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This manual is an important document and as such should remain with the vehicle. It is a Health and Safety requirement that the driver can refer to the document to establish the SWL etc. Before operating this transporter you must be trained in its operation and be fully conversant with the controls. Misuse could cause injury to the operator and serious damage to the vehicle.
WARNING: These safety precautions are important. You must also refer to the chassis/cab manufacturers operating instructions 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.
- 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 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 decks whilst on the transporter. Never go under an un-supported 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 straps are stored in a manner that will not interfere with the safety of personnel working on the deck.
**General Safety**

**Operation and Safety Signs**
- Operation signs are located next to all the controls.
- Warning signs are a reminder to be alert to potential dangers in the area shown with a risk of injury or death.
- Caution signs are a reminder to be alert to the potential dangers in the area shown which may cause product or surrounding area damage.
- Any sign that becomes lost, defaced or unreadable should be replaced at once.
- Ensure that you read and understand all signs displayed on the vehicle.

**Daily Safety Checks**
A daily visual inspection should be carried out on the following items:
- All routine driver safety checks as set out in the Guide to Maintaining Roadworthiness should be performed to rigid unit and trailer. In addition the following items must be checked:
- Security of front ladder if fitted.
- Safety hand rails are all secure, complete and wire ropes are tensioned and not defective.
- Securing straps and bollards are working correctly, with no cuts to straps or springs missing on bollards.
- Make sure straps are stowed securely and clear of all moving parts.
- Visually inspect rigid coupling and connecting pipes and suzie cables for defects.
- Always check the coupling lock indicator is fully seated before starting to travel (see uncoupling section).
Throughout this manual decks will be referred to by numbers, the numbers relate to the loading sequence of a standard 11/12 car load.

### Cars by Numbers

<table>
<thead>
<tr>
<th>Deck</th>
<th>Position</th>
<th>Deck</th>
<th>Position</th>
<th>Deck</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Trailer Top Front</td>
<td>5</td>
<td>Rigid Top Centre</td>
<td>8a</td>
<td>Trailer Bottom Well (12 car load)</td>
</tr>
<tr>
<td>2</td>
<td>Trailer Top Centre</td>
<td>6</td>
<td>Rigid Top Rear</td>
<td>9</td>
<td>Trailer Bottom Front Kick Up</td>
</tr>
<tr>
<td>3</td>
<td>Trailer Top Rear</td>
<td>7</td>
<td>Rigid Bottom</td>
<td>10</td>
<td>Trailer Bottom Rear Kick Up</td>
</tr>
<tr>
<td>4</td>
<td>Rigid Peak</td>
<td>8</td>
<td>Trailer Scissor</td>
<td>11</td>
<td>Trailer Bottom</td>
</tr>
</tbody>
</table>

![Diagram of cars by numbers]

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### General Vehicle Layout

<table>
<thead>
<tr>
<th>Rigid</th>
<th>Position</th>
<th>Trailer</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>(Car 4) Peak Ramp</td>
<td>1</td>
<td>(Car 1) Front drop down</td>
</tr>
<tr>
<td>5</td>
<td>(Car 5) Top deck kick up</td>
<td>2</td>
<td>(Car 2) Rear drop down</td>
</tr>
<tr>
<td>6</td>
<td>(Car 6) Top deck slider</td>
<td>3</td>
<td>(Car 3) Top deck rear</td>
</tr>
<tr>
<td>7</td>
<td>(Car 7) Bottom deck</td>
<td>8</td>
<td>(Car 8) Scissor Deck</td>
</tr>
<tr>
<td>12</td>
<td>Over cab platform</td>
<td>9</td>
<td>(Car 9) Front kick up</td>
</tr>
<tr>
<td>13</td>
<td>Front Pillar</td>
<td>10</td>
<td>(Car 10) Rear kick up</td>
</tr>
<tr>
<td>14</td>
<td>Rear Pillar</td>
<td>11</td>
<td>(Car 11) Rear end section</td>
</tr>
<tr>
<td>18</td>
<td>Front ladder (optional)</td>
<td>15</td>
<td>Front pillar</td>
</tr>
<tr>
<td>19</td>
<td>Towing coupling</td>
<td>16</td>
<td>Top deck</td>
</tr>
<tr>
<td>23</td>
<td>Control valves</td>
<td>17</td>
<td>Rear pillar</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20</td>
<td>Control valves</td>
</tr>
<tr>
<td></td>
<td></td>
<td>21</td>
<td>Axles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>22</td>
<td>Control valve loading ramps (optional)</td>
</tr>
</tbody>
</table>
1. Each vehicle position has a maximum imposed load capability not exceeding 2,800kgs.
2. The trailer top deck combined maximum imposed load capability is not to exceed 7,500kgs.
3. The rigid top deck combined maximum imposed load capability is not to exceed 5,600kgs.
4. The trailer front scissor arm mechanism maximum imposed load capability is 2,800kgs, although the hydraulic pressure relief system is not designed to lift an imposed load in excess of 750kgs.
5. All imposed loads should be evenly distributed otherwise the stability and handing of the vehicle could be seriously affected.
6. It is the responsibility of the Operator/Driver to ensure that the vehicle does not exceed the maximum C & U weights (train, gross and axles).
General Data

Check rigid axle/gross weights on the vehicle manufacturers plate.

<table>
<thead>
<tr>
<th>Item</th>
<th>Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>18750mm</td>
</tr>
<tr>
<td>Overall width excluding mirrors and handrails</td>
<td>2550mm</td>
</tr>
<tr>
<td>Deck catwalks</td>
<td>2700mm</td>
</tr>
<tr>
<td>Overall pillar height when empty</td>
<td>4050mm (maximum)</td>
</tr>
<tr>
<td>Front to coupling centre line</td>
<td>6200mm</td>
</tr>
<tr>
<td>Coupling centre line to rear</td>
<td>12550mm</td>
</tr>
<tr>
<td>Maximum width between pillar assemblies</td>
<td>2330mm</td>
</tr>
</tbody>
</table>

Note: Depending on the height of the drivers cab, the handrails fitted to the over cab platform could increase the overall height of the vehicle.
**Trailer Wheel Nut Torque 630Nm**
Refer to truck manufacturers manual for the trucks wheel nut torque.

**Tyre Pressures**
It is important that the tyre pressures are regularly checked, failing to maintain the correct pressures could affect the handling.

**Rigid**
F/A = 120 PSI
Mid Lift = 100 PSI
R/A = 90 PSI
**Trailer** = 130 PSI
It is advised that the jack head should have a large area to spread the load.
50mm Rockinger Pin Coupling

Un-Coupling the trailer

Before carrying out the following procedure make sure that the transporter is on firm level ground. It is not recommended that a loaded trailer is uncoupled.

1. Park the rigid and trailer in a straight line, apply the rigid park brake.
2. Apply the trailer park brake by pulling out the red knob on the trailer park/shunt valve situated on the offside of the trailer chassis.
3. Raise rigid rear suspension sufficiently to enable the support leg to be fitted to the two locating pins.
4. Lower the suspension until the leg is supporting the front of the trailer and the tow eye is no longer resting on the coupling. There should be a gap at the top and bottom.
5. Disconnect all suzies and hydraulic pipes. Stow the pipes in a position where the connections will not become contaminated i.e. off the ground with the couplings protected.
6. Lift the coupling pin release lever. The vehicle may have to be moved slightly to get the pin to release.
7. Carefully drive the rigid away from the trailer slowly.

Caution: Do not put your hand in the open coupling jaw, it may snap shut.

To close the coupling, sharply push the operating lever by hand in the opening direction. Do not engage the PTO unless a link pipe is fitted between the two hydraulic couplings on the rear of the rigid, to make a circuit.

Coupling in the open position
**50mm Rockinger Pin Coupling**

**Coupling the trailer**

1. Make sure that the coupling pin release handle is in the raised position. **Do not place your hand near the open jaw.**

2. Slowly reverse the rigid towards the trailer keeping the side of the superstructure in line with the side of the trailer. Stop when you estimate that the hitch and the eye are about 300 to 500mm apart. Apply the rigid parking brake. Do not be tempted to couple to the trailer without checking your position as damage may result. Check that the trailer park brake is applied.

3. Adjust the height of the rigid to line up with the tow eye, and reverse slowly towards the trailer. The pin will automatically drop into the tow eye. Gently rock the vehicle to assist the coupling to close. Apply the truck park brake.

4. Check that the coupling is closed and the lock control pin is fully home, it is relatively normal for the pin to still be protruding at this stage.

5. Raise the suspension and take the weight of the trailer, remove the support leg and return the rigid to its normal running height.

6. Connect the suzies after checking that the connectors are clean.

7. Release the trailer park brake by pushing in the red knob on the park/shunt valve. When the brakes release the pin may drop into place and the lock control pin will be fully seated.

8. If the pin still has not seated pull the trailer forward about 1 metre, the pin should finally locate. Do not use the vehicle unless the lock control pin is fully seated.

9. Check the operation of the brakes and lamps.

10. Before pulling away check that all loose items on the trailer are secure.

11. On pulling away check the operation of the brakes again.

---

**Coupling in the closed position**

- Release lever down
- Lock control pin in
- Tow pin closed
80mm Rockinger Ball Coupling

Un-Coupling the trailer

Before carrying out the following procedure make sure that the transporter is on firm level ground. It is not recommended that a loaded trailer is uncoupled.

1. Park the rigid and trailer in a straight line, apply the rigid park brake.
2. Apply the trailer park brake by pulling out the red knob on the trailer park/shunt valve situated on the offside of the trailer chassis.
3. Raise rigid rear suspension sufficiently to enable the support leg to be fitted to the two locating pins.
4. Remove the locking bolts.
5. Turn and pull outwards the two coupling lock levers.
6. Swivel back the main locking arm.
7. Disconnect all suzies and hydraulic pipes. Stow the pipes in a position where the connections will not become contaminated i.e. off the ground with the couplings protected.
8. Lower the rigid rear suspension until the coupling ball is clear of the trailers spoon coupling.
9. Carefully drive the rigid away from the trailer.

Note: DO-NOT engage the PTO unless a link pipe is fitted to the two hydraulic couplings on the rear of the rigid.
1. Before re-coupling the trailer it is essential that the coupling ball and spoon is thoroughly cleaned. Before re-coupling, lightly lubricate the ball and spoon with calcium saponified multi purpose EP3 grease.

2. Slowly reverse the rigid towards the trailer keeping the side of the superstructure in line with the side of the trailer. Stop when you estimate that the ball and spoon are about 300 to 500mm apart. Apply the rigid parking brake. Do not be tempted to couple to the trailer without checking your position as damage may result. Check that the trailer park brake is applied.

3. Adjust the height of the rigid coupling ball to below the trailer coupling spoon and slowly reverse until the ball is directly below the coupling spoon.

4. Raise the rigid rear suspension until the coupling spoon is completely over the ball and the support leg is clear of the ground.

5. Swivel the main locking arm onto the top of the coupling spoon until the two locking levers have sprung back into their locked position.

6. Replace both locking bolts.

7. Connect the suzies after checking that the connections are clean.

8. Release the trailer park brake by pushing in the red knob on the park/shunt valve.

9. Once the trailer is coupled and secured, grease must be applied to the towing ball via the lubrication nipple until grease emerges from around the adjusting screw for the coupling spoon. Calcium saponified multi purpose EP3 grease must be used.

10. Check the operation of the trailer brakes and lamps.
80mm Rockinger Ball Coupling

- Locking levers engaged
- Main locking arm down
- Grease Nipple
- Lubricate coupling ball
All trailers feature a park (red) and shunt (black) valve which is fitted to the off side chassis member.

The red park valve must be applied before coupling/uncoupling. Pull out to apply the trailers spring park brake, push to release the spring brakes.

The black shunt valve releases the trailer’s brakes when it’s uncoupled from the rigid. Its main use is for maintenance or manoeuvring the trailer when the air lines are disconnected.

Pushing the valve inwards releases the brakes. It is automatically reset when the air supply is reconnected and pressurised.
Operating the Hand Pump

In the event of a loss of hydraulic pressure i.e. engine or PTO failure a hand pump is fitted to the nearside of the rigid to enable the vehicle to be off loaded or lift the canopy to allow the cab to be tilted. The vehicle must have sufficient air in the system to operate the air locks.

To operate:

1. The hand pump control valve is fitted near the main control bank, turn the lever 90° as indicated by the label to the hand pump position. **It is important that the lever is returned to the PTO position when the fault is rectified.**
2. Place the supplied handle into the pump which is located on the nearside of the rigid near to the main control bank.
3. The control lever for the deck you wish to operate must be held in the raised position whilst the pump is operated. In the case of off loading, lift the deck sufficiently to allow the locking pawl to release. If the requirement is to tilt the cab, lift the canopy to it’s maximum. This canopy is not mechanically locked, air is not required to lower it.

**Important:** Always hinge the front ladder down before tilting the cab.
Tilting the Cab

1. Hinge down or remove the front ladder if fitted.
2. Raise the over cab platform fully. The platform can be raised using the hydraulic power from PTO or following the hand pump instructions if the vehicle is immobile.
3. You are now clear to tilt the cab following the chassis manufacturers instructions.

Lowering the Cab

1. Lower the cab and secure following the chassis manufacturers instructions.
2. Lower the over cab platform.
3. Reposition the front ladder.

If the canopy was raised with the hand pump always return the change over valve back to the PTO position.
Loading Lights

Loading lights are a standard fitment on our Transporters, these lights are operated from a switch located on the dash panel. Side lights must be switched on for lights to work.

Handrails

The transporter has been fitted with a handrail system that meets Health and Safety Regulations at time of manufacture, 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 handrail system are present.
- It is in the drivers own interests to include the hand rail system in the daily walk round checks.
Operating the Decks

**Lifting The Decks**

**Important:** Ensure all personnel are clear of the decks before operating any controls; don’t stand on the decks whilst operating the controls.

Engage the PTO.

The controls on the EVO are all manual with the levers connected directly to the hydraulic valves. For ease of use the levers are colour coordinated and match their relevant air lock switch. Some levers are shorter which signifies they are either operating a slide deck or operate a motion that does not have an air switch. The instructions below apply to the standard arrangement, depending on truck chassis design some valve banks are mounted in the horizontal position which means that the levers are lifted as opposed to being pulled and lowered as opposed to been pushed.

**Important:** Make sure that all levers return to the neutral position when released, failure to do so could result in serious damage to decks or cars.

Two systems of lifting are used:

1. The ram is directly connected to the deck and
2. The deck is operated by a ram and chain mechanism.

Sometimes there is a delay in lifting with the ram and chain until the slack is taken up in the chain.

**Lifting Decks**

1. Pull the relevant control lever from its neutral position and the deck will lift until the lever is released and the control lever returns to its neutral position.
2. When the deck has reached the required height, push the lever into the lower position. This will lower it onto the nearest lock. Levers that operate rams fitted with self locking check valves are left at the desired height and do not need lowering.
1. Pull the relevant lever whilst holding in the air lock switch, lift the deck until both air locks have released.

2. Push the lever whilst still holding the air locks open and make sure both sides of the deck are lowering evenly.

3. When the decks have reached the required position, allow the lever to return to neutral, release the switch and then push the lever again to lower the deck onto the lock. This only applies to the decks with mechanical locks, these decks must always be lowered onto a lock, never leave a deck supported on the rams/chains only. Decks with self locking rams will stop at the required position.

<table>
<thead>
<tr>
<th>Deck</th>
<th>Operation</th>
<th>Locking method</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lift/lower</td>
<td>Self locking</td>
</tr>
<tr>
<td>1</td>
<td>Slide</td>
<td>Self locking</td>
</tr>
<tr>
<td>2</td>
<td>Lift/lower</td>
<td>Self locking</td>
</tr>
<tr>
<td>2</td>
<td>Slide</td>
<td>Self locking</td>
</tr>
<tr>
<td>Top</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
<tr>
<td>8</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
<tr>
<td>8</td>
<td>Slide</td>
<td>Self locking</td>
</tr>
<tr>
<td>9</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
<tr>
<td>Prop</td>
<td>Lift/lower</td>
<td>Self locking</td>
</tr>
<tr>
<td>10</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Deck</th>
<th>Operation</th>
<th>Locking method</th>
</tr>
</thead>
<tbody>
<tr>
<td>O/cab Platform</td>
<td>Lift/lower</td>
<td>None</td>
</tr>
<tr>
<td>4 Peak</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
<tr>
<td>5</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
<tr>
<td>6</td>
<td>Slide</td>
<td>Self locking</td>
</tr>
<tr>
<td>Top</td>
<td>Lower</td>
<td>Mechanical</td>
</tr>
<tr>
<td>7 Flaps</td>
<td>Lift/lower</td>
<td>Self locking</td>
</tr>
</tbody>
</table>
Engaging/dis-engaging and Operating the Power Take Off (PTO)

If the rigid is not coupled to a trailer a link pipe must be fitted between the two hydraulic couplings before the PTO is engaged. This completes the hydraulic circuit.

**Manual Gearbox**

**Engaging the PTO**

1. Make sure the vehicle is parked on level ground with the handbrake applied and the rigid and trailer is in line.
2. Check that there is sufficient air pressure.
3. Disengage the clutch and select the PTO using the switch in the cab. There will be an indicator on the dash to indicate the PTO is selected.
4. The system is designed to operate at engine tick over.

**Disengaging the PTO**

1. Disengage the clutch.
2. Switch off the PTO - the dash indicator will go out.
3. Re-engage the clutch slowly.

**Automatic Gearbox**

**Engaging the PTO**

1. Make sure the vehicle is parked on level ground with the handbrake applied and the rigid and trailer is in line.
2. Check that there is sufficient air pressure.
3. Select the PTO using the switch in the cab. There will be an indicator on the dash to indicate the PTO is selected.
4. The system is designed to operate at engine tick over.

**Disengaging the PTO**

Switch off the PTO - the dash indicator will go out.
Operating levers from left to right.

- **Black Lever** - Over cab platform, no air lock
- **Green Lever** - Peak ramp with corresponding air lock button.
- **Red Lever** - Top deck front with corresponding air lock button.
- **Yellow Lever** - Top deck kick-up with corresponding air lock button.
- **Red Lever** - Top deck rear with corresponding air lock button.
- **Black Lever** - Top deck extension, no air lock.
- **Blue Lever** - Bottom deck flap, no air button.
Trailer Control Valves

Trailer main control valves operating levers from left to right.

- **Green lever** - Well deck scissor with corresponding air lock button.
- **Green lever** - Well deck rear with corresponding air lock button.
- **Short Green lever** - Well deck extension, no air lock.
- **Blue Lever** - Car 12 kick up ramps, no air lock.
- **Yellow Lever** - Middle kick up deck front, no air lock.
- **Yellow Lever** - Middle kick up deck rear, no air lock.
- **Red Lever** - Top deck front with corresponding air lock button.
- **Red Lever** - Top deck rear with corresponding air lock button.
- **Black Lever** - Front ramp drop down, no air lock.
- **Short Black Lever** - Front ramp slider, no air lock.
- **Blue lever** - Rear ramp slider, no air lock.
- **Short Blue Lever** - Rear ramp slider, no air lock.
- **Yellow Lever** - Rear kick up deck front with corresponding air lock button.
- **Yellow Lever** - Rear kick up deck rear with corresponding air lock button.
Lever viewed from left to right.

- **Yellow Lever** - Rear kick up deck front with corresponding air lock button.
- **Yellow Lever** - Rear kick up deck rear with corresponding air lock button.
- **Green lever** - Loading ramps (1st stage if fully powered), no air lock.
- **Green lever** - Loading ramps (2nd stage if fully powered), no air lock.
- **Green button** - Returns the trailer to the pre-set ride height.
- **Black up and down arrows** - Press the desired button to raise or lower the trailer.
- The up and down buttons are programmed “dead man”, the requested raise or lower will stop when the button is released.
- The trailer will re-set to the programmed height at speeds above 10kph.
Fully extend the hydraulic loading ramps. Unlock the manual aluminium ramps by folding over the locking bars.

Using the orange straps, lift and pull out the manual sections of the ramps. Once fully extended, lock the ramps in place with the locking bars.
Fully extend the first stage of the ramps followed by the second stage. Then fold back the ramp ‘fingers' to aid smooth loading of the transporter.
Setting up trailer top deck for loading

Please read through the full loading sequence prior to loading your vehicle. Always be careful when loading cars and manoeuvring decks to prevent damage.

- Fully lower the trailer middle decks. Fold over the rear kick up decks rear wheel stops to rest on the loading ramps. Set the trailer top deck front using the yellow marker arrows on the nearside front pillar and offside top deck slide block.

- Lower trailer top deck rear so that the deck rests on the bottom deck.

![Setting up trailer top deck for loading](image-url)
Reverse or drive car 1 onto the trailer's front ramp. Secure the car to the ramp.

Fully slide car 1 forward to allow room for loading car 2.
- Open the front wheel wells by folding the cover plates over into the centre of the deck and drive car 2 onto the trailers rear drop ramp. Secure the car to the ramp.

- Slide the ramp forward at the same time as lowering the rear of the ramp to allow room for loading car 3.
Car 3 - Rear of the Top Deck

- See page 61 for information on how to adjust the height of the front flap and the adjustable wheel wells. Drive car 3 onto the rear of the top deck. The rear wheel of the car should be positioned to allow the rear wheel stop to lift up to the rear of the wheel. Secure the car to the deck.

- Raise the rear of the deck first followed by the front of the deck. In equal amounts raise the front and rear of the deck to maximum but leave the rear of the deck lower than the front. This will increase the clearance between car 6 and car 1 when loading car 7.
Setting the Trailer Decks to load the Rigid Section

- Raise the well deck scissor rear to align with the upper marker arrow on the offside trailer front pillar. Raise well deck scissor front and lower onto top lock. Extend the top deck extension to overlap and rest on the front of the scissor deck. Use the reference numbers on the extension ramp as a guide for future loading, then lower the kick up onto the extension ramp. **Before operating the rigid top deck extension ramp, it is good practice to raise the top deck kick up to clear the extension ramp.**

- Raise trailer front kick-up to align with well deck scissor rear and trailer rear kick-up so that the loading is above the wheel arches of the trailer.

- Raise peak deck front to achieve a nice even loading angle.
Reverse car 4 onto the peak ramp and secure the car to the ramp. Lower the over cab platform and then fully raise the rear of the peak ramp.
Drive car 5 onto the top deck kick up, place the rear wheels of the car in the wheel wells. Slightly raise the ramp to ease securing the car to the ramp, then fully raise the ramp taking care to keep some clearance between the front of the car and the rear of the cab roof. If required, raise the front of the deck for more clearance.

**Note** – raise the rear of the deck slightly before lifting the front of the deck.
Car 6 - Rigid Top Deck Extension Ramp

- Open the wheel wells in the top deck extension by lifting the outside of the flaps and folding them into the centre of the extension ramp. Drive car 6 onto the extension ramp, drop the front wheels of the car into the wheel wells.

Note – smaller cars are best kept to the rear of the deck and the front wheels not dropped into the wheel wells.
Raise the rear of the Rigid Top Deck.

Raise the rear of the rigid top deck. Take care when lifting the deck to keep clearance between the drivers cab and the front spoiler of car 5, and the roof of car 6 on the trailer top deck.
Lower the well deck scissor and well deck rear. Align the rear of the deck with the lower arrow and the front of the deck resting on the first deck lock. Fully extend the well deck extension to meet the rigid bottom deck flap. Lower the kick up front ramp to align with the rear of the well deck.
Reverse car 7 onto the bottom deck, secure the car to the deck.

Note - Wheel chocks can be locked into the punched decking holes in the wheel wells behind the cab to help the positioning of this car.
Retract the well deck extension. Stop when the rear of the ramp is level with the outer section of the ramp. Drive car 8 onto the well deck extension and secure the car to the deck.
Fold over wheel stop flaps. Raise kick up front ramp to load over the top of car 8 and secure vehicle to deck. Extend kick up ramp up and over the bonnet of car 8 to allow room for loading car 10.
Reverse car 10 onto the ramp placing the front wheels into the wheel hoops.

When loading smaller cars the wheel hoops can be folded back onto the deck and the front wheels of the car placed in the folded back hoops or dropped into the two position wheel wells. See page 62 for information on car 10 wheel wells. Then secure the car to the deck.
Before loading car 11 onto the Transporter fold back the folding wheel chocks. Drive car 11 into position stopping with the rear wheels just onto the deck. Chock the wheels to prevent forward movement and secure the car to the deck. Stow away loading ramps and trim decks.
Trimming The Decks for Travel

- Lower car 10 position.
- Slide car 8 deck so that rear of car is inside of front A-frame.
- Position car 9 paying attention to bonnets of car 8 & 10.
- Lower the rigid top deck front and rear, leaving sufficient clearance between the deck and car 7.
- Extend/retract the rigid top deck extension to give the required clearance between the rear of car 6 and car’s 8 & 1.
- Lower the rigid top deck kick up leaving sufficient clearance between the ramp or the underside of car 5 and car 6.
- Lower the peak ramp, again leaving sufficient clearance between the peak ramp and car 5.
- Lower the trailer top deck at both front and rear. Raise/lower or slide car 1 and 2 ramps to achieve sufficient clearance between the cars to achieve the lowest overall running height.
Images of a Transporter, trimmed & ready to travel
12 cars can be loaded onto the Transporter. Normally, 6 of the cars being loaded would need to be of the smaller hatch back model type of car.

- Load the vehicle in the normal process ensuring car 1 is driven into position

- Reverse car 8 with the front wheels positioned on the very rear of the extension ram and secure vehicle. Lower trailer kick up front and rear decks flat and raise car 12 ramp by pulling blue lever on the trailer front hydraulic controls.

- Raise well deck scissor ramp front to maximum and lower onto locks. Raise rear of deck to allow sufficient room for car 8a to drive in beneath the well deck scissor ramp.
Reverse car 9 onto the front kick up ramp. Before loading, slightly lift the ramp to allow the opening of the drivers door. Secure vehicle and raise rear of deck slightly.
Reverse car 10 onto the rear kick up ramp, placing the front wheels into the wheel hoops and secure the car to the deck. Lift the kick up deck to allow room for car 11.
Before loading car 11 fold out the folding wheel stops. Drive car 11 onto the transporter and secure the car to the deck.
• Lower the rear kick up leaving sufficient clearance between the deck and car 11.
• Lower both the front and the rear of the well deck ramp and slide the well deck extension rearwards.
• Lower the rigid top deck at the front and the rear leaving sufficient space between the deck and car 7.
• Adjust the rigid top deck extension to give sufficient turning clearance between cars 6 and 8.
• Lower cars 5 and 4, again leaving sufficient clearance between the roof/bonnet of car 6 and the bonnet of car 5.
• Lower the trailer top deck at both the front and the rear.
• Raise/Lower and slide car 1 and 2 ramps to achieve sufficient clearances between the cars and achieve the lowest overall running height.
• Retract the loading ramps, check overall height using a height staff and check turning circle clearance between rigid and trailer.
The trailer features ladders fitted to the front pillars. These are capable of being folded outwards to allow car doors to fully open. To operate the ladder, unlock the shoot bolt and lift the ladder at the same time as folding out the ladder. Stow the ladder after use.
Fold the wheel well cover plates over into the centre of the deck to access the wheel wells.
The Transporter is supplied with 2 car 1 wheel hoop in-fill plates. These should be used when loading the rigid top deck over the trailer top deck.

When not in use the plates should be secured in the stowage brackets located in the scissor well deck.
The rigid top deck features 4 folding flaps which can be folded over into the centre of the deck to expose the wheel wells.

Rear wells are used when loading cars. Front wells are used when loading vans.
The front flaps can be folded back onto the top deck. This allows the top deck to be raised past the fully lowered peak ramp if required.
The rigid front pillar “P” posts can be fitted to either the near side or the off side of the vehicle. This will change the direction of the hoop to face forwards or backwards.
Depress the foot lever to unlock the post. The post can then be hinged forward, rearwards or the central vertical position. Release the foot lever to lock the post in each position.
For van and 4 x 4 loads, raise or lower the flap by operating the bottom flap control lever. The ramp is locked by check valves fitted to the hydraulic cylinders. Two types of rear flap can specified, a “V” flap or a straight flap.
Pull the cable in the centre of the deck to release the spring loaded locking pins. The deck flap can be set in 4 positions. The deck also benefits from removable infill pans to allow a larger wheel well if required.
Car 10 Wheel Wells

- Fold over the inner flap to gain access to the smaller wheel well prior to loading car 10. If required, fold over the bar also to increase the size of the wheel well for cars with larger sized wheels.
Service Agent Network

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