

QuickJack TSB 194-022026

Lifting with hard-to-match OEM Liftpoints

This Technical Service Bulletin provides an outline of best practices when using a QuickJack on vehicles with dedicated Jack Point Supports.

⚠ DANGER This TSB is *not intended to cover every vehicle and lifting situation*. The operator *must use common sense* and experience in lifting vehicles, read all manuals and obey labelling for dangers, warnings and cautions.

Using a QuickJack on Vehicles with Dedicated Jack Point Supports

Most modern passenger vehicles use unibody construction and feature full-length pinch weld seams along the rocker panels between the wheels. These reinforced seams frequently serve as factory lifting points.

Certain vehicles, particularly many European makes, also incorporate dedicated jack point supports (often reinforced plastic or composite material) positioned at the outermost section of the pinch weld area. These outward-positioned supports are designed to enhance stability during lifting and are typically identified in the manufacturer's service manual as the preferred jacking locations.



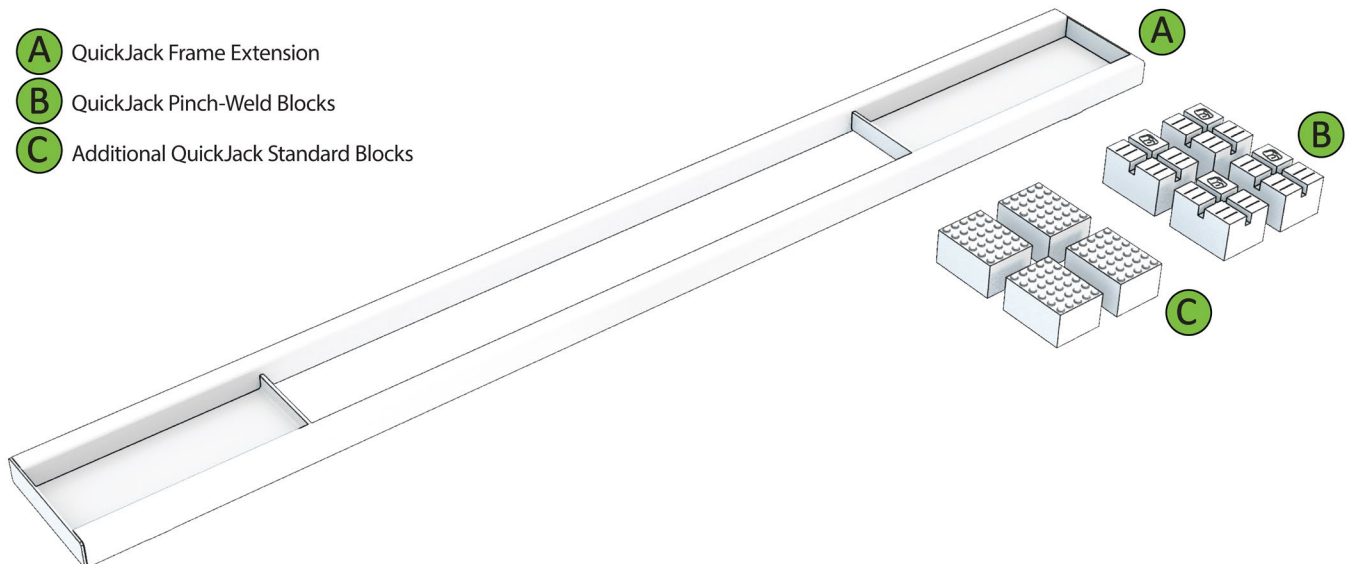
Vehicle manufacturers often recommend lifting at the dedicated jack point supports whenever possible.

When Dedicated Jack Pads Are Outside the Rubber Block Span

In some cases, the lifting span of a specific QuickJack model *may not fully align* with a vehicle's dedicated Jack Point Supports. When this occurs, customers may:

- Upgrade to frame extensions (when OEM lift points are *farther apart* than fits your QuickJack)
- Select a longer QuickJack model
- Identify a reinforced pinch weld location within close proximity (see detailed explanation below)

- A** QuickJack Frame Extension
- B** QuickJack Pinch-Weld Blocks
- C** Additional QuickJack Standard Blocks



Alternate Pinch Weld Lifting Locations (Within 6 Inches)

If the dedicated Jack Point Supports cannot be directly engaged, an alternate pinch weld lifting location may be used, **provided it is structurally reinforced and no more than six (6) inches from the OEM-designated jack point.**

Before lifting:

1. **Inspect the pinch weld carefully.**

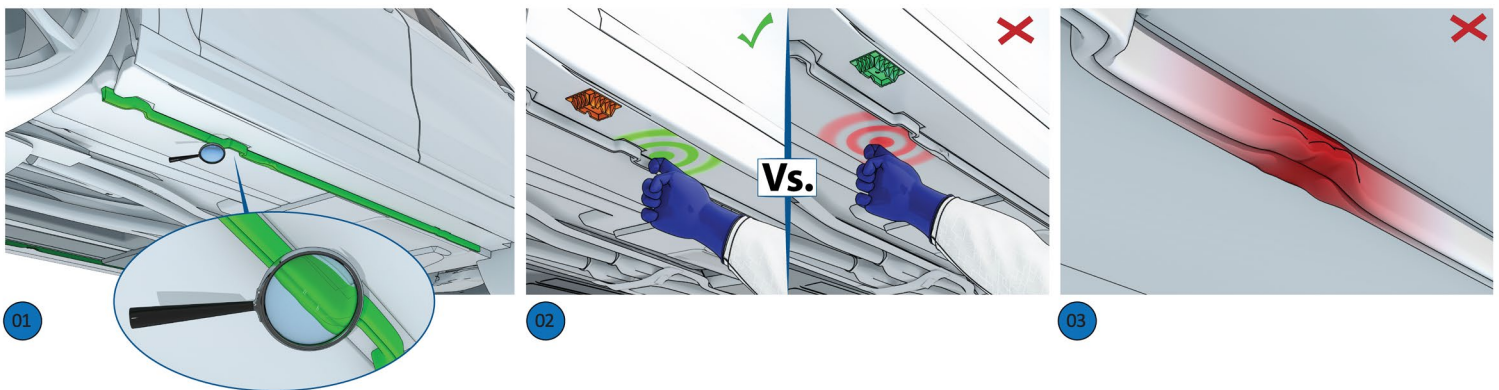
Confirm the location **is** integrated into a structural chassis component and **not** simply a thin floor pan flange.

2. **Check rigidity.**

Lightly tap or knock on the area to ensure it **is** solid and reinforced, **not** hollow or flexible sheet metal.

3. **Verify condition.**

The pinch weld **should be** straight, *undamaged*, and **free from** corrosion or deformation.



If a rigid and properly reinforced section **is** confirmed *within six inches* of a dedicated Jack Point Support, the QuickJack rubber blocks may be positioned directly beneath that reinforced pinch weld seam.

Never position lifting blocks under unsupported floor panels or structural areas that are not clearly reinforced.

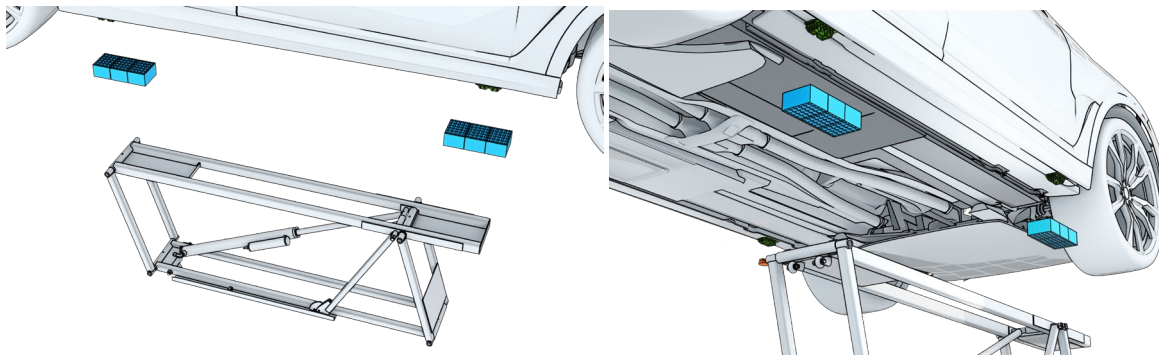
Load Distribution Using Additional Rubber Blocks

To minimize concentrated load on the pinch weld and *reduce* the chance of deformation:

- Position additional rubber blocks **laterally adjacent** to the primary lifting blocks.
- These secondary blocks should sit side-by-side along the seam, increasing the surface contact area.
- Ensure all blocks are fully seated and contacting the reinforced section simultaneously before continuing the lift.

This lateral placement helps distribute weight more uniformly across the reinforced structure rather than concentrating force at a single narrow point.

Always lift **slowly** and monitor stability during the initial rise.



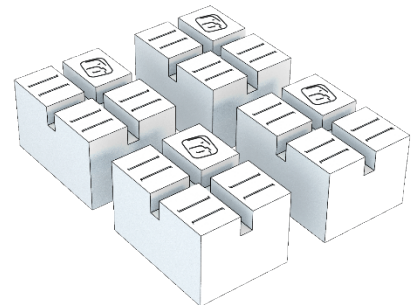
Slotted Pinch Weld Pucks and Adapter Options

For vehicles with narrow or prominent pinch weld seams, we recommend using lifting adapters designed **specifically** for seam engagement:

QuickJack Slotted Pinch Weld Blocks

QuickJack offers slotted lifting blocks that **cradle** the pinch weld seam within a machined slot. These adapters:

- Help center the lift point
- Reduce risk of seam deformation
- Improve contact stability
- Protect painted or coated pinch weld surfaces

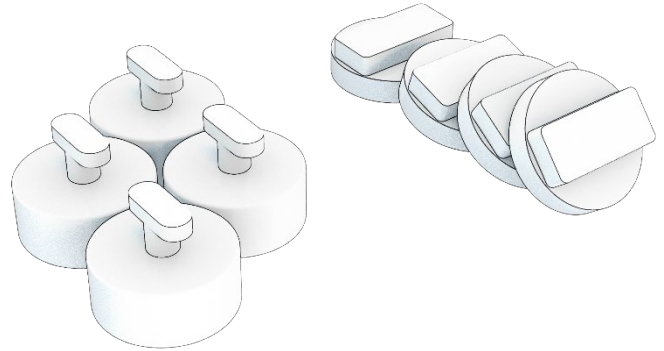


BendPak AutoPucks™

For vehicles equipped with OEM Jack Point Supports (common on many European models, as well as Tesla, Corvette and others) BendPak AutoPuck slotted pinch weld adapters are available in multiple configurations to match specific vehicle platforms. These adapters:

- **Engage directly** into OEM Jack Point Supports
- Provide a **secure**, vehicle-specific interface
- **Improve** lift stability and reduce slip risk

Using properly matched puck adapters is the safest and most precise method when lifting vehicles equipped with dedicated Jack Point Supports.



Final Safety Considerations

- **Never** exceed the lift's rated capacity.
- **Always** verify proper block positioning before fully elevating the vehicle.
- If uncertain about a lifting point, *consult the vehicle manufacturer's service manual*.
- When in doubt, use a *longer QuickJack* model or *frame extensions* to **properly** engage the OEM-recommended Jack Point Supports.

Safe lifting depends on proper positioning, reinforced structure engagement, and controlled operation.

Note: Combining a frame extension with the appropriate manufacturer-specific AutoPuck provides the **safest lifting** when this approach *can be used*: results depends on proper positioning, reinforced structure engagement, and controlled operation.

