

Operating Instructions

Number:

04- 003

Subject:

Roll Back Body – Maxi-CUBE
& Freighter B-double Lead
Trailers

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Roll Back Body Maxi-Cube & Freighter B-double Lead Trailers Operating Instructions

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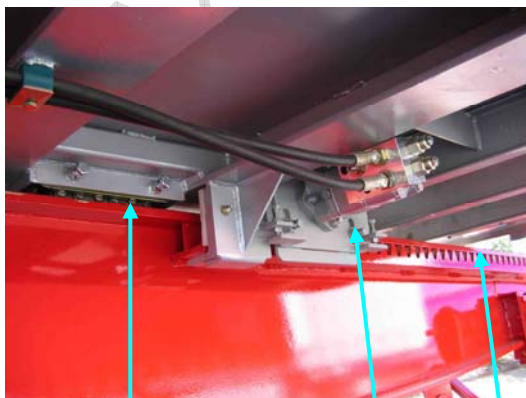
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Introduction:

The mechanism for operating the body roll back uses a rack that is external to the chassis and a horizontal hydraulic drive motor. The forward skate roller runs on the upper chassis rail, while the rear skate roller runs on the lower chassis rail.

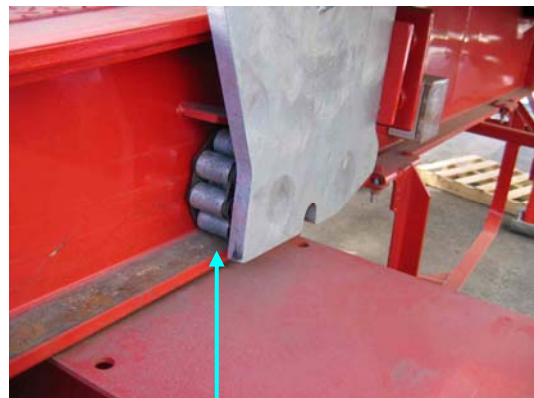
The hydraulic power comes from a 12V or 24V DC hydraulic power pack that is powered from a lead acid battery. The battery is charged by either a trickle feed from the refrigeration plant (if fitted), or from the prime mover. It may also be recharged from a solar panel (optional extra).



Front skate roller

Drive motor

Rack



Rear skate roller

Safety notes:

1. Care should be taken when unhitching trailers. If the tag trailer has been unhitched, and it is necessary to also unhitch the lead trailer from the prime mover, it is recommended that the body of the lead trailer be traveled to its rearmost position prior to unhitching the prime mover. Where fitted, a drop down set of support legs forward of the landing legs will provide additional stability when the lead trailer is unhitched from a prime mover and the tag trailer is also unhitched. These legs should be lowered before moving the body on an unhitched trailer. Use landing legs to adjust trailer height and permit support legs to swing forward of vertical. Lower landing legs so that support legs are in light contact with the ground.
2. Ensure that the trailer is parked on suitable "hardstand" ground prior to moving the body if the trailer is unhitched.
3. Caution: Keep clear of "Pins are not engaged flag" which extends when the pin is released.

Operation:

To move the body

The procedure is the same for reverse and forward movement of the body:

1. Push the lock pin release button (located at control panel/box on RHS near landing leg). Keep clear of the "Pins are not engaged" flag which protrudes when the pins are released.



2. Move the control lever in the direction of desired body travel. The lock pin button may be released at any time after the body has moved.
3. Travel the body to the end stop.
4. The lock pin will automatically engage and "Pins are not engaged" flag will retract when the lock pin release button is released and the body is at the end of the body travel.
5. **Do not move trailer unless the "Pins are not engaged" flag is retracted.**



Swing down support legs (where fitted)

To move the body in event of system failure

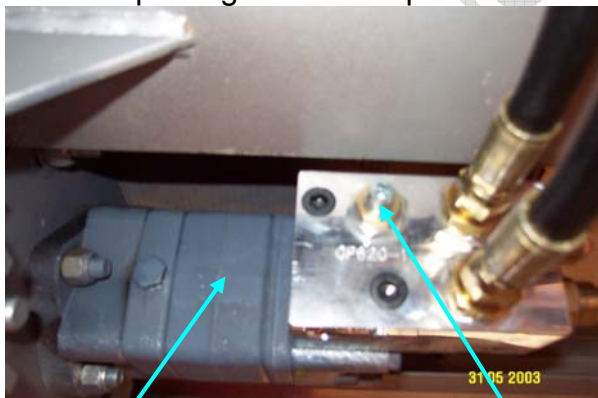
In the event of a failure within the system, for example – flat battery, failed power pack, or hydraulic line; the brake system will hold the hydraulic motor and hence not allow the body to be moved by auxiliary means.

A manual bypass valve is fitted on the valve block that is mounted to the hydraulic motor. (See photo below).

Activating this will allow the body to be moved.

To move the body

1. Loosen the "lock nut" on the bypass valve (requires a $\frac{3}{4}$ inch AF spanner)
2. Winding the "grub screw" (which requires a $\frac{1}{4}$ inch Allen key) in an anti-clockwise direction opens the ports between the hydraulic motor and allows the body to be moved by other means.
3. When the body is being moved care should be taken that the unit is on level ground and all personnel are clear of the body. The bypass valve allows the body to move slowly which prevents it from rolling away and impacting the end stops.



Hydraulic motor

Bypass valve and locknut

This by pass feature should only be used in a break down or emergency situation to reposition the body from one end to the other. If the bypass has been activated it should be reset prior to moving the trailer and the system problem should be remedied as soon as possible.

Colin Baldock
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