

PROUDLY AUSTRALIAN



Elphinstone Engineering Aust. Pty. Ltd. ACN 009 533 984

Trading as: **Elphinstone Engineering**

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EASYLOADER SKEL TRAILERS



LOADING AND UNLOADING INSTRUCTIONS



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EASYLOADER SKEL TRAILERS

LOADING THE REAR TRAILER ONTO THE LEAD TRAILER



1. Make sure both trailers are in line with each other and on reasonably level ground from side to side. (Trailers can be facing up, or downhill)
2. The magnetic plug for the clearance lamps in the second bolster (three and four on 2 bay Link A Skel) on the lead trailer will disconnect automatically when trailer is loading. Can be located on dummy plug.
3. (If fold down landing legs fitted) Make sure wind up landing legs on rear trailer are in **UP** position and safety lock locked
4. Make sure unit is not parked close to obstacles or other vehicles on LH side as swing arms swing out from LH side of trailer during loading procedure.
5. Apply the truck brakes then release the brakes on both trailers. This also means the switch mounted in the control box for the rear trailer brakes must be in the "OFF" position and trailer red button on dash pushed in



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6. Put the truck gearbox into the neutral position.
7. Engage the clutch and the PTO (Switch on Elphinstone control box)
8. Disengage the clutch.



9. Operate the "TRAILER SLIDER" switch on the control box to the "TRAILER A" position to disengage the baseplate slider locks.
Operate the "TRAILER LOADING" switch to the "UNLOAD" position for a short time to release any tension on the locks so they disengage. (Normally you will hear them disengage).



10. Operate the "TRAILER LOADING" switch to the "LOAD" position to load the rear trailer onto the lead trailer.

Make sure the following steps happen during the loading process.

The rear trailer wheels stay inline with the mudguards on the lead trailer (check by mirror)
The sliding baseplate moves forward.

The swing arms/hoses move freely and will not come into contact with anything outside the trailer. (Swing arms/hoses will operate through a radius of approximately 2 metres from the side of the trailer.
Watching swing arms move is a good indication that rear trailer is moving)



11. Release the "LOAD" switch when the rear trailer is loaded and the bolsters have reached their front stops and tilting bolsters have tilted all way to their stops.



12. Operate the "TRAILER SLIDER" switch to the "LOCK" position then operate the "TRAILER LOADING" switch to the "UNLOAD" position until both locks are fully engaged. (You will feel and hear this happen)



13. Release all switches then make sure the rear trailer bolsters are laying down to their pre-set positions. If they are not laying down, operate the trailer "Load" switch until they do lay down.



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14. Disengage the truck PTO.



15. Apply the rear trailer brakes by putting the control box switch to the "ON" position.



16. Tie down the rear trailer to the lead trailer by using tie down chain and twitch fitted to side of trailer.



17. Switch axle lift switch on control box to **ON** position
(Axle will lift when pressures are correct which could take Several minutes. It is ok to drive off)



18. Rig is now ready to be driven away.



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UNLOADING THE REAR TRAILER ONTO THE GROUND.

1. Park on as level ground as possible from side to side. (Rig can be facing level or uphill. Try to avoid it facing downhill if possible)
2. Apply the truck parking brakes.
3. Make sure the area behind the trailer is clear of personnel and there is enough room to unload the trailer.
4. Release tie down on rear trailer holding trailer down to lead trailer and place twitch in holder.
5. Ensure there is clear space on LH side for swing arms to swing
6. Then release the brakes on both trailers
7. Put the truck gearbox into the neutral position.
8. Engage the clutch and the PTO.
9. Disengage the clutch.
10. Release the rear trailer brakes by putting the control box switch to the "OFF" position and make sure all trailer brakes are off.



11. Switch Axle Lift to Off



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12. Operate the "TRAILER SLIDER" switch on the control box to the "TRAILER A" position to disengage the baseplate slider locks. Operate the "TRAILER LOADING" switch to the "LOAD" position for short time to release any tension on the locks so they disengage. (Normally you will hear them disengage)

13. Operate the "TRAILER LOADING" switch to the "UNLOAD" position to unload the rear trailer. Make sure the following steps happen during the unloading process.

Be aware of any personnel that may wander into the area the trailer is being unloaded into.

The sliding baseplate moves rearward.

The swing arms/hoses move freely and will not come into contact with anything outside the trailer.

(Swing arms/hoses operate through a radius of approximately 2m.

Swing arms moving are a good indicator that rear trailer is moving.

14. Release the "TRAILER LOADING" switch from the "UNLOAD" position when the trailer is unloaded and the sliding baseplate has reached its rear stops and folding bolsters are standing up. Operate the "TRAILER SLIDER" switch to the "LOCK" position then operate the "TRAILER LOADING" switch to "LOAD" until both locks are fully engaged.

15. Disengage the truck PTO.

16. Re-connect the plug for the clearance lamps in the second bolster (plus third and fourth 5 bay rig) on the lead trailer.

17. Check scales are reading correct tare weight (+/- 100kg)

18. Rig is now ready to be loaded with logs.



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IMPORTANT:-

Pegs and Sockets

Extra holes in peg sockets are designed to allow pegs to be raised temporarily when carrying light timber loads.

Under normal heavy timber loads the pegs must be bolted into the lowest holes of the sockets.

Leaving the pegs in the upper holes all the time when carrying heavy timber loads will eventually cause the peg sockets to break in half.

Peg extensions can be fitted if higher than normal pegs are consistently required to achieve the load height needed. Alternatively longer pegs can be fitted



Correct Operation of Scales

Truck park brakes should be ON and trailer brakes released if safe to do so (i.e. unit is parked on reasonably level ground).

Engine should be kept running to maintain full air pressure

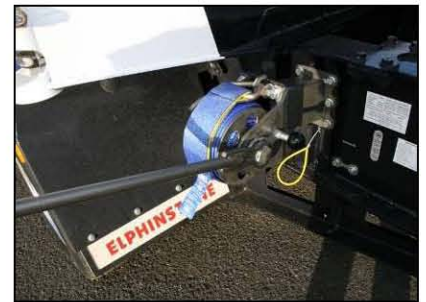
Check scales are reading correct tare weight before starting to load logs (+/- 100kg)



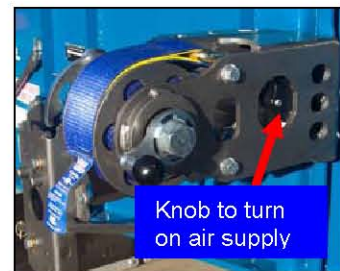
Load trailer until get correct axle weights on all groups and total load.

Put load restraint straps over load – 2 per bay (Minimum) – and tension straps with winch bar.

(Refer to load restraint guidelines for your State or jurisdiction)



*If fitted with air self tension winches roll loose strap onto drum and make sure pawls are in **OPERATE** position. Turn ON air supply*



Knob to turn
on air supply

MAKE SURE WINCHES ARE FUNCTIONING PROPERLY

These instructions have been produced taking account of most operating conditions. Operators should be aware that circumstances may require them to exercise additional caution whilst operating these trailers.

NOTE TO OWNERS AND OPERATORS

At Elphinstone Engineering we are proud of the products we design and build and continually strive to improve. We hope that you get productivity, longevity and enjoyment out of using our products.

Our objective is to make our products as safe, practical and user friendly as possible but in our quest to build such products to cope with the conditions and environments that our equipment operates in plus meet all rules and regulations we do rely on you as the operator to use your skills and operate this equipment in a sensible manner.

This manual has been put together to help you operate the unit safely and in the manner it is designed to be used.

If you have any questions about the operation or are unsure of anything contained in the manual please do not hesitate to contact us. We particularly welcome suggestions on how we can improve our units.

Our offices are generally manned from 6am to 6pm 5 days per week and some Saturdays. If the problem is urgent then follow the prompts to get to after hours service. You will normally get one of us 24 hours a day/7 days week.

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On behalf of the Elphinstone
Engineering and Elphinstone Weighing
System teams

Graeme Elphinstone
MANAGING DIRECTOR

