticed grease thickens greatly and can hinder performance (both in lubricity and rotational friction). Simply set your binder flat on a surface and spray your preferred lubricant (we like zep 45) into the hole surrounding the drive bolt and let it soak into the gear set. Also spray down your threads at this time. Having clean, well lubricated threads facilitates the tightening of the binder. If by chance you find your binders not staying tight (a rare scenario) simply disassemble, clean and lubricate.
- If you are a high cycle user, please disassemble once a week and either pressure wash or clean your threaded posts so they are free of debris and or rust. Lubricate heavily with your choice of lubricant and run the threads in so the internal/external threads have an opportunity to soak up the lube.
- Having your threads **clean** and **lubricated** is essential for maximum performance in tightness and staying tight.

A few other items of interest

- It will likely take a week or two for the drivers to develop a new routine. Where to place the drill, where to keep the batteries, inverter or no inverter? How to set up for tie down. Please let your drivers have ample time to adjust to a new routine, time to practice. It's perfectly normal to be disrupted until things settle in. It is normal to take two weeks to adjust and dial in what works best for every driver.
- Drivers in the snowy regions have found that they can easily store the threaded posts inside of the housing where they stay lubricated and away from snow and salt brine.
- Also, because the gear set is encased, snow and ice are no match for operation, with 24-to-1 gear reduction, we simply break free any outside debris.
- Operators have been able to relocate shifted loads on their trailer with our binders. They are extremely strong and develop a lot of pull.
- There are many more ancillary benefits to using these, including less idle time, less DPF regeneration because we get you on the road faster, more loads delivered, and fewer injuries.