SALVAGE/RIGID TRANSPORTER

DRIVERS INSTRUCTION MANUAL

Britain’s premier Car Transporter manufacturer

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MAN/RIGID/04
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DECK MAXIMUM LOADS AND LOAD SECURITY

The following sets out the maximum applied load for each deck and load security.

Peak ramp 2,000kgs
Top deck complete 5,000kgs
Lower deck kick-up ramp (front) - if specified 2,500kgs
Beavertail (with solid loading ramps) - if specified 2,500kgs
Spectacle Lift - if specified (disabled vehicles only) 1,000kgs

• All imposed loads should be uniformly distributed.

• All loads carried must be fully and properly secured in accordance with your company loading instructions. Never move the transporter unless every loaded vehicle is fully and properly secured.

• The above criteria apply subject to the transporter and all its equipment being correctly maintained.

• If you are in any doubt never operate a deck or move a transporter without contacting your manager.

OPERATION AND SAFETY SIGNS

1. Operation signs are located next to all controls.
2. Warning signs are a reminder to be alert to potential dangers in the area shown with a risk of injury or death.
3. Caution signs are a reminder to be alert to potential dangers in the area shown which may cause product or surrounding damage.
4. Always replace signs that have been lost or defaced.
CARE OF BODY AND PAINTWORK

The use of cold water at normal tap pressure is recommended for the first three months, after which time hot wash at temperatures below 60 degrees centigrade and spraying no closer than 300 mm from the surface is permissible with care.

Any damage to the painted surfaces, e.g. dents, scratches, should be treated and repainted as soon as possible to prevent any further degradation of the bodywork.

ALWAYS ensure lubrication points, slides etc are adequately greased after the use of high pressure or steam cleaners. **Never pressure wash lifting chains.**

GENERAL SAFETY

**WARNING: These safety precautions are important.** You must refer to the chassis/cab manufacturers operating and maintenance instructions together with the Transporter recommendations. You must always abide by the laws and regulations of the country in which you operate.

- You must fully understand all controls for operating this vehicle before use.
- You must obey all warning/cautionary and safety labels on this vehicle and replace any that are missing or damaged.
- Carry out routine servicing as specified by Transporter and the manufacturer of the chassis/cab.
- Always know the height of your transporter by measuring the load before departure; adjust the height indicator accordingly.
- Transporter recommends four straps per vehicle: 2 forwards and 2 rearwards.
- Beware of overhead obstructions: bridges, trees, cables etc.
- Make sure all loose equipment is secured safely.
- Stand the vehicle on firm level ground when operating, lifting or jacking. Apply the parking brake and chock the wheels.
- Do not exceed the lifting capacities of the decks.
- It is important that the vehicle is operated within the C & U regulations and axle GVW and GTW are not exceeded.
- Do not make adjustments that you do not understand.
- Do not move the decks whilst on the transporter. Never go under an unsupported deck.
- Other persons must be kept at a safe distance while the vehicle or its equipment is in operation.
• Check that the decks are not contaminated with oil or grease and that the straps are stored in a manner that will not interfere with the safety of personnel working on the deck.

• All movements on the equipment are hydraulic with the exception of manual loading ramps. Loosen the lock and slide the ramp out fully using the strap; always lock the ramp in the “out position” by straddling it, keeping your back straight, lift the ramp into the locked position. It is recommended that the ramp is lifted off the lock by straddling the ramp and lifting it out of the locked position before driving on the last car. After positioning the car, slide the ramp in with the strap and lock in place.

SAFETY CHECKS

A visual inspection should be conducted daily on the following items:
All routine driver checks as set out in the Guide to Maintaining Roadworthiness should be performed to the vehicle. In addition the following items must be checked.
1. Security of the front ladder.
2. Safety hand rails are all secure and complete with no visual damage (see the hand rails section).
3. Securing straps and bollards are working correctly, with no cuts to straps or defects to bollards.
4. Make sure that all straps are stowed securely, clear of all moving parts.

ENGAGING AND DISENGAGING THE POWER TAKE OFF (PTO)

1. Make sure that the air is at full pressure.
2. Press the clutch pedal down keeping it disengaged.
3. Engage the PTO using the switch in the cab.
4. Slowly re-engage the clutch.
5. It may be necessary to increase the engine RPM to a maximum of 800 RPM. This will be achieved by either a hand throttle or the cruise control.
6. To disengage the PTO, press down the clutch pedal keeping it disengaged.
7. Switch off the PTO.
8. Re-engage the clutch gently.

LOADING RAMPS

Removing Manual Ramps

Always bend your knees and not your back when moving ramps. When unloading with a car in position 5, slide the ramps out to maximum and lift into locating lugs after the first car has been removed.
1. Make sure the transporter is on firm level ground.
2. Release the loading ramp’s stowage pin.
3. Use the straps to draw out the loading ramp lifting initially.
4. Stand with a leg either side of the ramp and pull out to full extent.
5. Lift ramp onto the locating lugs. The ramps are now secure and ready for loading.
Replacing Manual Ramps

Always bend knees, not your back, when moving ramps.
1. Stand with a leg either side of the loading ramp and lift it off the locating lugs.
2. Using the webbing strap to draw the ramp back to its stowed location.
3. Use the locking pin to secure the ramp in place, making sure the ramp straps are retained behind the catch.

CONTROLS

Hydraulic Control Valve Bank

A hydraulic control valve bank is fitted to the nearside of the vehicle.
The levers are colour coordinated and have a corresponding air lock button with the exception of the canopy deck which is not mechanically locked.

Canopy deck: black lever no air lock.
Peak deck: green lever with corresponding air lock button.
Top deck: red levers with corresponding air lock buttons.

Operating Decks

Important! All personnel must be clear of the vehicle before operating any controls.
Always check that the control levers return to neutral when released.

Lifting Decks

1. Pull the relevant control handle towards you from its neutral position. The deck should now rise as the handle is held in this position.
2. When the deck is at the required height, return the lever to the neutral position and lower the deck onto the locking rack.
   The deck must always be supported by the locking rack, not by the chain or hydraulic cylinders.

Lowering Decks

1. Pull the relevant control handle towards you from its neutral position, so that the deck lifts enough to release the locking pawls on both sides.
2. Press in and hold the relevant locking release air button.
3. Push the control handle away from you whilst keeping the air button de-pressed, the deck will now lower.
4. When the deck has reached its required level, return the lever to the neutral position.
5. Release the air button to re-engage the deck locks.
6. Further lower the deck so that the pawl is supported by the locking rack.
   The locking rack blocks are spaced at 50 mm intervals.
The canopy deck is not locked mechanically and must be lowered onto stops before securing car 1.
OPERATING HAND PUMP

In the event of loss of hydraulic pressure, i.e. engine or PTO failure a hand pump is fitted to the nearside of the vehicle to enable the transporter to be off loaded or to lift the canopy to allow the cab to be tilted.

You will require enough air pressure to enable the locking pawl air valves to operate.

To operate:
1. Switch the change over control valve (located behind the main control levers) from the PTO pump to the hand pump position; by turning the lever 90 degrees (see photos).
2. Place the handle into the hand pump valve. This valve is situated forward of the main control levers.
3. The control handle for the deck you want to move will have to be pulled towards you and held open, whilst at the same time the hand pump is manually pumped up and down, lifting the deck so that the locking pawls can be released.
4. When the locking pawl has been released, de-press the air button whilst lowering the deck with the control handle (this operation may be slower than usual).

![Change over valve](image1)

![Hand Pump](image2)
TILTING THE CAB

Lifting the cab

1. Hinge down or remove front ladder.
2. Raise Peak deck to maximum as detailed on 5 car general layout on page 10.
3. Raise the over cab platform fully making sure that the rear of the peak ramp does not come into contact with the top deck. The top deck may need adjusting to give the required clearance. The platform can be raised using the PTO or following the hand pump instructions if the vehicle is immobile.
4. Tilt the cab following the chassis manufacturer’s instructions.

Lowering the cab

1. Lower the cab and secure following the chassis manufacturer’s instructions.
2. Lower the over cab platform onto stops.
3. Reposition the front ladder.
4. If the platform was raised using the hand pump always return the change over valve back to the PTO position.

OPTIONAL WINCH SYSTEM

The optional winch is operated by a “Lodar 9100” remote control system.

Please read the manufacturers booklets of how to operate and maintain this equipment.

In the event of a winch remote control failure the system can still be operated using the manual control. The wander lead will have to be plugged into the green electrical socket located on the nearside next to the drive axle.
LOADING LIGHTS

Loading lights are a standard fitting on Transporter car transporters; these lights are operated from the cab using the trailer coupling light switch. Side lights must be switched on for lights to work.

Fuses for the Loading Lights and the Optional Winch are located in the vehicle Cab fuse box compartment.

HAND RAILS

The transporter has been fitted with a hand rail system that meets Health and Safety Regulations at time of manufacture, compliance with any retrospective change in the legislation after the vehicle has entered service is the responsibility of the operator.

The system must be maintained and defected if:

- Posts are missing.
- Posts have been damaged, distorted or corroded.
- Ropes are not tensioned, frayed or broken.
- Any defects to the hand rail system are present.
- It is in the drivers own interests to include the hand rail system in the daily walk round checks.
5 CAR GENERAL VEHICLE LAYOUT

Over cab platform       Peak deck (car 1)                     Top deck (Cars 2 & 3)

Bottom deck (Cars 4 & 5)    Oil tank   Hand Pump   Controls                     Loading Ramps

Winch wander lead socket

5 CAR LOADING SEQUENCE

Setting up decks for loading

- Park transporter on firm level ground and apply parking brake.
- Lower rear suspension.
- Engage PTO and set to 800 RPM.
- Slide out and lock loading ramps.
- Set up the front of the top deck by aligning the indicator to the arrow on the front nearside pillar.
- Lower rear of the top deck fully.
- Raise the front of over cab platform to line up with the top deck.
- The top deck is now set to load.
Car 1

- Reverse car 1 up deck and into the wheel stops.
- Lower over cab platform (Do not work under raised platform as this deck is not mechanically locked).
- Secure car to deck.
- Raise peak deck to maximum.

*Do not lift over cab platform and peak deck at the same time as this will cause damage to the lifting mechanism. Always make sure one end is on the stops before lifting the opposite.*

Car 2

- Drive car 2 onto deck leaving enough space at rear for car 3.
- Secure car to deck.
**Car 3**

- Drive car 3 onto deck.
- Secure car to deck.
- Raise top deck to maximum checking the clearance between car 1 & car 2.

**Car 4**

- Reverse car 4 onto bottom deck.
- Secure car to deck.
Car 5

- Drive car 5 onto bottom deck.
- Secure car to the deck.
- Slide in loading ramps and lock.
- Lower top deck leaving sufficient clearance between deck & bottom deck cars.
- Lower peak deck allowing sufficient clearance between deck and car 2.
- Disengage PTO.
- Re-set suspension.
- Measure traveling height of the load.
- Set height indicator in the cab.
SALVAGE VEHICLE WITH BEAVER TAIL & SPEC FRAME

Setting up decks for loading

- Park transporter on firm level ground and apply parking brake.
- Engage PTO and set to 800 RPM.
- Fully lower Rear suspension.
- Lower Spec Frame sufficiently to allow Beaver Tail / extension ramp operation.
- Raise Beaver Tail slightly.
- Fully extend Beaver Tail Ramp (the ramp is to be used as a loading aid only and is not designed to be utilised as an extension to the Beaver Tail ramp).
- Lower Ramp sufficiently to make contact with ground.
- Set up the front of the top deck to achieve required loading angle.
- Fold away rear number plate.
- Lower rear of the top deck fully.
- Raise the front of over cab platform to line up with the top deck.
- The top deck is now set to load.

LOADING SEQUENCE

Car Positions

1 2 3 4 5 6 7

Car 1
- Reverse car 1 up deck and into the wheel stops.
- Lower over cab platform (Do not work under raised platform as this deck is not mechanically locked).
- Secure car to deck.
- Raise peak deck to maximum.

Do not lift over cab platform and peak deck at the same time as this will cause damage to the lifting mechanism. Always make sure one end is on the stops before lifting the opposite.
Car 2

- Drive car 2 onto deck leaving sufficient space at rear for car 3.
- Secure car to deck.

Car 3

- Drive car 3 onto deck.
- Secure car to deck.
- Raise top deck to maximum checking the clearance between car 1 & car 2.
- Re-position Rear number plate.

Car 4

- Fully lower car 4 deck to allow loading.
- Reverse car 4 onto deck.
- Secure car and raise deck sufficiently to allow loading of car 5.

Car 5

- Drive car 5 onto deck.
- Secure car.

Car 6

- Drive or reverse car 6 onto the Beaver Tail deck fully (not on extension ramp) and secure.
- Raise Beaver Tail (caution on car 5).
- Fully retract Beaver Tail extension ramp.
- Raise suspension.

Car 7

- Raise Spec Frame.
- Extend Spec Frame and lower to ground.
- Drive vehicle into position and secure.
- Raise Spec Frame and retract to relevant position.
- Locate Spec Frame locking pins.
- Attach breakaway chain.
- Attach light board to the rear of car 7.
- Re-position Beaver Tail to allow sufficient distance between deck and Spec Frame vehicle to achieve required manoeuvering clearances.
- Re-position car 4 deck to allow sufficient clearance between the deck and car 5.
- Lower top deck leaving sufficient clearance between deck & bottom deck cars.
- Lower peak deck allowing sufficient clearance between deck and car 2.
- Measure traveling height of the load.
- Disengage PTO.
- Set height indicator in the cab.
Spectacle Frame Locking Pin

The Spectacle Frame is adjustable and locked into position by inserting the locking pin through the frame.

Light Board

The supplied Light Board is connected to the electrical socket which is located forward of the rear nearside light cluster. The cable should be routed through the diverting loop situated in the rear of the Beaver Tail.

Motor Cycle Frame

The Motor Cycle Frame can be positioned either side of the Beaver Tail by locating the frame legs into the housing and secured into position using locking clips.