

TRUCKMATE

OPERATING INSTRUCTIONS

FOR

TRI-AXLE CONTAINER TRAILER

with

Retractable Drawbar

Hydraulic Sliding Container-Clamps

Hydraulic Landing Legs



24 Tonne TRI-AXLE TRUCKMATE

CONTAINER TRAILER (with retractable drawbar)

OPERATING DATA

Tyre pressures and torque settings must be checked regularly:

Tyres 385/55R22.5 Singles

Tyre Pressures 120 psi

Torque settings:

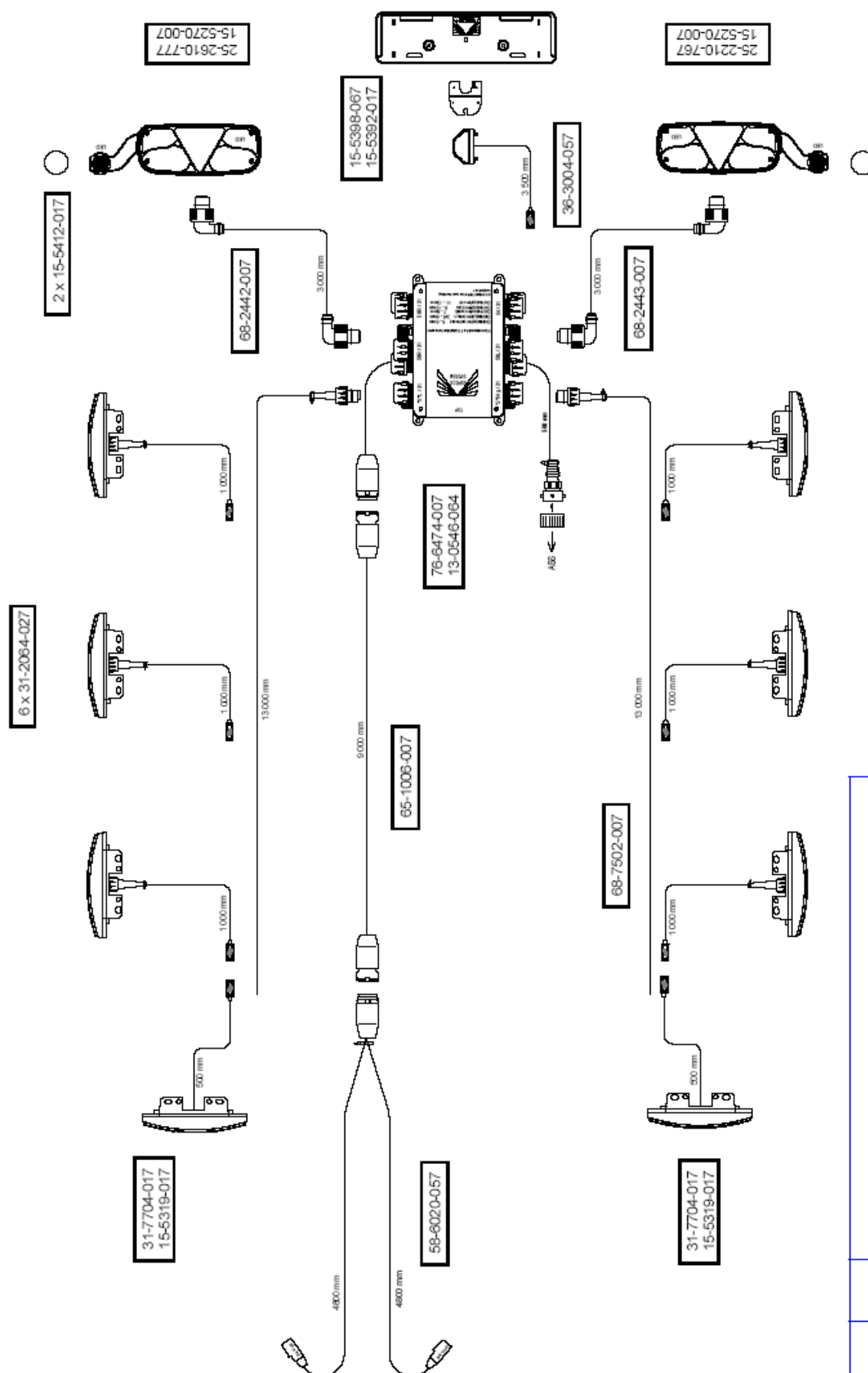
Wheel Nuts 510-540 Nm

V.Orlandi coupling eye
securing bolts (8 off) 220-260 Nm - Re-Tighten after 3,000 km
and thereafter every 15,000 km

For further information see www.orlandi.it

VBG Coupling eye
securing bolts (6 off) 390-400 Nm - Re-Tighten every 2500 km
Min 12.9 grade
(New bolt kits must be
used when re-fitting) For further information see www.vbgltd.co.uk

Truckmate wiring, using the Aspöck System

[illegible]

KundenNr.:

☐ Standard ☐ Kundenspez.

OG-MULDOON-017



IMPORTANT

Before any coupling, uncoupling, loading or unloading, or generally working with the TRUCKMATE, it is essential that the trailer brakes are applied by pulling the RED parking brake button and releasing the collar to prevent accidental release. It must be confirmed that the BLACK (shunting valve) button is also in the pulled-out position.

The procedure of relying upon the automatic application of brakes when the air lines are disconnected IS NOT ACCEPTABLE.

For further information on the combined manoeuvring valve, see appendix at the end of the handbook.

In case of difficulty, please contact:

TRUCKMATE TRAILERS

Tel: 01-454-315103

For Truckmates fitted with adjustable width centralising modules

When the Truckmate is handling containers with different width subframes and/or centre-rollers at the rear of the bins, it may be manufactured with adjustable width centralising modules.

The principle of operation is that when bins with narrow subframes (e.g. Converted cable-type bins) the centralising modules at the rear of the Truckmate are positioned such that the gap between them is at its narrowest.

When bins with wider subframes are to be carried (e.g. CHEM containers) the modules are swung around so that the width between the modules is greater.

To change the width:

Remove the safety clips from the holding pins



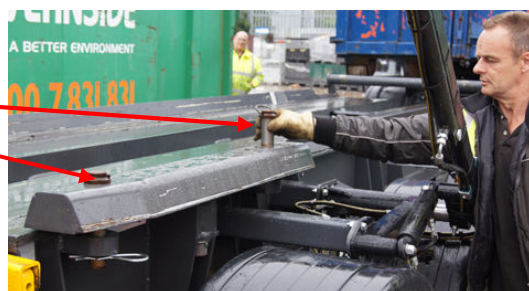
Remove the locating pins (front & rear)



Swing the module around through 180 degrees



Replace the locating pins (front & rear)



Replace the safety clips into the holding pins.



Repeat the procedure for the other module.

PROCEDURES FOR COUPLING AND UNCOUPLING

On the Truck

Release the coupling handlever lock, then using the coupling handlever, raise the pin until it clicks into the open position.

Keep hands clear of open jaw.

Check visually that the coupling is unobstructed by foreign matter.

On the Trailer

Ensure that the trailer brakes are applied and that the trailer cannot move.

To Couple

Ensure that no person stays between the vehicles.

Reverse the truck gently, but firmly, to engage the coupling and eye.



Correct engagement will allow the pin to drop into the locked position under pressure.

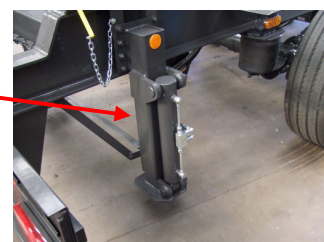
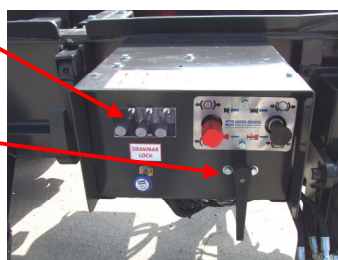
Check for locking. (The check pin must be flush with its guide bush after coupling).

Connect air and electrical connections. Ensure all are clean and free from debris.

Connect the electric power lead between the truck and the trailer.

Operate the levers to raise the landing legs front & rear.

Set the raise and lower valve to its normal running position.



To Uncouple

Ensure the trailer brakes are applied and the trailer cannot move.

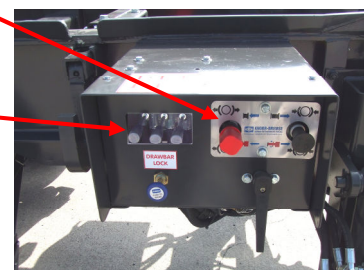
Operate the levers to lower the landing legs front & rear

Disconnect air and electrical connections and stow them on their brackets.

Release the coupling handlever lock, then using the handlever, raise the pin until it clicks into the open position.

Check all connections are free.

Drive the truck forward gently to clear the trailer.



RETRACTING AND EXTENDING THE DRAWBAR

To retract

With the Truck/Trailer Combination in its normal running configuration
[i.e. drawbar extended and locked] :

- 1 Ensure trailer brakes are applied and the trailer cannot move and all moving parts are adequately lubricated.
- 2 Operate the drawbar locking valve to unlock the drawbar clamp.
- 3 Ensure that no person stays between the vehicles and the vehicular gap is free of obstructions.
- 4 Reverse the truck gently up to the drawbar stops.



To Extend

To extend the Drawbar from its retracted position :

- 5 Ensure the trailer brakes are applied and the trailer cannot move.
- 6 Check the drawbar locking clamp is open.
- 7 Check the coupling and eye are properly engaged.
- 8 Check the truck to trailer gap is OK and free to extend.
- 9 Drive the truck gently forward up to the drawbar stops and apply the truck brakes.
- 10 Operate the drawbar locking valve to lock the drawbar clamp.
- 11 **Check visually** that the drawbar clamp is locked.

LOADING ONTO TRAILER

The trailer is designed to accept loading and unloading over the rear or over the front, unless a tower-type sheeter is fitted.

[If loading over front, Follow items 1 to 4 (see Sheet 4.)]

(with the unladen trailer in a free standing position, landing legs extended down and brakes applied so the trailer cannot move.)

Using the lever, open the four hydraulic container clamps on the trailer.

Ensure the contact area between the container and trailer is adequately lubricated.

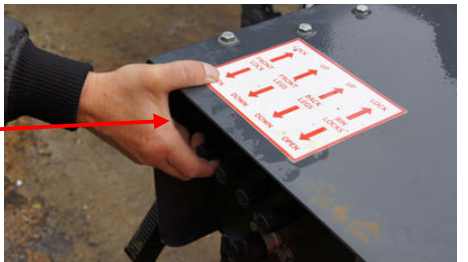
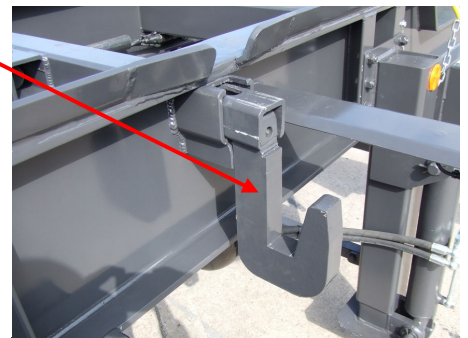
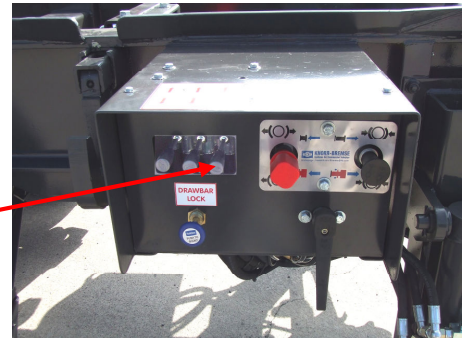
Operate lowering valve,

Level the trailer by operating the landing leg levers front & rear

Lower the front hydraulic bin stop to its lowest position by means of the hydraulic lever control

(Photo shows bin stop in raised position)

(Photo shows bin stop in LOWERED position)



Continued over.....

.....LOADING ONTO TRAILER (continued..)

Set the rear bins stops manually according to the bin length, by sliding them forward or backward until The holes are aligned. Then insert the vertical pin.

Be certain that the pin is retained by inserting the safety R-clip

Ensure that no person stays between the vehicles and the vehicular gap is free of obstructions.

Reverse the truck up to the front of the trailer, keeping straight and in line with the trailer, but not contacting the trailer.

Follow HOOKLIFT manufacturer's operating instructions sheet -'Pushing the container onto a trailer or platform'.

Make sure the container sub-frame contacts the trailer within the taper guides.

Failure to do so could result in an accident.

Gently push the container along the trailer until the container is centrally located on the trailer.

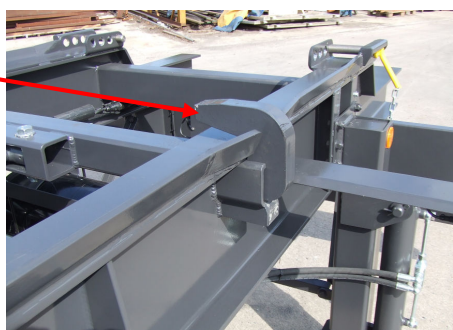
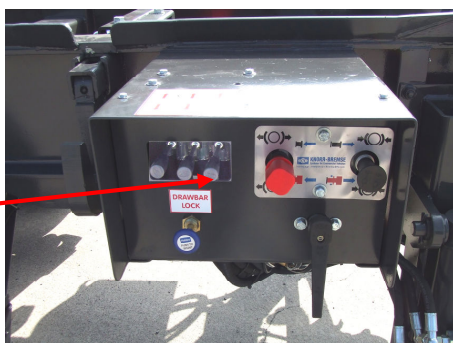
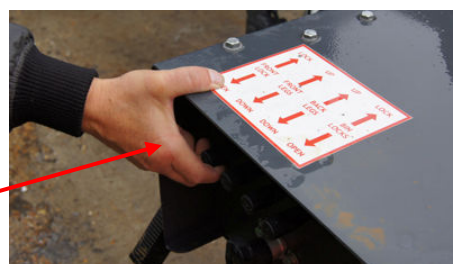
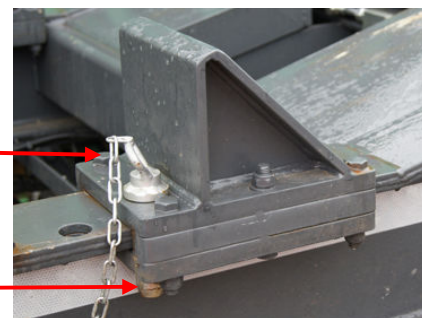
Allow the container to settle within the guides.

Raise the front hydraulic bin stop until it rests in contact with the front of the bin, by means of the hydraulic lever control

Retract hooklift.

Using the lever, close the hydraulic container clamps on the trailer, ensuring The clamps are fully pressed on.

Ensure that no person stays between the vehicles and the vehicular gap is free from obstructions or any snagged items.



Continued over.....

...Loading Onto Trailer (continued..)

[If loading over front, when the container has been safely transferred to the truck, extend the drawbar following items 5 to 11 (see Sheet 4).]

Couple the truck to the trailer (See sheet 3).

Using the levers, raise the landing legs front & rear

Check container locks before driving.

Release the trailer brake



NOTE:

The operator must ensure the body is the correct type for the trailer.

Do not load containers with damaged hook bars or rollers.

The body must be locked on the trailer for safe transit.

If there is any doubt, the body must not be loaded.

Failure to observe this could result in an accident.

The operator should comply with all relevant safety regulations.

UNLOADING FROM TRAILER

With the laden trailer in a level free-standing position, and the drawbar beam retracted , landing legs extended down, and brakes applied so the trailer cannot move.

Operate lower valve if required.

Maintain trailer for level by adjusting front and rear landing legs as required.

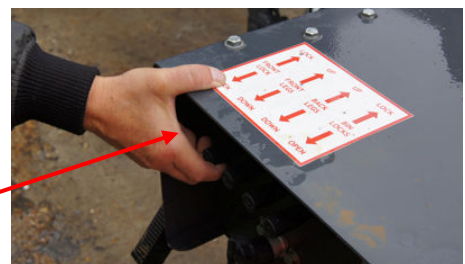
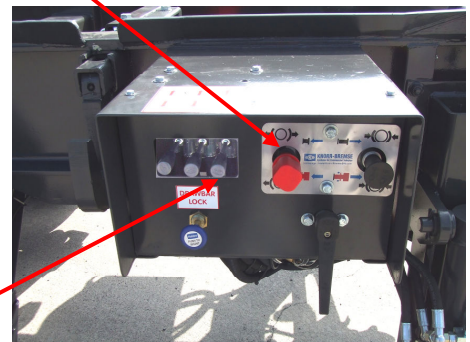


Ensure that no person stays between the vehicles and check the vehicular gap is free from obstructions.

Reverse truck up to the front of the trailer, keeping straight and in line with the trailer, but not contacting the trailer.

Using the lever, open the hydraulic container clamps on the trailer.

Lower the front hydraulic bin stop to its lowest position by means of the hydraulic lever control



Engage the hooklift and pull the container onto the truck following the HOOKLIFT manufacturer's operating instructions.

Ensure that no person stays between the vehicles and the vehicular gap is free from obstructions or any snagged items.

[If unloading over front, when the container has been safely transferred to the truck, extend the drawbar following items 5 to 11 (see Sheet 4).]

<i>GENERAL</i>

The lift axle is provided to improve tyre wear etc during empty running.

The operation of the lift axle is automatic, and does not need manual attention.