



## **This guide is intended for you, the ROAD HAULAGE PROFESSIONAL.**

It outlines the essential recommendations for use and maintenance of the system to ensure operation in optimum conditions of safety.

*This guide describes normal conditions of use. If you want additional explanations concerning the contents of the guide or any particular conditions of use of this vehicle, please get in touch with us.*

Please keep this booklet in a safe place.



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*All illustrations and photos are non-contractual and simply offer examples.*



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## VEHICLE IDENTIFICATION

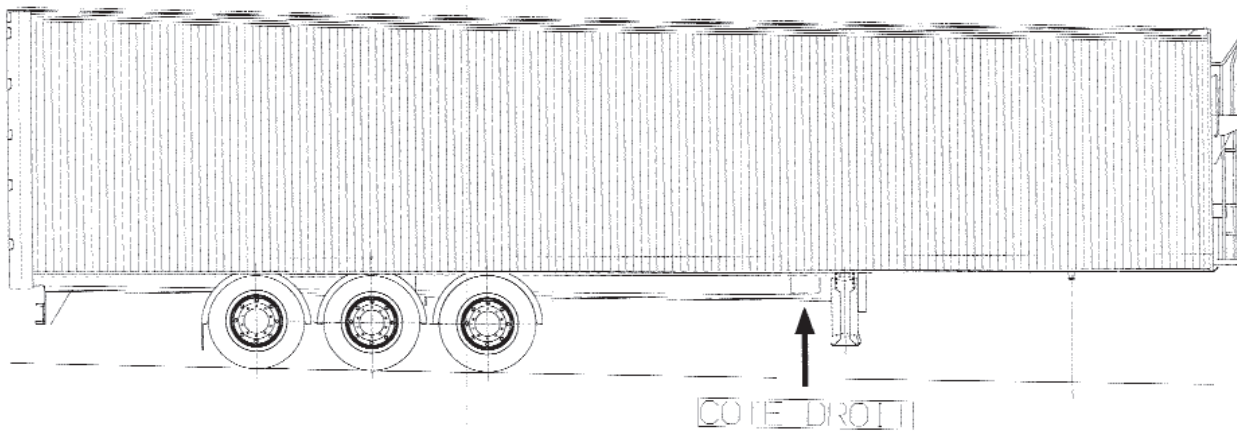


Fig. 3-1

For vehicle identification, refer to the general guide.

Markings are in all respects identical to the basic document.

Their location is different for moving floor vans, see fig. 3-1.

All information can be found on the right-hand side behind the landing gear legs.



## COUPLING

The semi-trailer should be coupled to the tractor or the trailer to the straight truck in accordance with the instructions given in the general guide and the supply and return lines should be connected (see fig. 5.1 and 5.2).

Unless otherwise specified, the equipment on our vehicles is designed to function with hydraulic power from the tractor, with the following minimum characteristics:

- a maximum flow of 110 litres/min.
- the flow determines the transport speed output by the mechanism,
- a maximum pressure of 250 bar,
- an oil tank containing at least 150 litres, with a return filter (30 microns) of 300 litres/min,
- a pressure relief valve calibrated at 250 bar,
- a piping system conforming to the following requirements:
  - . pressure line min. 20 mm (3/4"),
  - . return line min. 25 mm (1").

Quick-connect couplings of equivalent dimensions (3/4" pressure and 1" return) are suitable for a max. flow of 110 litres/min.

For further details refer to the instructions of the mechanism.

A pressure gauge connected to the hydraulic supply line is fitted as a standard.  
(Fig. 4.1)

It indicates the pressure delivered by the tractor in case of problem of use when the vehicle is loaded.

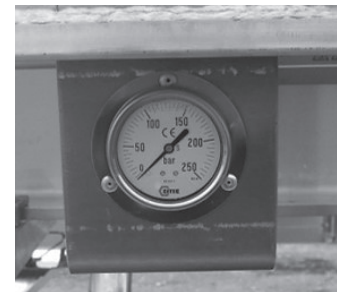
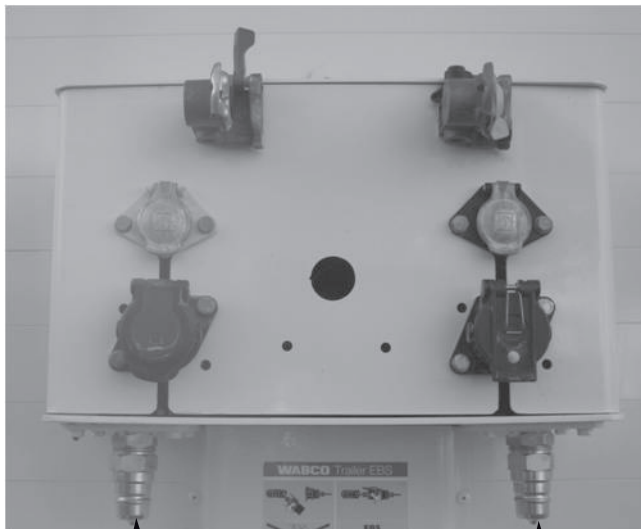


Fig. 4.1



# COUPLING

### Front face connection

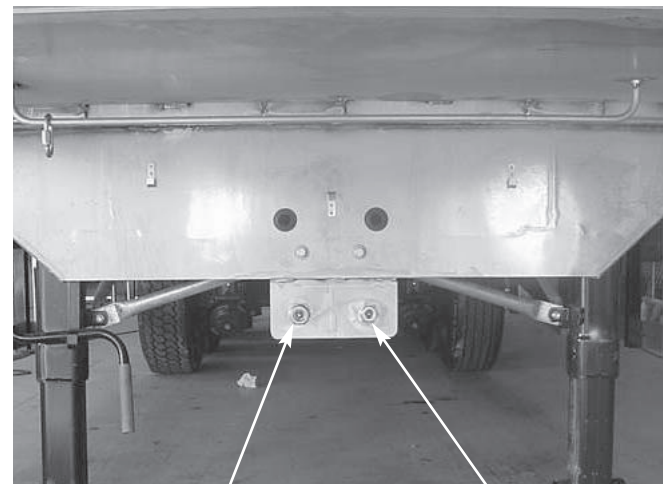


Return line  
 $\Phi$  1" minimum

Pressure line  
 $\Phi$  3/4" minimum

Fig. 5.1

### Optional connection on deck



Return line  
 $\Phi$  1" minimum

Pressure line  
 $\Phi$  3/4" minimum

Fig. 5.2

ENGLISH



## **UNCOUPLING**

The vehicle is uncoupled in accordance with the instructions given in the general guide.

The hydraulic circuit can only be uncoupled with the pump disengaged, so that the hydraulic circuit is not pressurised.

By frosty weather and before stopping the mechanism it is necessary to align the floor planks towards the front of the vehicle (in driving direction). This will facilitate the restarting of the floor.

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## ESSENTIAL SAFETY AND OPERATING INSTRUCTIONS

In general, follow the safety instructions in the vehicle general guide.



Before using the loading/unloading mechanism, you must first read the mechanism's specific instruction manual supplied with the vehicle.

### IMPORTANT

Before beginning loading or unloading, you must first of all check the following points:

- no-one should be in the immediate vicinity of or inside the vehicle,
- the passage for the product to be transported must be clear (are the doors open?),
- think carefully about what you want the system to do. Load or Unload?,  
Directly and at all times check that the system is carrying the product in the right direction.
- keep your distance from the vehicle,
- if the vehicle is fitted with roof nets or a hydraulic door, make sure that you can actuate them without risk, and that no-one and no obstacle is in the immediate vicinity,
- always bear in mind that these last two types of equipment considerably increase the vehicle's gauge,
- never attempt to touch moving parts: floor mechanism, hydraulic door, roof nets or other motorised equipment, before switching off the hydraulic and electric power sources,
- never work on the hydraulic circuit when pressurised,
- before driving off, always make sure that the rear doors and roof nets are properly closed,
- if the vehicle is equipped with sheeting, make sure that the tarpaulin is correctly secured: strap, bungee, hasps and other devices in place,
- make sure that the hydraulic pump is no longer engaged.



## LOADING

The load must always be evenly distributed longitudinally and transversely within the maximum authorised loading limits and not concentrated at the front or on one side.

The moving floor is designed for transport of palletised loads of uniform weight over the entire surface of the floor. Any concentrated load must be placed on a rigid frame, the strength of which must meet the following condition:

$$\frac{\text{weight of concentrated load}}{\text{load bearing surface}} < \text{or} = \frac{\text{payload}}{\text{total floor surface}}$$

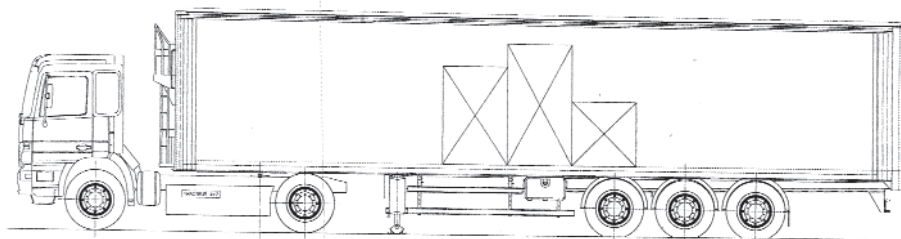
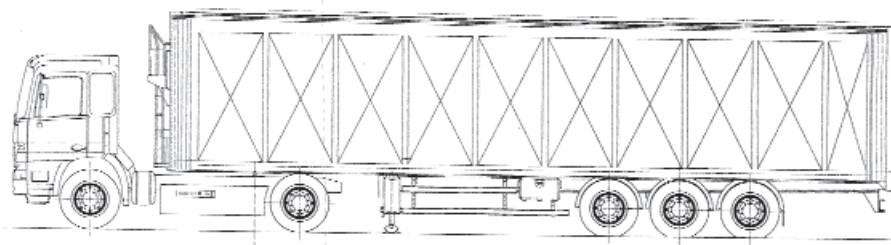


Fig. 8-1

Fig. 8-2







## LOADING

Pallets may be loaded in two ways:

- on the ground or at a dock, by placing the pallet forklift truck at the rear and using the mechanism to advance the first row and then load the next row of pallets and so on,
- on a dock, by entering directly with the forklift truck, in which case it is essential that the tractor be coupled or that the vehicle be chocked at the front, see Fig. 9-1 and Fig. 9-2.

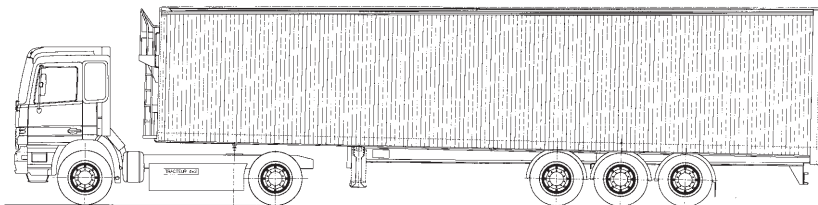
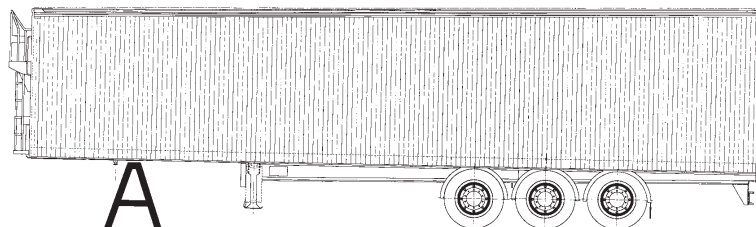


Fig. 9-1

Fig. 9-2

The acceptable technical capacity of the forklift truck is directly linked to the configuration of the floor and the cross-sills fitted to your equipment.



The basic floor made of 5 to 6 mm thick aluminium, is limited to a 5-ton forklift (including load). For higher or different capacity configurations, please contact our technical department.

In the case of top bulk loading, we recommend removing the hoops and straps or spacer chains. Check that the moving partition drive sheet is placed on the floor and is completely covered by the product loaded, so that it can move the partition.

As standard, the equipment is designed for rear bulk loading. For use of a compactor, please contact our technical department.



## USE OF THE REAR DOUBLE DOORS

### ***Barn type door***

Door opening is secured by a retaining hook preventing sudden opening under pressure from the product contained. Fig. 10-1.

Before releasing the door lock bars, always check that the hook is in a position such as to be able to hold the doors. Fig. 10-2.

After releasing the door lock bars, Fig. 10-2, move away from the door clearance area and retract the retaining hook using the pneumatic control located under the vehicle toolbox (Fig. 10-3).

If, for example, pallets have been loaded, the door upper cross-bar must be retracted to facilitate their passage. In this case, and with the help of the ladder remove one of the two pins depending on the chosen direction of pivoting.



Fig. 10-1

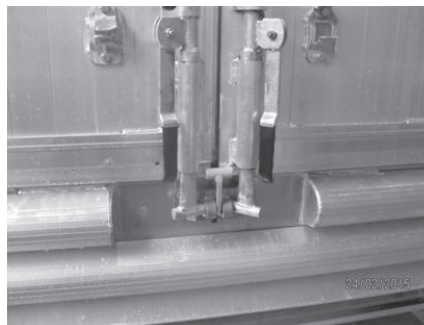


Fig. 10-2



Fig. 10-3



## USE OF THE REAR DOORS



Fig. 11-1

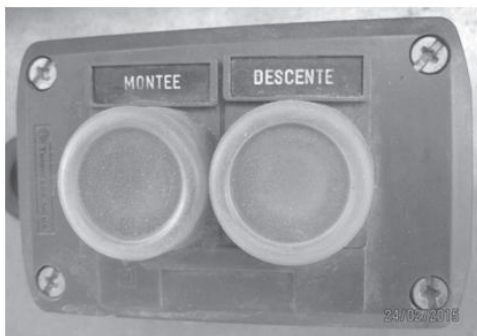


Fig. 11-2

### *Hydraulic door*

- Before using the hydraulic door ensure that there is no person or obstacle in the field of action, Fig. 11-1.
- Check the cleanliness of the locking hooks on the side walls and on the lower part.
- A knob control box is always provided at the rear left of the vehicle, Fig.11-2.
- Never change the factory setting of the speed of opening / closing of the door.



## USING THE LOADING/UNLOADING MECHANISM



After familiarising yourself with the mechanism operating engage the hydraulic pump.

To do this:

Gradually accelerate the engine to a speed of about 1000 rpm

The loading/unloading rate will depend on the hydraulic flow flow of 110 litres/min.

Do not increase the engine speed too much as this could destroy the hydraulic components.

The sidelights must be lit to provide electrical power to the system.

Check the required direction of loading or unloading and actuate the control.

The system is electrically powered by the vehicle EBS. It is therefore necessary that the power spiral is connected.

In the event of an emergency, the system can be stopped as follows:

- by pushing the emergency off control on the cabled control box,
- by setting all the switches to "O",
- by disengaging the hydraulic pump,
- by cutting the electricity supply,
- by stopping the tractor engine.

When the mechanism is running, stay at the controls. Never leave the vehicle. The cabled control box enables you to get far enough away from the danger zone.

In freezing period, it is advisable to stop the mechanism. Floor planks being aligned against the door in order to protect the cylinder rods in this position.



## USE OF THE HYDRAULIC NETS

### IMPORTANT

Before handling the hydraulic nets, ensure that you can operate safely (neither person nor obstacle in front of the field of action).

To use these functions, switch on the tractor's hydraulic pump as described in the previous chapter.

A two-way double-action hydraulic distributor is used for opening and closing :

- the right-hand sheeting net.
- the left-hand sheeting net.

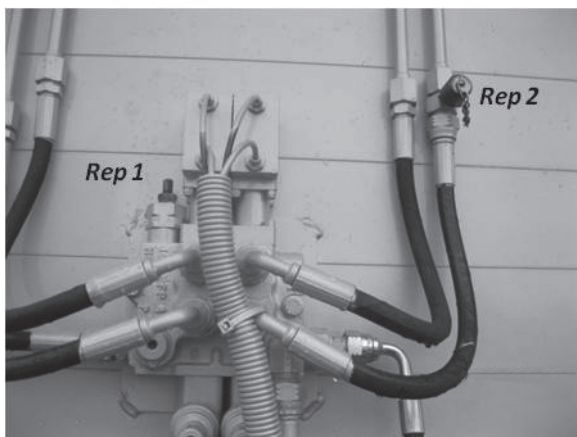


Fig.13-1

A pressure limiter, *Rep 1*, protects the installation. The maximum pressure must not exceed 100 bar, Fig. 13-1.

A pressure tap allows you to check this value:  
*Rep 2*, Fig.13-1.



## USE OF THE HYDRAULIC NETS

The pneumatically actuated valve is controlled by means of the knob box located at the front left of the vehicle, Fig. 14-1.

Each flap must be operated independently.



Fig. 14-1

A pressure filter protects the installation.

A clogging indicator informs on the state of the cartridge, Fig. 14-2.

- Green : *OK*
- Red : *To be replaced*

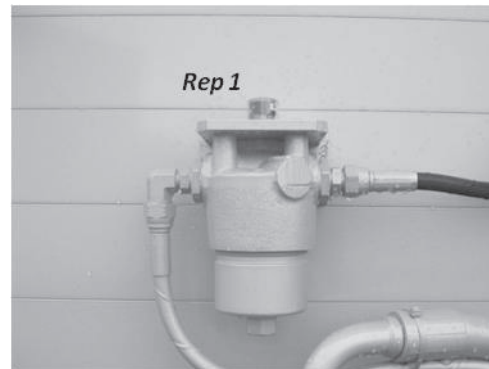


Fig. 14-2



## OPERATING INSTRUCTIONS

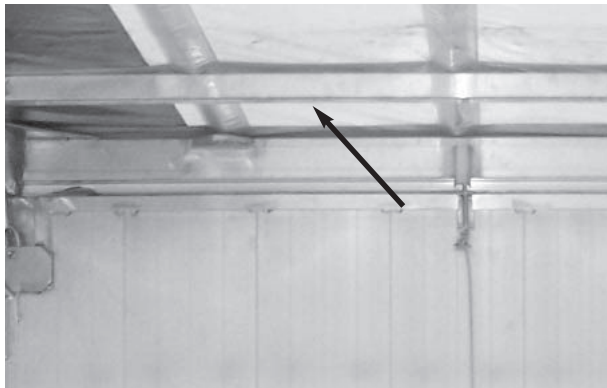


Fig. 15-1

### **Retaining chain or straps**

Owing to the considerable height of the truck box, it is **essential**, when the box is loaded, to install the internal retaining chains or straps, to prevent outwards bowing of the outer rails and side walls caused by pressure from the product Fig. 15-1.

### **Side-winding sheeting**

To prevent damage to the tarpaulin bows during loading, these should be placed in the lateral position.

Before unloading, it is **essential** to totally or partially unsheet to prevent negative pressure in the truck box, which could lead to deformation of the roof and even of the side walls in the case of products that do not flow easily.

Driving with the tarpaulin wound laterally or with the retainers in place, (Fig. 15-2) is prohibited (breach of Highway Code).

During loading, we recommend using offset retainers with the tarpaulin sheeting roll clear of the body, because in certain cases, the product could damage the tarpaulin.



Fig. 15-2



## OPERATING INSTRUCTIONS

### Sheeting (cont.)

When operating the sheeting mechanism, the specifically designed items (Fig. 16-1 and 16-2), must be used in all cases.

- Platform,
- Unsheeting handle.

Prior to each departure, ensure that the tarpaulin is correctly secured by all the accessories on the side wall, Fig. 16-3, front, Fig. 16-4 and doors, Fig. 16-5.



Fig. 16-1



Fig. 16-3

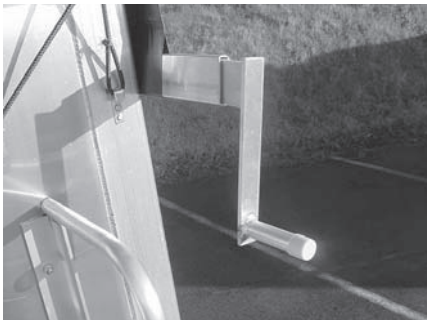


Fig. 16-2



Fig. 16-4



Fig. 16-5







## USE OF SIDE SHEETING

Fig. 17-1



While driving, covering retainers must be in their retracted position. Fig. 17-1

The offset model must be used when loading damaging products that could harm the roll, Fig. 17-2.



**Never drive in this configuration as the vehicle height gauge would be exceeded.**

Fig. 17-2





## ***USING THE FLOOR PROTECTION SHEET***

Your vehicle is equipped with a floor protection sheet.

This optional equipment should be used when the vehicle carries damaging items, as they could rapidly harm the seals between sections. For example: transport of glass or steel mill scrap, chemically aggressive products or fine products.

In this case, prior to each loading operation, unroll the sheet over the entire width of the vehicle floor. The sheet will be automatically wound-in by an optional pneumatic reel, as unloading takes place.

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## UTILIZATION OF THE FLOOR PROTECTION SHEET



Fig. 19-1

Operation to be performed prior to loading:

To expand «easily» the sheet, the pneumatic motor of the winder needs to be disengaged.

To do this, use the handle provided for this purpose by pulling the inner shaft. Fig. 19-1

*Note: Once this is done, do not forget to remove the crank.*



Fig. 19-2

Make sure that the transmission shaft is properly disconnected from the air motor. The pin must be fully «retracted» in the housing in which it was previously located, Fig. 19-2.



## UTILIZATION OF THE FLOOR PROTECTION SHEET

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Unroll the tarp over the entire length of the floor, Fig. 20-1.



**It is imperative to disengage the motor if the sheet is unrolled during loading with mechanism in loading mode in order not to strain the engine. Example : big-bag loading.**

Re-engage the engine by pushing the inner shaft with the crank, Fig. 20-2.



Fig. 20-1



Fig. 20-2



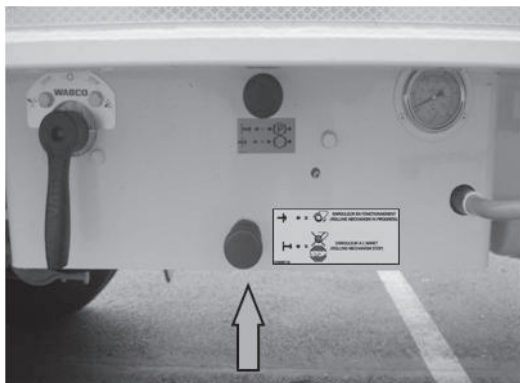


## UTILIZATION OF THE FLOOR PROTECTION SHEET



Clutch engaged, Fig 21-1.

Fig. 21-1



Use the control to start the sheet reel running during unloading, Fig. 21-2.

Fig. 21-2



## UTILIZATION OF THE FLOOR PROTECTION SHEET



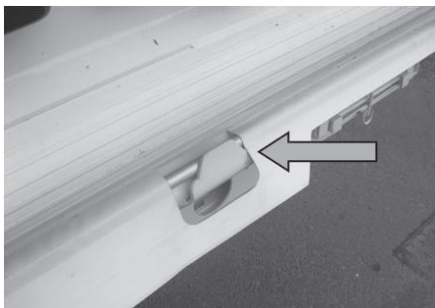
After use, make sure that the round aluminium section is correctly placed at the bottom of the retaining plates so that the sheet cannot be unrolled while driving. Fig. 22-1

During unloading and while using the sheet winder, EBS plug and the red pneumatic coupling head **MUST** be connected.

In case of failure, the sheet roller can be driven manually with the crank; the inner shaft to be pushed in order to «lock» the roller tube.

If the floor protection sheet system is not powered but on manual control, the operating mode is the same except that by pushing or pulling the inner shaft, the motor is not re-engaged but the mechanism shaft / winder is.

The winding of the sheet is carried out manually.





## USING THE LIGHTS PROTECTION PLATE



Fig. 23-1

The vehicle is equipped with a lights protection plate.

This plate must be placed in front of the light if the product transported could splash up during unloading and damage or soil the lights.

Fig. 23-1.



Fig. 23-2



**Before driving off again, the plate must be stowed and secured so that it does not mask the lights. Fig. 23-2**



## USING THE SIDE DOORS

Side door on one side at rear.

This optional equipment offers side loading of your vehicle, Fig. 24-1 and Fig. 24-2.

After using the side doors, lock and secure the door locking bars.



Fig. 24-1

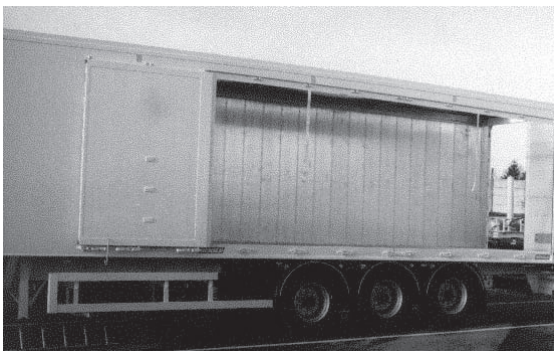


Fig. 24-2





## USING THE SIDE DOORS

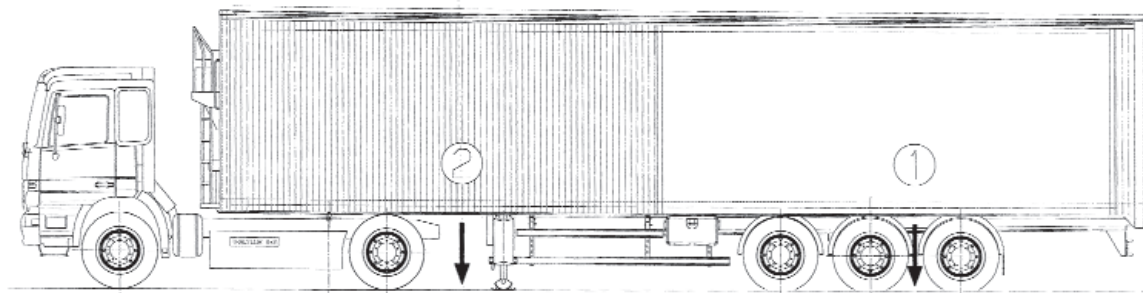
### *Side doors on both sides at rear, Fig. 25-1*

This optional equipment allows side loading of your vehicle, although this particular arrangement requires the following operating precautions.

The tractor must first of all be coupled:

- 1) deflate the suspension using the raising/lowering valve (see general guide),
- 2) lower the landing gear legs until in contact with the ground (see general guide).

Fig. 25-1



**NEVER OPEN ON BOTH SIDES**



## **USING THE INTERIOR PARTITION**

The vehicle is equipped with a moving interior partition which can slide along the entire length of the vehicle.

The partition is driven by a tarpaulin which is placed on the floor prior to loading.

The partition is guided at the top by sliding carriages in the upper side rails, Fig. 26-1.



Fig. 26-1

Release the partition at the top with the special lock, Fig. 26-2.



Fig. 26-2



## USING THE INTERIOR PARTITION

Fig. 27-1



Spread the tarpaulin out over the vehicle floor before loading the product, Fig. 27-1.

Fig. 27-2



During the unloading operation, the apron will be pulled by the tarpaulin under the load. A PVC strip and side brushes ensure the cleaning of the side walls. Fig. 27-2.

At the end of unloading, push back the apron by hand and lock it back in place.

The upper guide carriages are equipped with a guide rail cleaning system, although this does not rule out the need for daily cleaning.



## **STOWAGE RINGS**

Your vehicle is equipped with tie-down rings recessed into the floor, Fig. 28-1.

These retractable rings must be stowed for bulk loading or pallet loading.

The maximum allowable traction force is 1 ton.

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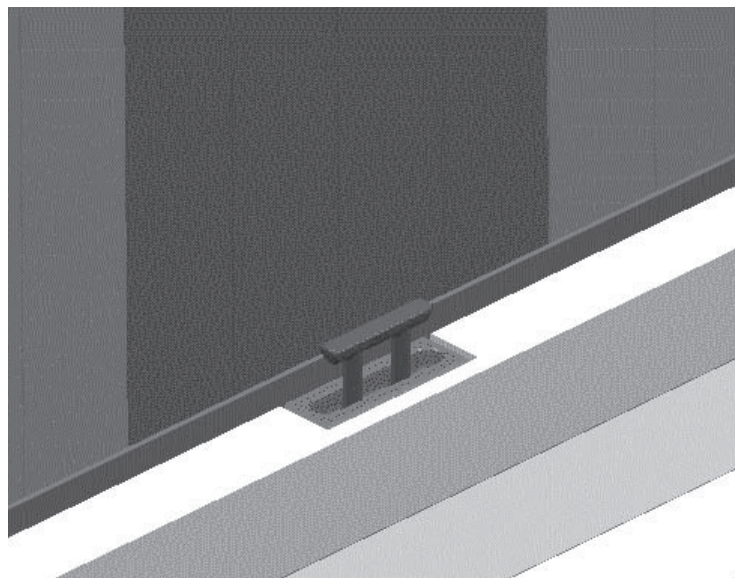
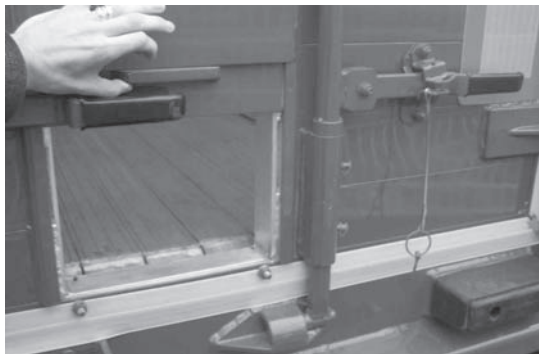


Fig. 28-1



## ***USING THE PRODUCT SAMPLING HATCH***

Fig. 29-1



This optional equipment is only intended for product sampling, Fig. 29-1.

Never attempt to unload the vehicle by opening the hatch and activating the mechanism.



## USING THE HOPPERS

The vehicle may optionally be equipped with an unloading hopper.

This may be either removable, Fig. 30-1, or fixed, Fig. 30-2.

In the case of the removable model, this equipment must be returned to its stowage supports before driving off, as the vehicle would no longer be in conformity with the highway code, were it to remain in place.

In the case of the fixed model, and if the hopper is not to be used, fit the covers to the opening inside the vehicle before loading the product.

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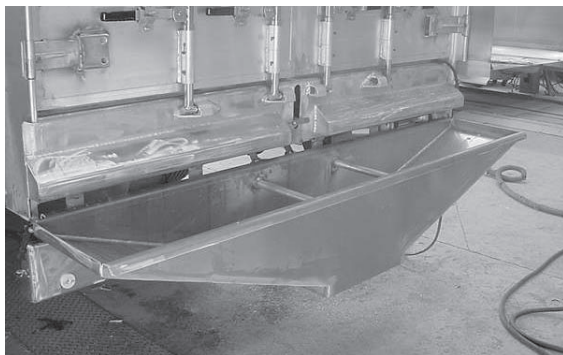


Fig. 30-1

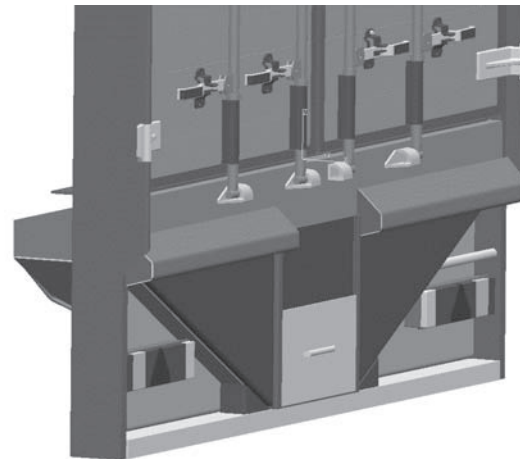
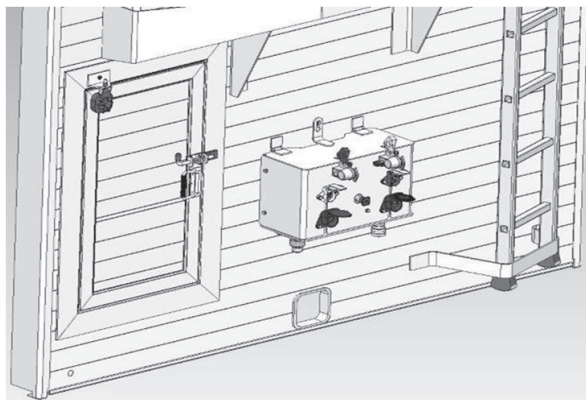


Fig. 30-2



## ***FORWARD INSPECTION HATCH***

If the vehicle is equipped with a forward inspection hatch, this can be used to enter the truck box.



**Entering the vehicle while the loading mechanism is in movement is strictly prohibited.  
Before entering the vehicle, make sure that no-one can activate the mechanism.**



## FLOOR FORWARD PROTECTION COVER

The vehicle is equipped with a floor protection cover at the front.

This cover is used to access the front of the floor, for cleaning, Fig. 32-1.



**Any work in this area may only be carried out with the mechanism off.**

When using this function, make sure that no-one could activate the mechanism.

The cover must be closed before any further loading, failing which the front wall could be damaged.

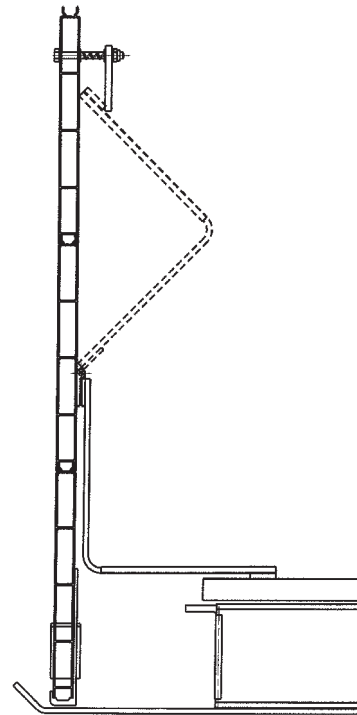


Fig. 32-1