

Montracon

the trailer for road transport



Rigid Beavertail Bodies

OPERATOR HANDBOOK

(Rev 1 Edition)

www.montracon.com

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GENERAL INFORMATION

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This vehicle body has been manufactured by
Montracon to: BS EN ISO9001:2008
Registered for the design and manufacture of trailers
and rigid bodies.



RIGID BODY IDENTIFICATION NUMBER



Each Montracon beavertail body has a unique Identification Number that identifies its body construction when you need to identify back to the manufacturer.



The plate will be fixed as close to the vehicle manufacturers VIN plate as possible.

GENERAL DESCRIPTION

This manual covers the main safety, operation and maintenance aspects of Montracon rigid beavertail bodies. Before operating, this manual should be read and fully understood. It is important you familiarise yourself with the functions and operation.

Montracon Limited reserves the right to make modifications to the design and/or technical specification of equipment without this resulting in making such modifications to products already sold. Whilst every effort is made to make sure descriptions, illustrations and specifications within this handbook are correct at the time of going to print, these are also subject to change.

TO THE DRIVER

It is your responsibility to read and comply with all safety instructions quoted in this handbook. Understand that your safety and the safety of others is measured by how you operate your vehicle.



SAFETY ALERT SYMBOL

This safety symbol is used to alert the driver/operator that SAFETY IS INVOLVED.

When ever you see the safety alert symbol used within this handbook carefully read the message that follows and be made aware to the possibility of serious injury.

**SAFETY IS IMPORTANT! Accidents can disable or kill.
Accidents are costly. Accidents can be avoided.**

WARRANTY

Every care and attention is taken in the production of your rigid beavertail body, however, should you feel that a claim on warranty should be made please contact the company without delay quoting the identification number stamped on the body construction plate.

We cannot act on your claim without this number.

WARRANTY CLAIMS PROCEDURE

In the event of a problem occurring the following procedure should be adhered to, which will enable the claim to be processed efficiently and effectively.

Contact the Customer Service Department (during office hours) on Tel No. 01302 732500, Fax No. 01302 732503 prior to any repairs being commenced. Please ensure the following information is quoted before any claim can be processed.

1. Nature of problem
2. Detailed location of vehicle
3. Date in service
4. Montracon identification number
5. Contact name and telephone number
6. Name of driver and telephone number
(if applicable)

Once we have this information, Montracon will either appoint an approved repairer to attend or make other arrangements for the work to be completed.

OWNERS RESPONSIBILITY

Due to the wide variance in the operating conditions of equipment, the owner and/or operator must exercise reasonable diligence in the maintenance and/or operation of this vehicle. The owner must assume responsibility for proper care of their vehicle, even while it is within the warranty period, including use of Montracon approved lubricants and other approved service parts.

Due to the numerous variations in braking systems and electrical circuits and their effects on the performance of the prime mover trailer combination as a whole, Montracon cannot guarantee or be held responsible for any incompatibility between the two vehicles.

Should there be the need to undertake a repair; it is up to the owner to release the vehicle that has failed within the warranty period and for a reasonable amount of time to allow Montracon to carry out the necessary repairs. It is the owner's responsibility to deliver the vehicle to the Montracon nominated premises in a clean condition for inspection and rectification, if applicable. Where the vehicle has to be recovered to the nominated premises or if travel or cleaning costs are incurred in order to carry out repairs, the owner will be invoiced for the costs accordingly.

WARRANTY PERIODS

		yrs	mths
Timber Floor			3
Body Construction		2	24
Valves		2	24
Electrics	(Bulbs Not Warrantable)	1	12
Hyd Steady Legs		1	12
Paint (2 Pack)	Any damage must be repaired by a suitably qualified person. The trailer should be cleaned regularly and maintained to a suitable standard. (Terms & Conditions apply)	1	12
Winch	* Refer to Winch Manufacturer	*	*

TERMS AND CONDITIONS

If the rigid body is found to be defective within the warranty period due to faulty materials or workmanship, then the defective part(s) will be repaired or replaced without charge for parts or labour subject to the following conditions:-

1. The work must be carried out by an authorised Montracon representative/repair agent.
2. The rigid body must not have been neglected, misused or modified. Model designation and serial number plates/stampings must be intact.
3. The rigid body must have been serviced as recommended in the Operator Handbook using only replacement parts, lubricants and fluids approved by Montracon. Suitable service records should be maintained at the owner's premises as evidence a specific service has been undertaken.
4. This warranty does not apply to those proprietary items whose manufacturers have their own Warranty Policy, e.g. Winches - refer to appropriate proprietary warranty policies for their warranty terms and conditions.
5. For more details of the company's warranty terms refer to the 'business terms' which form part of the purchase contract.

The warranty given on this rigid body is expressly in lieu of and excludes (to the fullest extent permitted by Law) all other representations, conditions, guarantees or warranties expressed or implied. It shall be governed by UK Laws and all claimants under this warranty shall submit to the exclusive jurisdiction of the Courts of the UK.

Montracon reserves the right to update or change working policies, procedures and operating systems at any time.

OPERATING INSTRUCTIONS

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1. Guide to operation	Page 9
2. Know your vehicle	Page 9
3. Operating controls	Page 10-11
4. Operating instructions	Page 12-17

This section covers a wide variety of components that are used on Montracon beavertails. Not all components will appear on one vehicle, therefore certain instructions contained herein will not apply. Where special instruction beyond the scope of this section is required, this will be supplied as supplementary information.

IF IN DOUBT, ASK!

GUIDE TO OPERATION

Ensure the vehicle is located in a safe and level area before loading/unloading.

Ensure the handbrake is applied and vehicle is in neutral.

Switch the beacons/strobe lights on.

Engage PTO on the vehicle and ensure that the symbol is illuminated on the dashboard to show that the PTO is active. (This procedure is not required if the vehicle is powered with a powerpack).

Ensure that the rear air suspension is fully lowered either automatically or manually. (Some vehicles are programmed with the PTO control to lower).

Leave the cab carefully and safely.

Ensure that there are no obstructions at the rear of the vehicle.

Go to the rear of the vehicle near side to operate the ramp as detailed later in the manual.

When loading/unloading is complete and the driver returns to the cab, he must disengage the PTO; ensure the rear air suspension is returned to ride height. (some vehicles this may be programmed to work when the PTO is disengaged).

The PTO must be disengaged before selecting drive.

KNOW YOUR VEHICLE

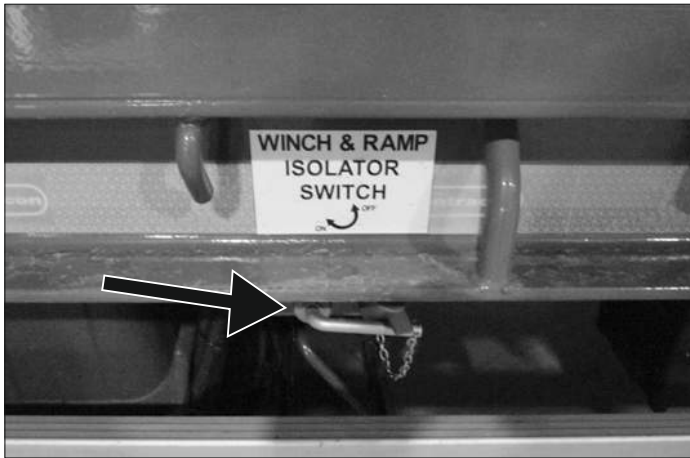


WARNING:

Know the height, width and length of your vehicle.
Check the immediate vicinity of the vehicle.
Ensure adequate visibility.
Always comply with road traffic regulations.
Learn any special operating procedures.

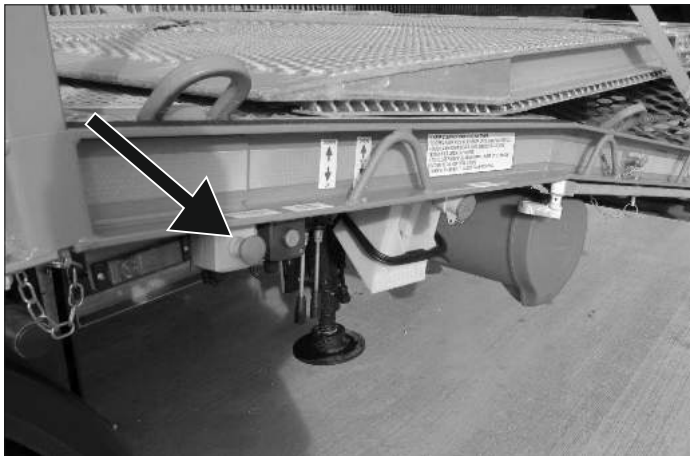
OPERATING CONTROLS

ISOLATOR SWITCH



This switch isolates power to the winch. When in the off position the winch will not operate.

EMERGENCY STOP BUTTON

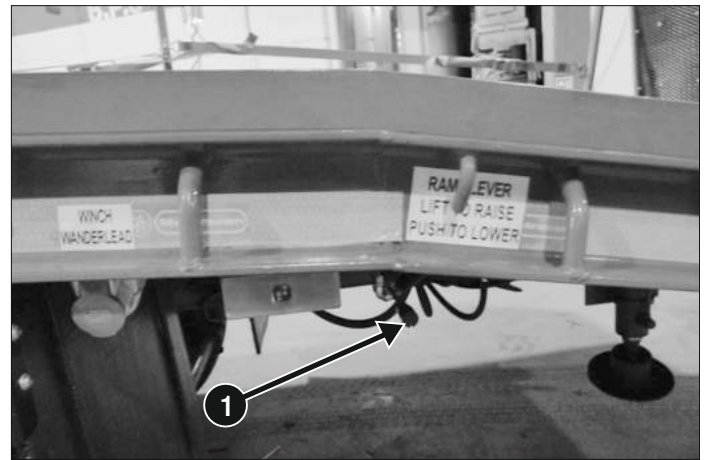


In case of emergency, press the emergency stop button to isolate power to ramps, winch etc.

RAMP CONTROLS

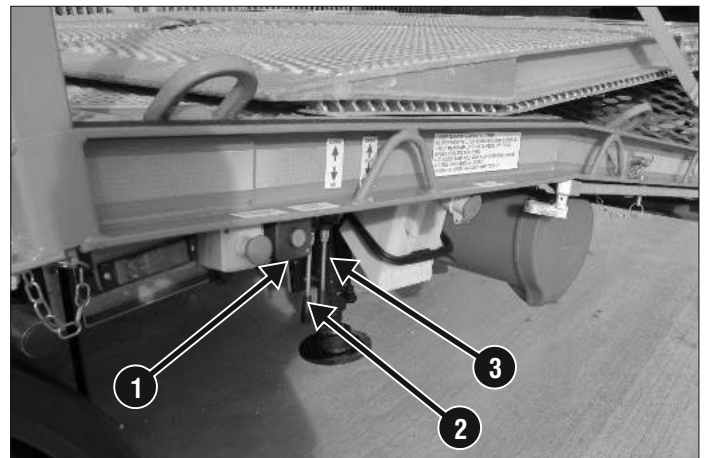
The rear ramp controls are strategically located in the side rave ensuring the operator has good visibility of the rear ramps and deployment area. See page 12-14 for correct operating procedure.

VERTICAL TYPE CONTROLS



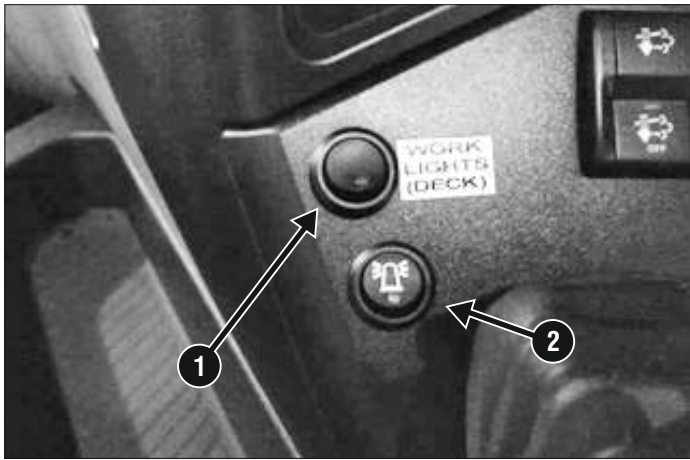
1. RAMP RAISE/LOWER LEVER

WEDGE TYPE CONTROLS



- 1. RAMP POWER PACK BUTTON
- 2. RAMP 'FLIP' CONTROL LEVER
- 3. MAIN RAMP RAISE/LOWER CONTROL LEVER

IN CAB SWITCHES/BUTTONS (AS EQUIPPED)



- 1. WORKLAMP SWITCH
- 2. ROTATING BEACON SWITCH



- 3. REAR SUSPENSION RAISE/LOWER SWITCH



- 4. REAR SUSPENSION RAISE/LOWER REMOTE CONTROL

IMPORTANT: The body must be fully down on the vehicle suspension stops before operating the ramps. Failure to do this may result in damage to the loading ramps. Consult the vehicle manufacturers handbook for suspension operation information.

NOTE: Photographs used for illustration purposes only. Switch type and location will differ depending upon vehicle manufacturer. If in doubt ALWAYS refer to vehicle manufacturers handbook for clarification.

OPERATING INSTRUCTIONS

VERTICAL TYPE RAMP OPERATION



1. RAMP RAISE/LOWER LEVER

1. Position the vehicle on a firm, flat level surface.
2. Apply the vehicle parking brake.
3. Lower the vehicle suspension on to its bump stops.

IMPORTANT: Failure to fully lower the suspension will result in serious damage to the vehicle body.

4. Undo the ramp straps and store the strap in a suitable location, near to the vehicle.



WARNING:

Check the area, make sure it is clear and no-one is likely to walk around the back of the vehicle.

5. Operate the raise lower control lever (1) the stabiliser leg will fully extend to the ground.
6. Continue to hold the lever and the ramps will lower to their physical stop.

NOTE: If Flip-Toe ramps are fitted, as the ramps are lowered the toe-end of the ramp will automatically unfold.

7. Once the ramps have unfolded, using the raise/lower lever (1) raise slightly to allow the stabiliser leg to lift and the body to drop down on the vehicle suspension stops.

IMPORTANT: The body must be fully down on the vehicle suspension stops and the stabiliser legs in contact with the ground prior to loading.

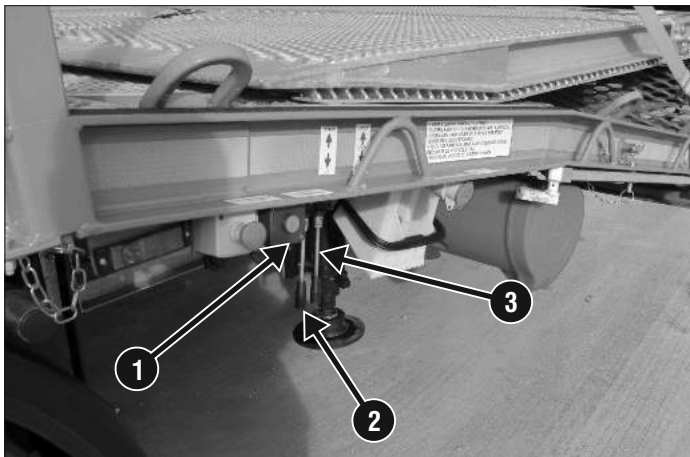
8. Once loading is complete, raise the ramps to the vertical position and secure using the ramp straps.
9. Raise the suspension prior to moving the vehicle.



WARNING:

Make sure the steady legs are raised and secure before commencing travel.

WEDGE TYPE RAMP OPERATION



- 1. RAMP POWERPACK ACTUATION BUTTON
- 2. RAMP 'FLIP' LEVER
- 3. MAIN RAMP RAISE/LOWER LEVER

Opening from the Wedge Position

1. Position the vehicle on a firm, flat, level surface.
2. Apply the vehicle parking brake.
3. Lower the vehicles suspension to its bump stops.

IMPORTANT: Failure to fully lower the suspension will result in serious damage to the vehicle body.

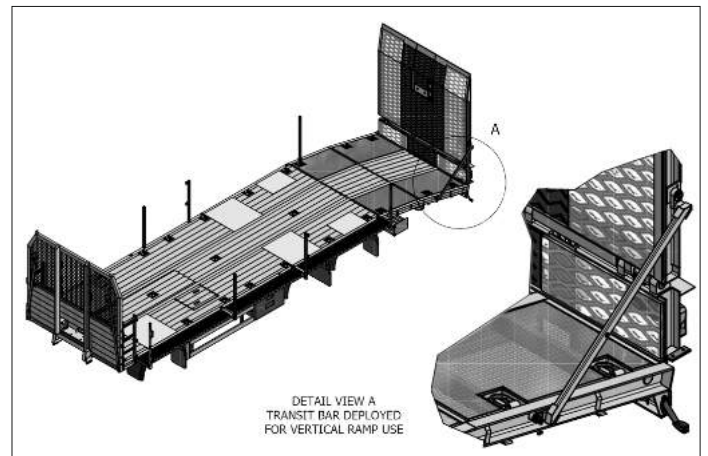


WARNING:

Check the area, make sure it is clear and no-one is likely to be walking around the vehicle.

4. Whilst pressing the ramp actuation button (1), operate the 'flip' lever (2) until the ramp is in the vertical position.

IMPORTANT: If the ramps are to remain in the vertical position, ie for transit; always secure using the transit bar (A). Failure to use the transit bar will result in serious damage and possible ramp failure.



5. Continue to press the actuation button (1) whilst operating the main ramp lever (3). The ramps will lower and the stabiliser leg will fully extend to the ground. Hold the main ramp lever until the ramps are fully lowered and against its physical stop.

6. Once the ramps have unfolded, using the main ramp lever (3), raise the stabiliser leg enough to allow the body to drop down on to the vehicles suspension stops.

IMPORTANT: The body must be fully down on the vehicle suspension stops and the stabiliser legs in contact with the ground prior to loading.

Contd...

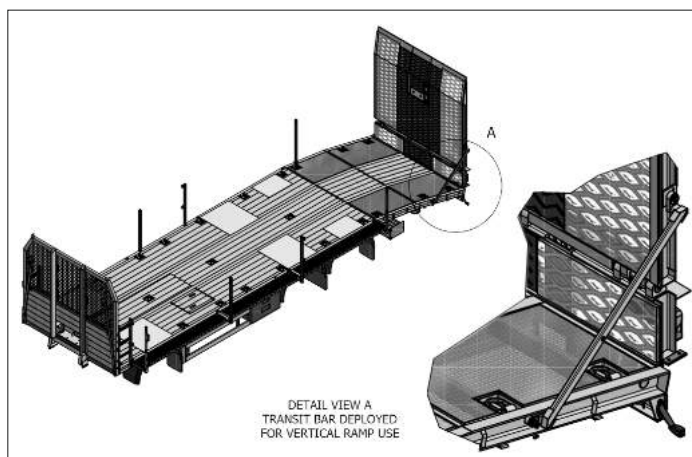
Contd...

Closing the Ramps

7. Once loading is complete, raise the ramp into the vertical position whilst holding in the actuation button (1) and operating the main ramp lever (3).

NOTE: The stabiliser leg will lift prior to the ramp raising. Make sure the stabiliser leg has raised fully before commencing travel.

IMPORTANT: If the ramps are to remain in the vertical position, ie for transit, always secure using the transit bar. Failure to use the transit bar will result in serious damage and possible ramp failure.



8. Whilst continuing to hold the actuation button (1), operate the 'flip' lever (2) until the ramp folds into the deck.

9. Raise the suspension prior to moving the vehicle.

HYDRAULIC STEADY LEGS



IMPORTANT: Always make sure the hydraulic steady leg is in contact with the ground before loading/unloading.

FLIP-TOE RAMP OPERATION



As the ramps are lowered the toe-end of the ramp will automatically unfold.

LOADING/UNLOADING



WARNING:

Always abide legal weight restrictions when loading. Understand the axle load limitations and the limitations of the vehicle.



Always ensure a straight-line loading angle prior to commencing loading/unloading operations.

IMPORTANT: Side loading should not be undertaken under any circumstances.

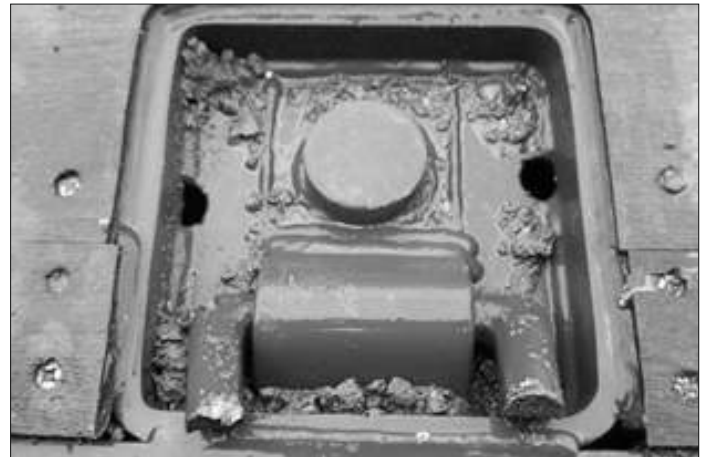
IMPORTANT: When loading / unloading ensure the steady legs are lowered and vehicle suspension dumped.

Load Lashing

IMPORTANT: Rope hooks should not be used to anchor loads. Rope hooks are not subject to constructional standards and so could vary in strength. Lashing rings should be used at all times to secure the load to the bed of the vehicle. If in doubt consult Department of Transport's Code of Practice on "Safety of Loads on Vehicles for the correct loading/unloading and securing of load regulations.

Care of Deck Lashing Rings

Deck lashings must be kept free from foreign objects, ie. stones, gravel, nuts & bolts, sludge etc. Deck lashings are designed to work freely and must be kept "home", in the recess of the deck. Under no circumstances should the lashing rings be left up and open when not in use.

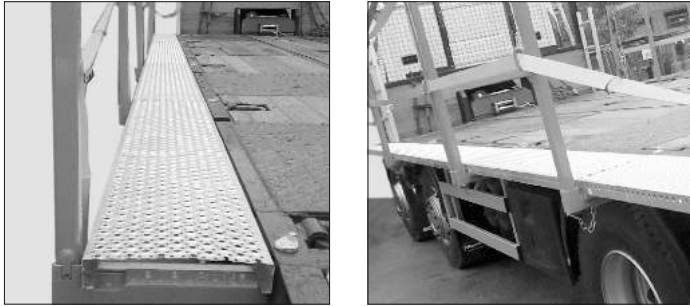


The above shows a deck mounted lashing ring left open and driven over, this is extremely dangerous, the machine could slip and cause it to leave the side of the vehicle. In the open position lashings can be a trip hazard.

Always check the condition of each lashing ring for damage and replace as necessary.

SAFETY FALL ARREST & WALKWAY SYSTEM

With ever increasing emphasis now being placed on Health and Safety the Fall Arrest & Safety Walkway option(s) are designed to help reduce avoidable accidents when walking on the deck of the vehicle.



GRIPPED WALKWAYS ALLOW THE DRIVER TO MAINTAIN ACCESS ALONG THE DECK EVEN WHEN THE LOAD TAKES UP THE FULL WIDTH OF THE TRAILER BED

To deploy the walkway system:

1. Slacken the edge protection straps.



2. Fold or slide (depending on the specification) the fall arrest posts and lock in the outward position.

3. Remove the walkway decking panels from the storage position and lay at the side of the vehicle starting at the front with number 1.

NOTE: Keep the panels closer to avoid creating a trip hazard.

NOTE: Each panel is numbered and should be laid out in sequential number order.

4. Once the panels are out, install on the vehicle ensuring that each panel locates with the round locking bar (A) butted up to the support.



5. When all the panels are in place, retighten the edge protection straps.

To store the walkway system:

1. Slacken the edge protection straps.



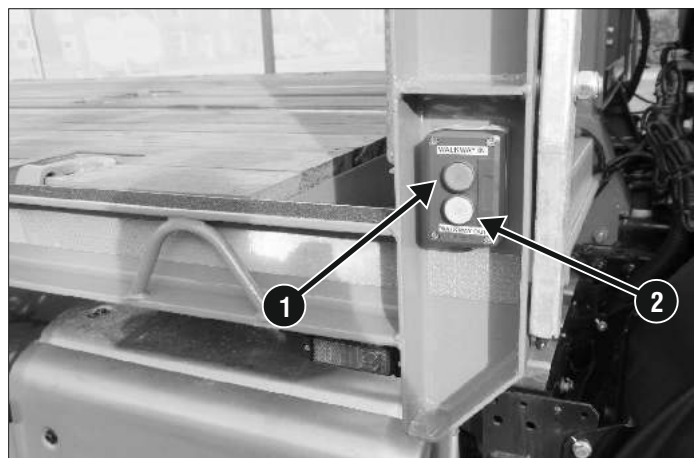
2. Remove and locate the walkway panels back in the storage rack.

3. Release the fall arrest posts push fully inwards and lock into position.

4. Retighten the edge protection straps.

POWERED WALKWAY SYSTEM (AS EQUIPPED)

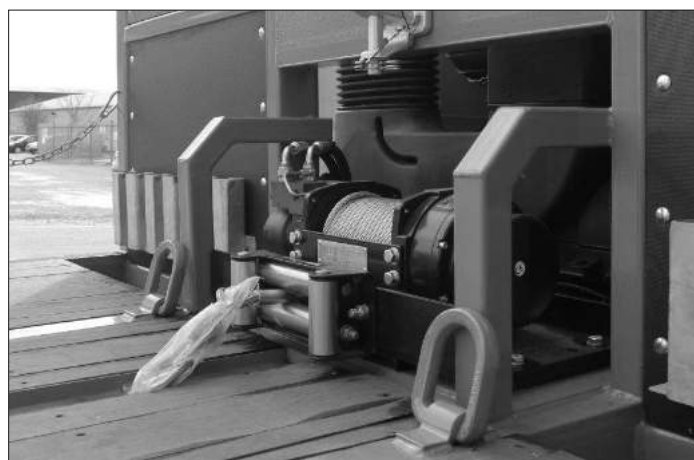
The powered walkway system is deployed by the press of a button.



- 1. EXPEND WALKWAY
- 2. RETRACT WALKWAY

NOTE: Where applicable, make sure the edge protection straps have been slackened before deploying the walkway system.

WINCH (AS EQUIPPED)



Please refer to the relevant winch manufacturers operating instructions for information and advice on the correct winch operation and any relevant safety notices.

The winch can be operated using one of two control methods supplied:

1. Hand held radio remote control unit.



2. Plug in wander lead grey socket normally located on the nearside rear of the vehicle.



MAINTENANCE & CARE

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2. Torque Values	Page 20
3. Recommended Preventative Maintenance Schedule	Page 21
4. Check/Replenish hydraulic oil	Page 22
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6. Rear Ramp Maintenance - (Std & Fliptoe)	Page 24
7. Rear Ramp Maintenance - (Wedge)	Page 25
8. Appearance Maintenance	Page 26

This section covers a wide variety of components that are used on Montracon beavertails. Not all components will appear on one vehicle, therefore certain instructions contained herein will not apply. Where special instruction beyond the scope of this section is required, this will be supplied as supplementary information.

IF IN DOUBT, ASK!

READERS' GUIDE - PREVENTATIVE MAINTENANCE

IMPORTANT: It is the vehicle owners responsibility to ensure maintenance is carried out at regular intervals by competent personnel!

A conscientious driver has a direct contribution to make regarding preventive maintenance, through their ability to recognise faults and inform maintenance personnel accordingly.

To assist with this, a list of checks is included in this section.

IMPORTANT: Before carrying out any maintenance it is important the operator understands the need to wear correct safety clothing and the need to use relevant safety equipment.

Do not wear loose fitting clothing. Extra safety equipment including hard hat, safety shoes, ear, eye or face protection, heavy gloves and reflective clothing may be necessary. Failure to follow these guidelines could result in personal injury.

IMPORTANT: This handbook does NOT cover detailed assembly/disassembly of components; Nor does it cover specific maintenance detail for the truck. For further information please refer to the specific manufacturer's maintenance manual.

TORQUE VALUES

Material grade 8.8, thread lubricated.

Thread, metric	Width Across Flats	Torque*
M8	13mm	21 to 26 Nm
M10	17mm	42 to 51 Nm
M12	19mm	72 to 89 Nm
M14	22mm	114 to 141 Nm
M16	24mm	174 to 215 Nm
M18	27mm	240 to 295 Nm
M20	30mm	340 to 420 Nm
M22	32mm	455 to 570 Nm
M24	36mm	580 to 725 Nm
M30	46mm	1160 to 1450 Nm
M36	55mm	2030 to 2530 Nm

*The above torque figures are for standard nuts; reduced values by 50% when using flat-head screws.

- If in doubt ALWAYS check with specific component manufacturers torque value recommendations.
- Check truck manufacturer's manual for wheel nut torque values.
- Replace self-locking nuts after having unthreaded twice.

RECOMMENDED PREVENTATIVE MAINTENANCE SCHEDULE

A. Daily Inspection

B. Weekly

C. Monthly

D. 3 x Monthly

E. 6 x Monthly

F. Annually

	A	B	C	D	E	F
Check lights, reflectors, wiring and lenses are not damaged. Replace as necessary	✓					
Check condition of flooring	✓					
Check hydraulic system for leaks and pipe damage	✓					
Check operation of rear ramps, taking particular attention for any leaks	✓					
Check hydraulic oil tank level	✓					
Replace hydraulic oil filter						✓
Replace hydraulic oil						✓
Remove all loose objects from body	✓					
Check condition of lashing rings	✓					
Grease / oil rear ramp pivot points		✓	✓	✓	✓	✓
Check condition of chrome to hydraulic cylinders		✓	✓	✓		
Check condition of winch wander lead & radio remote control		✓	✓			
Check condition and operation of winch according to manufacturers instruction		✓	✓	✓		
Check electrical system for correct functionality		✓	✓	✓	✓	✓
Inspect electrical cables for damage & security		✓	✓			
Inspect for security & corrosion: Steelwork, body bolts & finished surfaces		✓	✓			
Check identification plates		✓	✓	✓	✓	✓
Winch (as applicable). Periodically check tightness of the mounting bolts and electrical connections. Remove all dirt and corrosion and always keep clean.	✓	✓	✓	✓	✓	✓

For all torques and other information please refer to
'Suspension: Checks & Torque Figures' on page 20.

CHECK/REPLENISH HYDRAULIC OIL

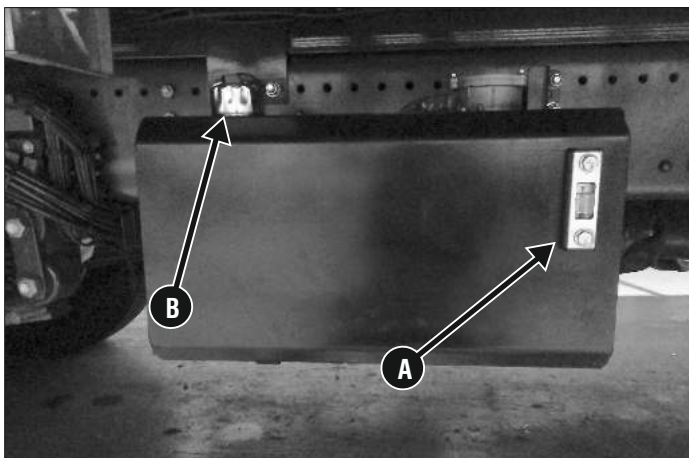
It is important to check the hydraulic oil on a daily basis. FAILURE TO MAINTAIN THE CORRECT OIL LEVEL WILL CAUSE SERIOUS DAMAGE TO THE HYDRAULIC SYSTEM.



NOTE: Reservoir location may vary depending on vehicle type.

1. Make sure the vehicle is parked on a firm, flat, level surface.

2. Check the oil sight glass (A).

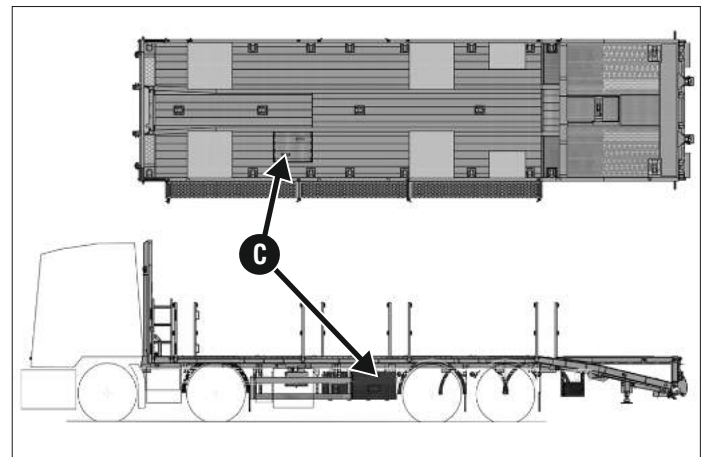


A. OIL LEVEL SIGHT GLASS
B. FILLER CAP

3. If the oil level is low:

- Carefully clean the area around the oil reservoir filler cap (B).
- Remove the filler cap and replenish as required (Oil grade Is032 grade hydraulic oil).
- Install and tighten the filler cap.

NOTE: To access the hydraulic reservoir filler cap on certain vehicles it may be necessary to lift the tank access hatch (C).



C. FILLER CAP ACCESS

NOTE: Hot hydraulic oil will expand and could result in an incorrect oil level being displayed. ALWAYS check the oil level:

- When the oil is cold.
- With the engine **NOT** running.

CHANGE HYDRAULIC OIL & FILTER

It is important to change the hydraulic oil and filter at regular intervals.

Recommended change intervalAnnually

The oil and filter change should only be carried out by an authorised agent.

CARE OF CHROME

The care of the chrome rod on the hydraulic cylinders is essential in maximising their service life.

All hydraulic cylinders with chrome exposed to the elements must be greased to protect against corrosion, both during service and when in storage or periods of non-operation.

The Chrome rods can become damaged from normal use and/or through routine servicing and repair ie. from stones, road grime, road salt, welding and grinding.

It is therefore recommended that Nitric Solvent (without chlorate) is used on exposed Chrome rods to clean any dirt and water regularly.

After cleaning it is recommended a spray grease is applied on any exposed Chrome rods.



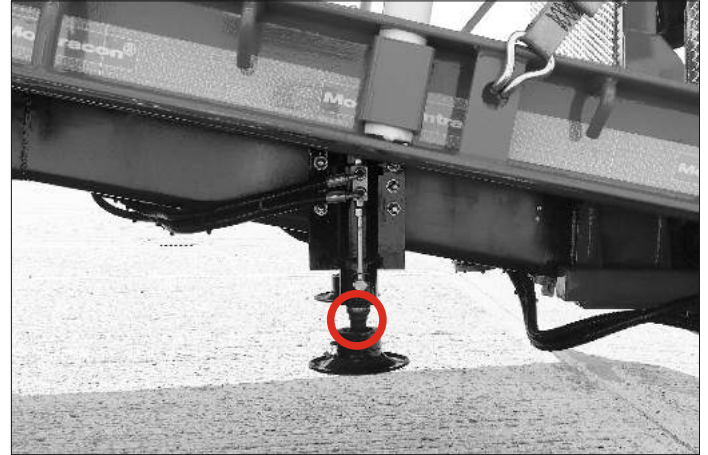
REAR RAMP MAINTENANCE (STANDARD AND FLIP-TOE TYPE)

Daily Checks

1. Check the functionality of the rear ramps by lowering and then raising. Check the flip toe-ends (if fitted) unfold correctly.

2. Check for any damage to the ramps.

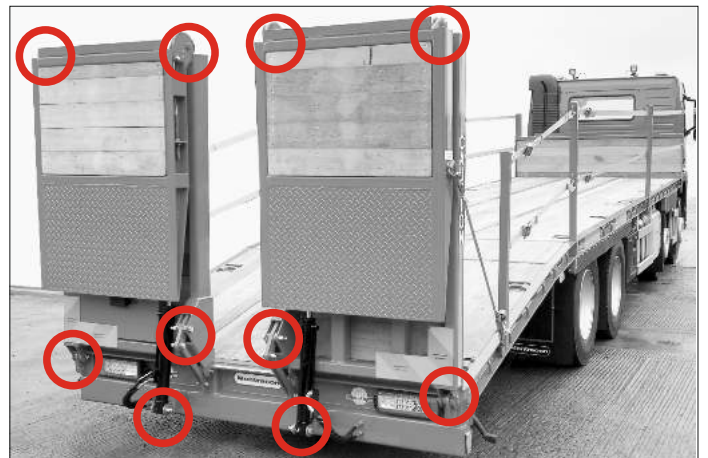
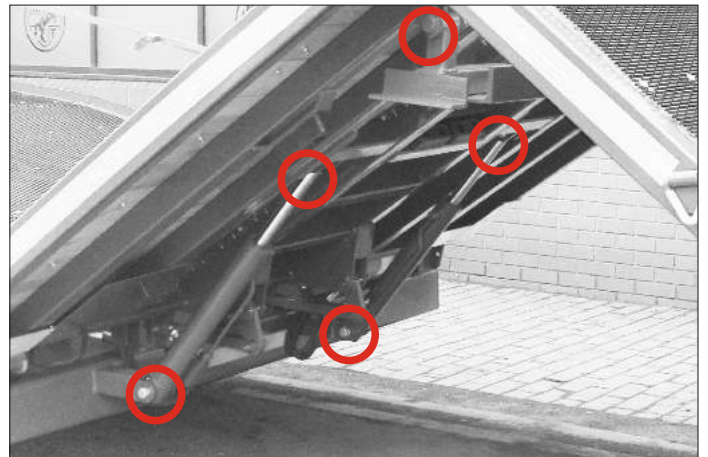
IMPORTANT: Replace any worn or broken parts (as soon as a fault is identified).



Weekly Checks

Grease/oil all ramp pivot points (as applicable).

FAILURE TO LUBRICATE WILL RESULT IN DAMAGE TO MOVING PARTS.

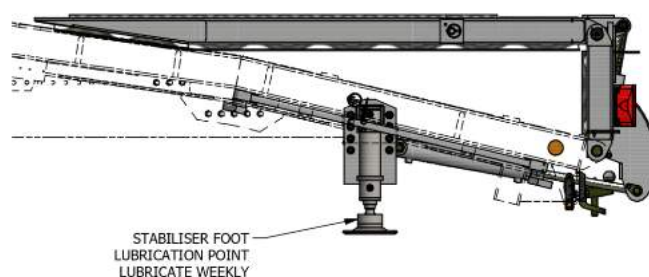


REAR RAMP MAINTENANCE (WEDGE TYPE)

Daily Checks

1. Check the functionality of the rear ramps by lowering and then raising. Check the ramps unfolds correctly.
2. Check for any damage to the ramps.

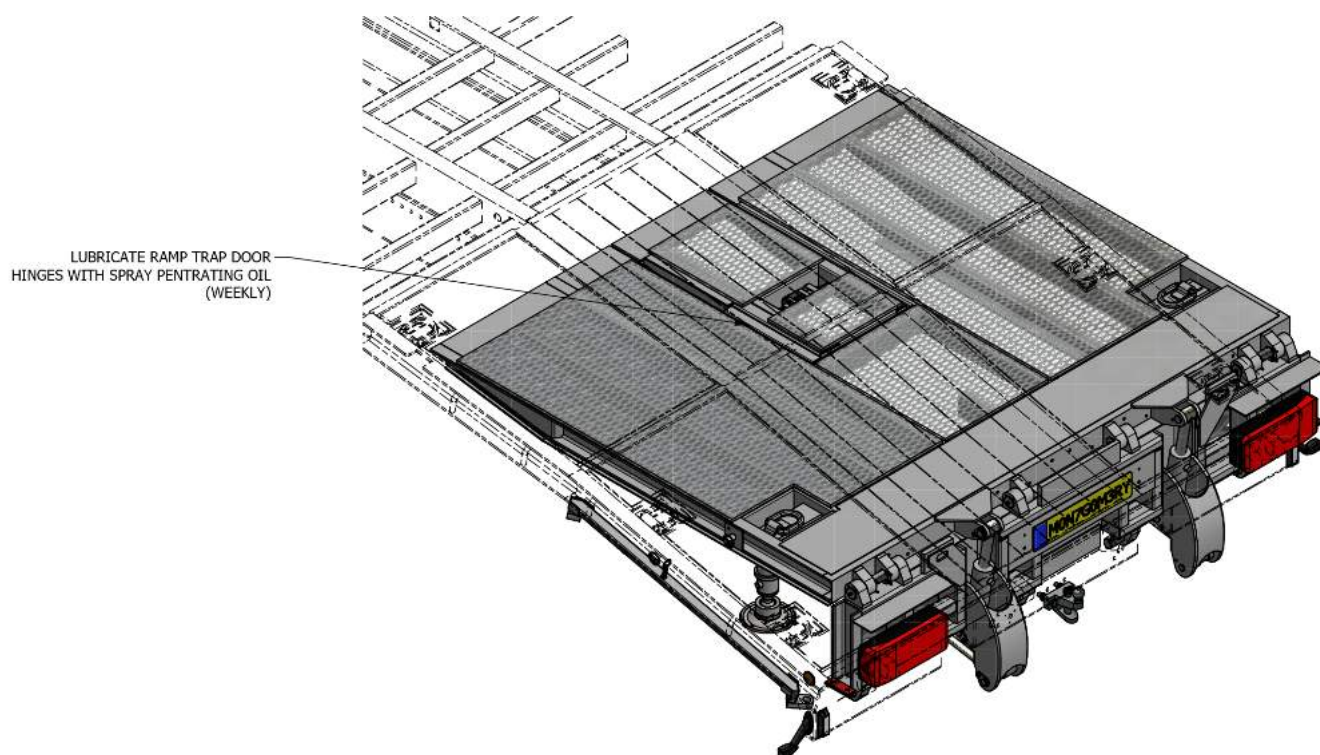
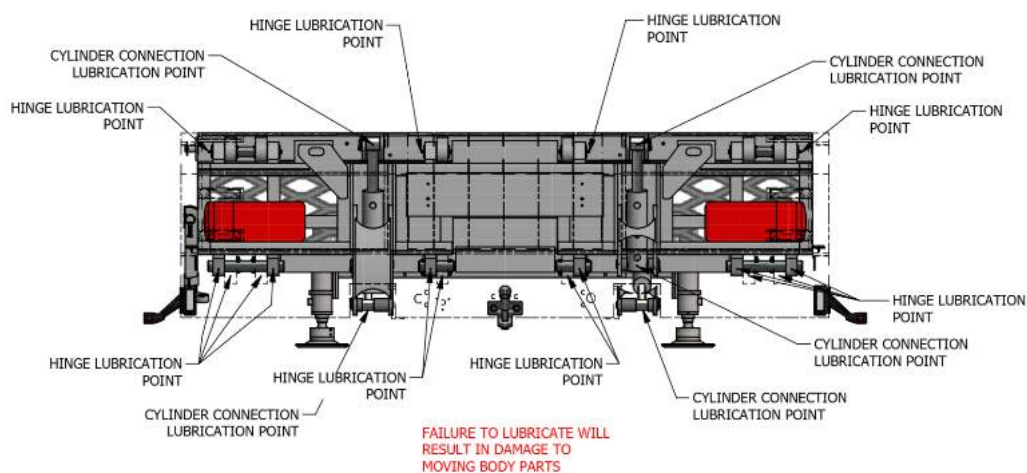
IMPORTANT: Replace any worn or broken parts (as soon as a fault is identified).



Weekly Checks

Grease/oil all ramp pivot points (as applicable).

LUBRICATE ALL WEEKLY



APPEARANCE MAINTENANCE

Vehicle Cleaning Systems

Aluminium is used in the manufacture of many vehicles. It is susceptible to corrosive attack from the alkaline cleaning solutions generally used. It is therefore recommended that aluminium components/parts are NOT cleaned with these solutions.

If you cannot avoid using cleaning solutions then the following may provide assistance:

- Ensure that the pH of the cleaning fluid and water solution is not greater than 10.5.
- Ensure that after vehicle cleaning with the solution all components are given a thorough water rinse.

Caution: This will be necessary even if 'drive through' cleaning and rinsing arches are used. The need to thoroughly remove the solution by rinsing cannot be overstressed. Even at a pH of 10.5 corrosive attack will occur.

Hot pressure cleaners can be used, but care should be exercised to keep the temperature below 50°C. The lance should not be used closer than 450mm (18") from the surface.

Paintwork

Paintwork must be maintained at all times, especially in the winter months when the roads are salted.

For obvious reasons care should be taken, especially with areas prone to excess exposure to road grit and salt attack.

Damage to paintwork can occur on areas prone to loading damage and is, therefore, NOT covered under warranty.

To keep the paintwork in good condition, general road film and atmospheric pollution must not be allowed to accumulate. It should be removed at the earliest practical opportunity. Removal of road film can usually be achieved with aqueous detergents. Tar deposits may have to be softened first with P273-901 (BodyKleen) or a Detergent similar to this.

USEFUL CONTACTS

Montracon has a dedicated network of service facilities, backed by a comprehensive daily parts service, nationwide.

FOR SERVICE AND/OR PARTS

TELEPHONE: 01302 732500

Ask for service or parts.

Please have the rigid body number available.

Montracon

the trailer for road transport



Rigid Beavertail Bodies

01302 732500

www.montracon.com

**Montracon Ltd, Carr Hill,
Doncaster, DN4 8DE**

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