EVO RANGE TRANSPORTER
DRIVERS MANUAL

FOR THE ULTIMATE IN QUALITY AND SERVICE PLEASE CONTACT US AT

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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 operator and serious damage to the vehicle.

**DECK MAXIMUM LOADS AND LOAD SECURITY**

The following sets out the maximum applied load for each deck and loading angles, subject to the following criteria being established at all times.

- Each vehicle deck maximum imposed load limit of 2,800 kg which must not be exceeded.

- The trailer top deck and the rigid top deck each have a combined maximum imposed load limit of 7,500 kg and 5,600 kg respectively which must not be exceeded.

- The trailer front scissor arm mechanism maximum imposed load limit of 2,800 kg must not be exceeded, although the hydraulic pressure relief system is not designed to lift an imposed load in excess of 750 kg.

- All imposed loads should be evenly distributed to maximise the load carried and the drive axle weight etc otherwise the stability and handing of the vehicle could be adversely affected.

- All loads carried must be fully and properly secured prior to moving decks or the vehicles carried, in accordance with your company loading instructions. Never move the transporter unless every vehicle loaded on it is fully and properly secured.

- The above criteria apply subject to the transporter and all its equipment being properly maintained.

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

**CARE OF BODY PAINT WORK**

The use of cold water at normal tap pressure is recommended for the first three months, after which steam cleaning at temperatures below 60 degrees centigrade and no closer than 300mm from the surface is permissible with care.
Any damage to the painted surfaces, e.g. dents, scratches, should be treated and re-painted 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 washes or steam cleaners.

**NEVER** steam clean the lifting chains.

**GENERAL SAFETY**

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, 2 forward 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 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 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 straps are stored in a manner that will not interfere with the safety of personnel working on the deck.
- All movements on the EVO are hydraulic with the exception of the 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, then 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 the last car on. After positioning the car slide the ramp in with the strap and lock in place.
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 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 visual inspection should be considered daily 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.
- Safety hand rails are all secure and 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).
DECKS BY NUMBERS

Throughout this manual decks will be referred to by numbers; the numbers relate to the loading sequence of a standard 11/12 car load.

<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</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</td>
</tr>
<tr>
<td>3</td>
<td>Trailer Top Rear</td>
<td>7</td>
<td>Rigid Bottom</td>
<td>10</td>
<td>Kick Up</td>
</tr>
<tr>
<td>4</td>
<td>Rigid Peak</td>
<td>8</td>
<td>Trailer Scissor</td>
<td>11</td>
<td>Kick Up</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8a</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(12 car load)
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>Peak Ramp</td>
<td>1</td>
<td>Front Drop Down</td>
</tr>
<tr>
<td>5</td>
<td>Top Deck Kick Up</td>
<td>2</td>
<td>Rear Drop Down</td>
</tr>
<tr>
<td>6</td>
<td>Top Deck Slider</td>
<td>3</td>
<td>Top Deck Rear</td>
</tr>
<tr>
<td>7</td>
<td>Bottom Deck</td>
<td>8</td>
<td>Scissor Deck</td>
</tr>
<tr>
<td>12</td>
<td>Over Head Platform</td>
<td>9</td>
<td>Front Kick Up</td>
</tr>
<tr>
<td>13</td>
<td>Front Pillar</td>
<td>10</td>
<td>Rear Kick Up</td>
</tr>
<tr>
<td>14</td>
<td>Rear Pillar</td>
<td>11</td>
<td>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</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(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 manufacturer’s plate.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DIMENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>18750 mm</td>
</tr>
<tr>
<td>Overall width excluding mirrors and handrails</td>
<td>2550 mm</td>
</tr>
<tr>
<td>Overall height empty</td>
<td>4050 mm (Maximum)</td>
</tr>
<tr>
<td>Front to coupling centre line</td>
<td>6200 mm</td>
</tr>
<tr>
<td>Coupling centre line to rear</td>
<td>12550 mm</td>
</tr>
<tr>
<td>Maximum width between pillar assemblies</td>
<td>2330 mm</td>
</tr>
<tr>
<td>Approx weight rigid 6x2</td>
<td>13400 kg</td>
</tr>
<tr>
<td>Approx weight trailer</td>
<td>10400 kg</td>
</tr>
<tr>
<td>Approx total weight 6x2</td>
<td>23800 kg</td>
</tr>
<tr>
<td>Approx weight rigid 4x2</td>
<td>12800 kg</td>
</tr>
<tr>
<td>Approx total weight 4x2</td>
<td>23000 kg</td>
</tr>
<tr>
<td>GVW 6x2</td>
<td>44000 kg</td>
</tr>
<tr>
<td>GVW 4x2</td>
<td>40000 kg</td>
</tr>
<tr>
<td>Max gross trailer weight</td>
<td>22300 kg</td>
</tr>
<tr>
<td>Max gross trailer weight GB</td>
<td>22000 kg</td>
</tr>
<tr>
<td>Max weight per axle design</td>
<td>7100 kg</td>
</tr>
<tr>
<td>Max weight per axle GB</td>
<td>7000 kg</td>
</tr>
<tr>
<td>Max imposed load on coupling</td>
<td>1000 kg</td>
</tr>
</tbody>
</table>

Tyres

<table>
<thead>
<tr>
<th>Tyres Make</th>
<th>Size</th>
<th>Load/Speed (psi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelin standard</td>
<td>275/70R 22.5</td>
<td>152/148 J 130</td>
</tr>
<tr>
<td>Hankook optional</td>
<td>295/60R 22.5</td>
<td>150/147 J (152J) 130</td>
</tr>
</tbody>
</table>
TYRE PRESSURES

<table>
<thead>
<tr>
<th>4x2</th>
<th>Steer</th>
<th>Drive</th>
<th>Trailer</th>
</tr>
</thead>
<tbody>
<tr>
<td>130 PSI</td>
<td>6x2</td>
<td>130 PSI</td>
<td>100 PSI</td>
</tr>
<tr>
<td>130 PSI</td>
<td>100 PSI</td>
<td>90 PSI</td>
<td>130 PSI</td>
</tr>
</tbody>
</table>

Standard tyre fitment on the EVO is the Michelin 275/70 R22.5 XTA2 with a load index / speed rating 152/148J. At the time of writing Michelin are the only company producing this tyre size with the correct load capacity. If tyres are replaced always check the size and rating as fitting a tyre with the incorrect rating would reduce the trailer axle weights and if detected could result in a prosecution.

Optional tyre fitment on the EVO is the Hankook 295/60 R22.5 AL02 with a load index / speed rating 150/147K (152J) (Dual marked). As with the Michelin tyre, Hankook is the only manufacturer to produce this size of tyre with the rating that is suitable for the 7000 kg axles.

**WHEEL NUT TORQUE 630Nm**

It is important that the tyre pressures are regularly checked, failing to maintain the correct pressures could affect the handling.
JACKING POINTS FOR TRAILER

It is advised that the jack head should have a large area to spread the load.
TRAILER COUPLING

Uncoupling the trailer

Before carrying out the following procedure make sure that the transporter is on firm level ground, with a suitable block to support the trailer front cross member. 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 a block to be placed under the centre of the trailer front cross member.

4. Lower the suspension until the block 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 suzzies 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

- Lock control pin out
- Release lever up
- Tow pin open
Re-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 block 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 IS IN THE CLOSED POSITION

Lock control pin fully in
Release lever down
Tow pin closed
TRAILER PARK/SHUNT VALVE

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 them.

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 pressurized.
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 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 behind the main control bank; turn the lever 90 degrees 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 its 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.

4. To lower the deck keep the air switch pressed whilst positioning the lever in the lower position.

5. Always return the changeover valve back to the PTO position when operation is complete.
TILTING THE CAB

Lifting the Cab

1. Hinge down or remove the front ladder.
2. Ensure the peak ramp is down to the stops.
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 hydraulic power from the PTO or following the hand pump instructions if the vehicle is immobile.
4. You are now clear to 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 down onto the stops.
3. Reposition the front ladder.
4. If the canopy was raised with the hand pump always return the change over valve back to the PTO position.

TRAILER HEIGHT CONTROL VALVES

Wabco (standard fitment)

In certain situations it may be necessary to raise the height of the trailer for example, loading onto ferries or travelling over uneven surfaces; or it may need to be lowered to give extra clearance for loading/unloading.

The Wabco height control valve is located on the nearside of the trailer directly below the hydraulic valves.

To raise the trailer push in the control lever and turn anti-clockwise; extra air pressure is supplied to the bellows and the trailer will rise, the lift can be controlled by the position of the lever up to the maximum height, which is when the lever is in the fully open position.
To lower the trailer push in the control lever and turn clockwise, this exhausts the air and the height of the trailer will decrease; the height can be controlled by the position of the lever down to the point where all the air has exhausted and the suspension is on the stops.

Before travelling on the road or at speed it is important that the lever is returned to the central position where it will move out and lock into position; the trailer will re-set back to the running height. Failure to return the trailer to the correct running height could damage the suspension and affect the brake performance.

**Haldex (optional fitment)**

The Haldex (Colas) valve (if fitted) is located on the nearside of the trailer directly between the hydraulic valve banks for the bottom and top decks.

To raise the trailer push the lever in and turn anti-clockwise, again the height can be controlled by the lever until it is fully open and the trailer is at maximum height.

To lower the trailer push in the lever and turn clockwise the height can be controlled by the position of the lever up to the maximum when the lever is fully open and all air has been exhausted from the bellows.

The trailer ride height can be re-set by pulling up the valve in the neutral position; if the operator fails to return the trailer to its pre-set ride height the trailer will automatically return when the vehicle reaches 10KPH.
LOADING LIGHTS

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

HAND RAILS

The transporter has been fitted with a hand rail 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 hand rail system are present.
- It is in the drivers own interests to include the hand rail system in the daily walk round checks.
ENGAGING/DISENGAGING 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. Select high range.
4. 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.
5. Some vehicles are programmed to produce the correct RPM when the PTO is engaged, others may require the engine RPM to be manually set using the cruise control. The engine RPM must not exceed 800 RPM.

**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. With engine at tick over select the PTO using the switch in the cab. There will be an indicator on the dash to indicate the PTO is selected.
4. Some vehicles are programmed to produce the correct RPM when PTO is engaged others may require the engine RPM to be manually set using the cruise control. He engine RPM must not exceed 800 RPM.

**Disengaging the PTO**
1. Switch off the PTO - the dash indicator will go out.

If the vehicle is driven with the PTO switch in the engaged position the hand brake interlock will disengage the PTO. The switch will remain in the on position but the indicator light will go out.
OPERATING 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 and set the RPM.

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 are left at the desired height and do not need lowering.

3. There is one exception on EVO trailers to the above instructions, and that is the centre prop on the bottom deck of the trailer. To lift the centre prop first push the lever into the lower position momentarily whilst holding in the relevant air lock switch then pull the lever to lift the deck. Make sure deck 10 is raised at least two clicks and deck 9 is level before carrying out this manoeuvre. This deck only has one locking position and that is in the lowered position holding the deck down.
**Lowering Decks**

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.

4. Again the exception on the EVO to the above instructions is the centre prop, to lower this deck push the lever in and the deck will lower without using the air lock, when the deck is at the bottom of the stroke it will automatically lock down.

Method of locking decks:

<table>
<thead>
<tr>
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<th>LOCKING METHOD</th>
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CONTROLS

RIGID

- Hand Pump
- Hand Pump Changeover Valve

PUSH AIR BUTTON TO RELEASE DECK LOCKS

O/CAB PLATFORM
PEAK RAMP
TOP DECK FRONT
TOP DECK KICKUP
TOP DECK REAR
TOP DECK EXTENSION
BTM DECK FLAP

ALL LEVERS PULL TO RAISE
1. Controls for bottom deck
2. Raise lower valve (Wabco)
3. Diagnostic socket for Wabco Brake system
4. Air switches for deck locks
5. Controls for top deck

Controls for hydraulic loading ramps attached to nearside pillar (optional)
1. 1st extension
2. 2nd extension
TRAILER

Top Deck

TOP DECK
ALL LEVERS PULL TO RAISE OR EXTEND

TOP DECK FRONT
TOP DECK REAR
FRONT DROPDOWN
RAMP SLIDER
REAR DROPDOWN
RAMP SLIDER

PUSH AIR BUTTONS TO RELEASE DECK LOCKS
Bottom Deck

ALL LEVERS PULL TO RAISE OR EXTEND

WELL DECK SCISSOR
WELL DECK REAR
WELL DECK EXTENSION

KICKUP PROP
KICKUP REAR

PUSH AIR BUTTONS TO RELEASE DECK LOCKS
LOADING RAMPS

Manual

Extending

Always bend the knees and not you’re back when moving ramps.
1. Make sure the transporter is on level ground.
2. Release the ramp’s stowage pin.
3. Using the strap lift the ramp off the lugs and slide out fully.
4. With a leg on each side of the ramp, lift and slide the ramp out onto the locating lugs. The ramp is now ready to use.
5. Use the lift up panels if cars with low spoilers are to be loaded.

Retracting

Always bend the knees and not your back when moving the ramps.
1. Stand with a leg either side of the loading ramp, lift the ramp off the locating lugs and slide in slightly.
2. Using the strap lift the ramp back onto its location, lifting it over the locating lug.
3. Use the locking pin to secure the ramp in place.

It is good practice when a car is situated on deck 11 to slide the ramp out to its maximum using the strap and lift it onto the lugs after the car has been driven off the transporter. Reverse the procedure when loading; lift the ramp off the lugs before driving the last car on.
Hydraulic (Optional)

Extending

The control valve for the powered loading ramps is situated on the trailer nearside rear pillar.

1. Make sure the transporter is standing on level ground, extend the first stage using the left hand lever; this ramp must be fully extended to the stops. If the ramp grounds out before it reaches the stops adjust the trailer suspension to give a clearance.

2. Extend the second stage using the right hand lever, extend until it reaches the stops or comes into contact with the ground. Do not drive onto the ramp if the second stage is fully extended and it is not in contact with the ground. Adjust the level using the height control valve.

Retracting

1. Slide the second stage in first using the right hand lever; make sure both ramps are fully home and the wheel stops are in the raised position.

2. Slide in the first stage using the left hand lever; make sure that both ramps are fully home. If ramps are not fully retracted they could become damaged when the truck is driven as the ground clearance is greatly reduced.
**Hydraulic/Manual**

**Extending**

1. Extend the ramp fully using the appropriate control lever; raise the wheel stop to release the manual section ramp.
2. Using the strap, slide the ramp fully out.
3. Stand astride the ramp with bended knees and a straight back and lift the ramp into locked position.

**Retracting**

1. Stand astride the ramp with bended knees and a straight back, lift the ramps off the locks and slightly slide the ramps into the transporter.
2. Using the strap, lift and slide the ramp into the transporter ensuring the ramp is locked into the stowage by the wheel stop.
LOADING 11 CAR LOAD (MEDIUM-LARGE CARS)
Engaging Power Take Off (PTO)

With the transporter on level hard standing and parking brake applied engage the PTO using the switch in the cab.

Check the RPM, 800 maximum. Set using the cruise control if necessary.

PTO warning indicator will show when engaged.
**Loading Ramps**

**Hydraulic**

1. Extend first stage fully; do not allow this stage to come into contact with the ground. Adjust the suspension if necessary.
2. Extend the second stage until it touches the ground. If the ramps do not touch the ground with the second stage fully extended adjust the suspension.

**Manual**

1. Remove loading ramp stowage pins.
2. Using strap lift and slide ramp out fully.
3. Stand astride the ramp with bended knees and a straight back and lift ramp into the locked position.

**Manual/Hydraulic**

1. Extend ramp fully, lift wheel stop to release the manual section loading ramp.
2. Using the strap, slide the ramp out fully.
3. Stand astride the ramp with bended knees and a straight back and lift ramp into the locked position.
Setting up trailer top deck

With decks 9 & 10 in the lowered position and deck 10 wheel stops folded out, lower top deck front down until the indicator on the deck lines up with the arrow on the n/s front pillar. Lower the rear end of the deck fully down onto the lower decks making sure that mobiles and straps are clear.

Car 1

Reverse car 1 into position making sure it is placed in the centre of the deck, secure and slide deck out fully, lower the rear of the deck full down to the stops.
Car 1

Make sure that car one is positioned in the centre of the deck as damage can occur between the front wing and the ram bracket as shown above.

Car 2

Fold out front wheel stops and drive car 2 into position up to the stops. Secure the car.

Car2
Slide deck 2 forward at the same time as lowering the rear, making sure the front spoiler does not come into contact with the bonnet or screen of car 1.

Car 3

Drive car 3 into position leaving just enough room to allow the wheel chock to hinge up and for the hook of the wheel tie to fit into loop.

Car 3
Secure front of car and lift up the deck to give enough clearance to enable wheel tie hook to fit in.

Top deck

Lift the rear of the deck first until it is about level, and then take the top deck up one end at a time. For car only loads the deck can be lifted to the top of the pillars. If more clearance is required for drive through onto the rigid top deck, leave the rear down, this increases the drive through gap at the front.
Setting up trailer bottom deck

To set up deck to allow drive through onto trailer:
1. Lift up deck 10 at least 2 clicks.
2. Lift up deck 9 until it is approx level.
3. Momentarily press centre prop lever into down position whilst depressing the button.
4. Lift the centre prop until it is at its maximum height.
5. Lower deck 10 down to the stops.
6. Raise deck 9 to maximum and lower onto top lock.
7. Lift the front of the scissor deck to maximum and lower onto top lock.
8. Raise the rear of the scissor deck until it is in line with the front of deck.
9. The trailer is now set up to drive through.

Setting up rigid top deck
To set up rigid top deck for loading:

1. Position the bottom of the main deck slider block roughly in line with the top of the peak deck ram. 1 click below this level is also acceptable.

2. If large cars are to be loaded slide out deck 6 fully.
3. Lower top deck on front of scissor deck.
4. Raise the peak until it lines up with the top deck. The rigid top deck is now ready to load.

The transporter is set up for drive through to rigid top deck.
Reverse car 4 on to deck and into wheel stops. Secure car and lift deck to maximum. Always make sure that this car is fully tied down at front and rear.
Car 5

Fit wheel chocks in the appropriate position at the front of the deck. Drive car 5 onto deck positioning rear wheels into the rear well. Tie down front of car.

Car 5

Lift Deck 5 about 0.5mtr and wheel tie rear of car.
Car 5

Lift deck 5 fully up taking care not to contact the front spoiler of the car with the cab roof of the rigid. Smaller cars will tilt clear of the cab; but the top deck will have to be juggled to prevent contact. Always lift the rear of the top deck off the trailer before lifting the front of the deck, this saves transferring the weight through the scissor deck. After the manoeuvre lower main deck back onto the scissor deck.

Car 5

Open up wheel wells in deck 5 by folding the doors into the centre. These wells are only suitable for the larger cars; it is more beneficial to leave smaller car as near to the rear of deck 6 as possible.
Drive car 6 onto deck until the front wheels drop into the wheel wells. Secure car to deck, this deck can be positioned with the car in situ.

Front wheels of car 6 located in wells.
Lifting Top Deck

Lower deck 5 and lock off, leaving sufficient clearance between deck/car and the bonnet of car 6. Deck 6 can now be adjusted if required (slider). Lift the top deck until there is enough clearance to allow car 7 to be reversed below.

Care must be taken when lifting the top deck to ensure that there is no contact between cab and spoiler and also the rear of car 6 and deck 1.

Car 5

Note possible contact area between cab and spoiler.
Car 7

The scissor deck has to be lowered onto the first tooth and the rear of the
deck to the lower marker, which is positioned on the o/s front pillar of the
trailer. Line up deck 9 with the rear of the scissor. Extend the scissor deck
slider fully. Always reverse car 7 as near to the cab as possible.

Car 8

Retract the scissor deck slider until it is flush with the rear of the deck frame.
Drive car 8 onto the deck keeping it as far back as possible. Secure and lift
the rear of the deck checking that there is no contact between the rear of car
8 and deck one. Also make sure that a gap is maintained between cars 7 & 8.

Car 9.
Lower the front of deck 9 and drive car 9 on making sure that there is sufficient room to open the doors above the trailer wheel arches. Secure the car.

Car 10

Reverse car 10 onto deck positioning the front wheels in the wheel hoops. Secure the rear end of the car then lift the deck slightly to allow the wheel ties to be fitted to the front wheels. Lift deck 10 as high as required to allow the loading of car 11.
Car 11

Drive car 11 into position with the rear wheels just onto the rear of the deck leaving enough room to attach the rear wheel ties. Retract the loading ramps.

Lower deck 10 leaving sufficient clearance between deck and roof and lock off. Lower deck 9 making sure that there is clearance between the front spoiler and deck 8a.

Lowering rigid top deck

Lower scissor deck leaving sufficient room between deck and car 9 and lock off. Lower top deck of the rigid to ride height leaving clearance between deck and car 7, lock off. Lower peak leaving clearance between deck and bonnet of car 5 and lock off.
Lower top deck of trailer.

Lower top deck of the trailer front end first, when deck is in position lock off. Manoeuvre decks 1 & 2 into position and lock off.

Check height

Always check the ride height of the load, adjust if necessary. Make sure the rigid suspension is at ride height before measuring as some vehicles do not compensate when loading, this would give a false reading. Adjust cab height indicator accordingly.