



TRAILER LOADING MANUAL

19m LONG LOGGER





Elphinstone Engineering Aust. Pty. Ltd. ACN 009 533 984
Trading as: Elphinstone Engineering

Internet Site: www.elfh.com.au

ELPHINSTONE LONG LOGGER 19M LONG LOAD MOVER

Avoid loading trailer with unit heading uphill – at any time during loading and unloading if anything appears to go wrong or you are unsure APPLY BRAKES and everything will stop. All electric switches are fused. Fuses are mounted in side of control box

PROCEDURE TO LOAD REAR TRAILER:

1. Ensure unit is on reasonably level flat ground and parked in straight line
2. Fold up mud flaps rear Jinker and engage locking pin
*If on flat **hard** ground it is not necessary to fold up. If in doubt **fold up***
3. Apply rear trailer brakes via electric switch on control box
4. Break pole and fold up rear trailer
*Release truck and trailer park brakes (buttons on dash). Ensure rear trailer brake (electric switch on control box) is on. If on loose gravel or slippery surface apply power divider and cross locks
Reverse truck and lead trailer. Pole slide back until it hits stop on pole and then pole will arch.*
5. As pole folds up line up outside of lead trailer wheels with rear trailer wheels in mirror and keep them in line as you reverse



6. Let pole ease down onto pole support
(Do not force after pole hits stop)
7. When pole is resting firmly on support apply park brakes.

APPLY PARK BRAKES – IMPORTANT NEVER RELY ON ELECTRIC REAR TRAILR BRAKES FOR PARKING!



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8. Turn off rear trailer brakes
(Electric switch on control box)

PROCEDURE TO LOAD REAR TRAILER (CONTINUED):

9. Go back to front of trailer and ensure pole support is located in its locator. Take tie down chains from their position and hook them into tie down points on frame and do up twitch (load binder)
(There needs to be some tension on rubber snubber block – but do not over tension)



10. Fold up and **latch LONG VEHICLE** sign on rear of jinker



11. Turn front bolster to centre and apply brake (Lever on RH side frame below bolster)

12. **Back to drivers seat**



13. **Engage PTO**

*Disengage clutch and switch PTO to **on** – electric switch on control box*

14. Release trailer brakes

*Black button. Leave truck **park** on*

15. Unlock trailer slider

Move switch to position A - Electric switch on control box.

16. Operate **Load/Unload** control. First to **unload** for a short period to release slider locks (should hear a small bang as they unlock)

17. Then hold to **Load** and watch trailer move forward. Will slide up until hits stop.

18. Switch slider lock switch to **lock** (centre) and operate **load/unload** to unload and you will feel locks lock

19. Switch PTO off (**Do not drive with PTO engaged**)

20. Switch rear trailer brakes on (electric switch)

21. Ensure **truck park brakes** are **ON**

22. Pull rear trailer bolster around straight across trailer until it locks. (If you leave rear bolster in turned position with trailer loaded LH peg will be over 4.3 metres high)



23. Fold down mudflaps if they have been folded up

24. **Ensure trailer looks secure.**



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24. Engage axle lift front axle on lead trailer
*Turn axle lift switch to **on** (located on control box)
Just switch on and drive off axle will lift normally after
approximately 3 minutes*

25. You are ready for return trip



PROCEDURE TO UNLOAD REAR TRAILER:

1. When at landing site park truck and trailer in direction you will be leaving loading site.
2. Apply truck park brakes
*Turn off electric trailer brake switch
Release trailer brakes
Push black button LH side Steering column*
3. Fold up mudflaps
*If on flat **hard** ground it is not necessary to fold up. If in doubt **fold up***
4. Turn **on** PTO
Depress clutch and switch PTO switch on
5. Engage clutch
6. Unlock slider lock switch
Trailer slider switch to A Position
7. Unload
*Operate Load/Unload switch – first to **load** for short period to release
slider locks. Should hear small bang then hold switch to **unload**
Rear trailer will roll back down ramp. Continue until slider hits stop. You
will feel small jolt*
8. Lock slider
*Switch trailer slider lock to **lock** centre position
Operate slider switch to load and you will feel slider lock*



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9. Apply trailer park brakes
Pull black button
Truck park brakes should be on

10. Unchain trailer
Undo twitches (load binder). Unhook chain. Drop in tray base plate

11. Unfold Trailer
Release trailer brakes – push black button

12. Apply rear trailer brakes
*Electric switch on control box to **ON***

13. Unfold Trailer
Release truck park brake
Engage low gear
Drive forward slowly
*As pole gets towards fully unfolded apply brakes (**foot brakes**) and ease pole down*

14. Pull pole forward min 50mm (can go up to 2 metres). Must have minimum of 1.1 metre of pole travel left. Maximum between bolster 14m



15. Apply park brakes
Turn off rear trailer electric brake switch



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16. Lock bolsters

*Turn both bolsters to straight and rear one will lock
Its lock is controlled with spring brakes so when brakes are released
they will unlock automatically.
Front bolster has separate control lever on RH side of frame (which is a brake)
This should be released after you have load on.*



17. Fold down mudflaps if they have been folded up



18. Fold down LONG VEHICLE sign rear of trailer

19. Turn engine **OFF**



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20. Check scales are turned **on**
Electric switch on control box plus on switch on indicator.
Check that tare weights are reading correctly

SCALES:

Scales load to	CH1	45700kg	Max 46400 kg
	CH2	21500kg	Max 21900 kg
	TOTAL	67200kg	





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NOTE:

Maximum length logs that can be legally carted are 19 metres.
Front end of logs should not go forward of striped reflective marker on top plate at front of trailer 3.140 metres forward of centre of front bolster.
Rear end of logs should NOT be past rear of rear trailer
You should not load above tops of pegs front or rear

WINCHES:

Make sure load is neat and tidy and not over width
Fit straps (two) at each bolster



Check local rules in relation to **belly chains/straps**. There should be a minimum of one (with a preference for two).

Winch bar is located on RH side of lead trailer (centre)



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STINGER STEER

As rear trailer is a stinger steer (self-steering) the pole needs to travel in pole slide when unit is turning corners.

As you turn corners, rear of lead trailer and front of pole will come out of line with load. **This is normal.**

Normal turns on road are all OK but tight turns in mill and parking yards etc **should be avoided.** Turning angle of pole and travel of pole is limited to **60 degrees.**

With a load on you would not normally turn tighter than this as it is very hard on trailers.

When empty turning angle is limited by pole to **60 degrees. If you turn sharper, will result in bent towing eye on front of pole.**

If there is a need to tow rear trailer empty apply rear trailer brakes (electric switch) and back pole (full closed) and hook up safety chain to stop pole pulling out.

FOR FURTHER ASSISTANCE: PHONE GRAEME 03 62 573 242 or 0418 133 366

PROUDLY AUSTRALIAN



ELPHINSTONE LONG LOGGER 19 METRE LONG LOAD MOVER OPERATION

DRIVER INSTRUCTION COMPLETED:

DRIVER'S NAME:

DRIVER'S SIGNATURE:

INSTRUCTOR'S NAME:

INSTRUCTOR'S SIGNATURE:

DATE:

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