

CABLE DRUM TRAILER CD140 (E.E.C) – HIGHWAY

INTRODUCTION

The Trailer has been designed primarily for the purpose of transporting and unreeling of cable drums up to 5085Kgs weight only provided that the drum is of maximum width that the trailer will accept (see below).

The Trailer rides on two pneumatic road wheels with heavy duty hollow rubber suspension units. The position of the axle stubs is such that a nose weight is always present through the towing eye in both the laden and unladen conditions.

Loading of the cable drum is achieved by locating the drum and spindle tube in the sliding chevrons which can then be locked in position. The hydraulic cylinders are then raised which leaves the drum free to unreel or be transported (see detailed procedure in operating instructions).

Note!

If Trailer is received with hydraulic rams raised then a weight is required to exhaust rams back to retracted position, after releasing hydraulic relief valve.

Highway Compliant Trailers built after October 2012 are European Whole Vehicle Type Approved (ECWVTA) to directive 2007/46/EC and relevant amendments and further embrace relevant conditions stated in Supply of Machinery (Safety) Directive 2006/42/EC.

MAXIMUM S.W.L OF SPINDLE = 5085KGS AT DRUM WIDTH 1600mm

CABLE DRUM TRAILER OPERATION SEQUENCE
WARNING – ENSURE SAFETY OF HANDS AND FEET WHEN
MANHANDLING TRAILER

TO LOAD CABLE DRUM

1. If the Trailer is to be unhitched from towing vehicle, the trailer MUST be supported by ensuring that the Jockey Wheel is lowered and clamped securely.
2. Remove Spindle Locking Bar Clips (Item 1 – PL615)
3. Now remove locking bars, thus the spindle bar can be removed. Take off one spindle bar collar and slide the spindle bar into the drum. Make the spindle bar overhang equal each side and tighten up the spindle bar locking collar, using a 19 A/F spanner supplied.
4. Raise underun bumper (if fitted) and reverse trailer to drum until support chevrons contact spindle bar, if chevrons foul entry of spindle bar, pump up side alternatively until clear.
5. Locate locking bars back into original position and lock by inserting locking bar clips (Item 1 – PL615).
6. Apply handbrake, lower rear prop stands and clamp securely

TO RAISE DRUM TO TRAVELLING POSITION

7. Turn control valve (Item 2 – PL615) to central position, make sure pump release valve (Item 3 – PL615) is fully closed by tightening clockwise. To raise drum, pump handle fore and aft until drum begins to raise.

If alternate movement of rams is required (i.e. to balance lift) move control lever to left or right to get individual ram control.

8. When rams are full raised swivel the locking plates 180 ° (Item 4- PL615) Relieve hydraulic pressure on rams by turning pump release valve anti-clockwise. The locking plates will engage in the cut in top on the fixed frame, thus effectively locking the slides.
9. ONLY AFTER trailer is hitched to towing vehicle, raise jockey wheel and rear prop stands to highest position, clamp securely and connect safety chain (if fitted). Couple up brake couplings, electrical lighting plug and lower and fasten underun bumper bar (if fitted).

TO LOWER CABLE DRUM

10. If the trailer is to be unhitched from the towing vehicle, the trailer MUST be supported by ensuring the jockey wheel is lowered and clamped securely.
11. Lower rear prop stands and clamp securely.
12. Tighten (clockwise) hand pump release valve
13. Pump rams to free locking plates (Item 4 – PL615) and swivel through 180°
14. Slacken hand pump release valve until drum begins to drop. Rate of decent of drum can be controlled by adjusting this valve to restrict oil flow back to hydraulic tank.

OPERATOR WARNING

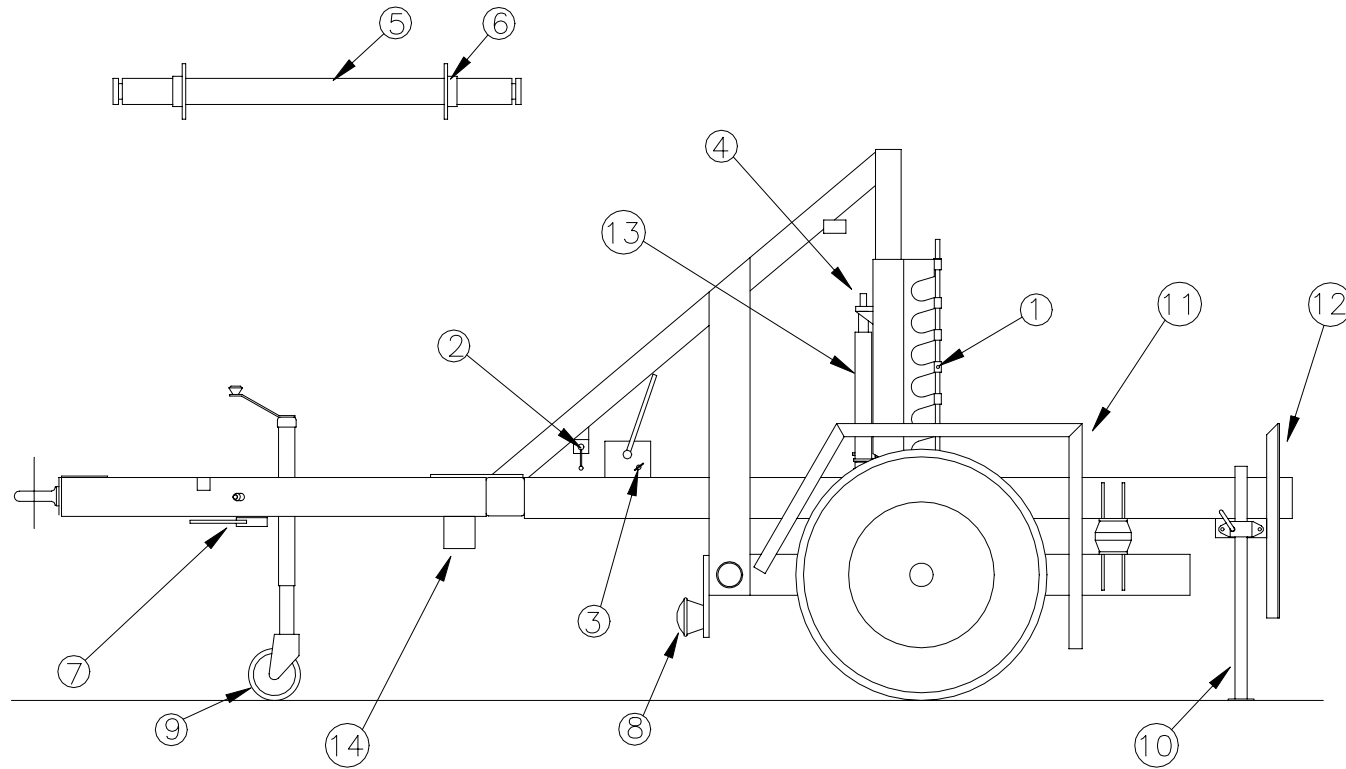
1. **DRUM LIFTING FRAME MUST BE FULLY RAISED AND LOCKED IN POSITION BEFORE TOWING**
2. **DO NOT OVERLOAD DRUM SPINDLE (SEE PAGE PL674)**
3. **ALWAYS ENSURE DRUM IS FULLY LOCKED IN POSITION BY SPINDLE COLLARS PROVIDED BEFORE TRAVELLING**

OPERATOR MAINTENANCE

1. Immediately upon receipt of your new trailer and also whilst in service we recommend that regular checks be carried out on tyre pressure and wheel nut tension.
2. WEEKLY
 - A) Check tyre pressure
 - B) Check for leaks on hydraulic circuit
 - C) Check light bulbs

TRAILER CHASSIS NUMBER MUST ALWAYS BE QUOTED WHEN ORDERING SPARES

PART'S LIST

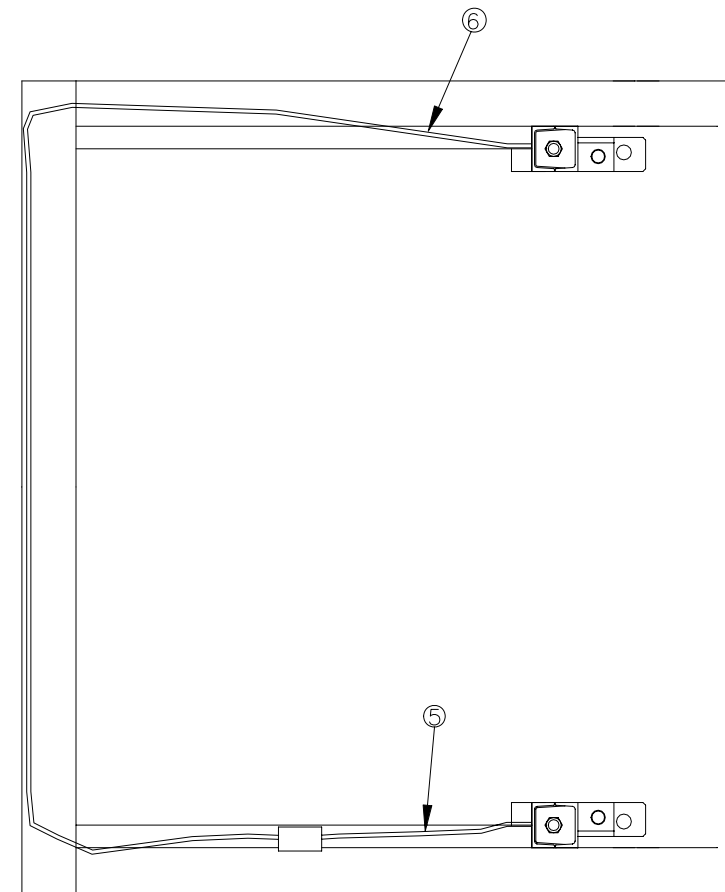
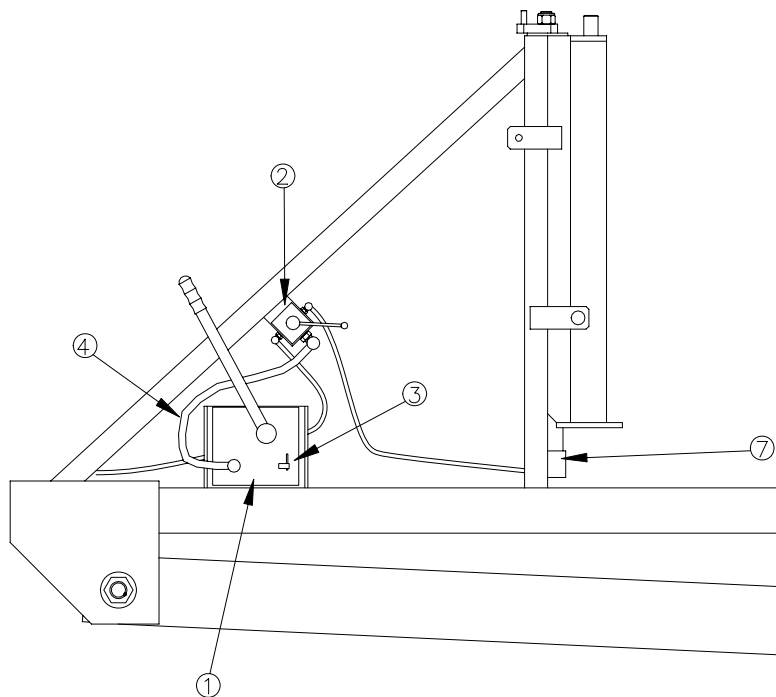


ITEM	DESCRIPTION
1	LOCKING BAR CLIPS
2	CONTROL VALVE LEVER
3	PUMP RELEASE VALVE
4	RAM – LOCKING PLATE
5	SPINDLE
6	SPINDLE COLLARS
7	MECH BRAKE SYSTEM
8	AIR BRAKE SYSTEM (WHEN FITTED)
9	JOCKEY WHEEL
10	REAR PROP STANDS
11	ELECTRICAL SYSTEM (NON E.E.C.)
12	ELECTRICAL SYSTEM (E.E.C.)
13	HYDRAULIC CIRCUIT
14	A.B.S. CONTROL

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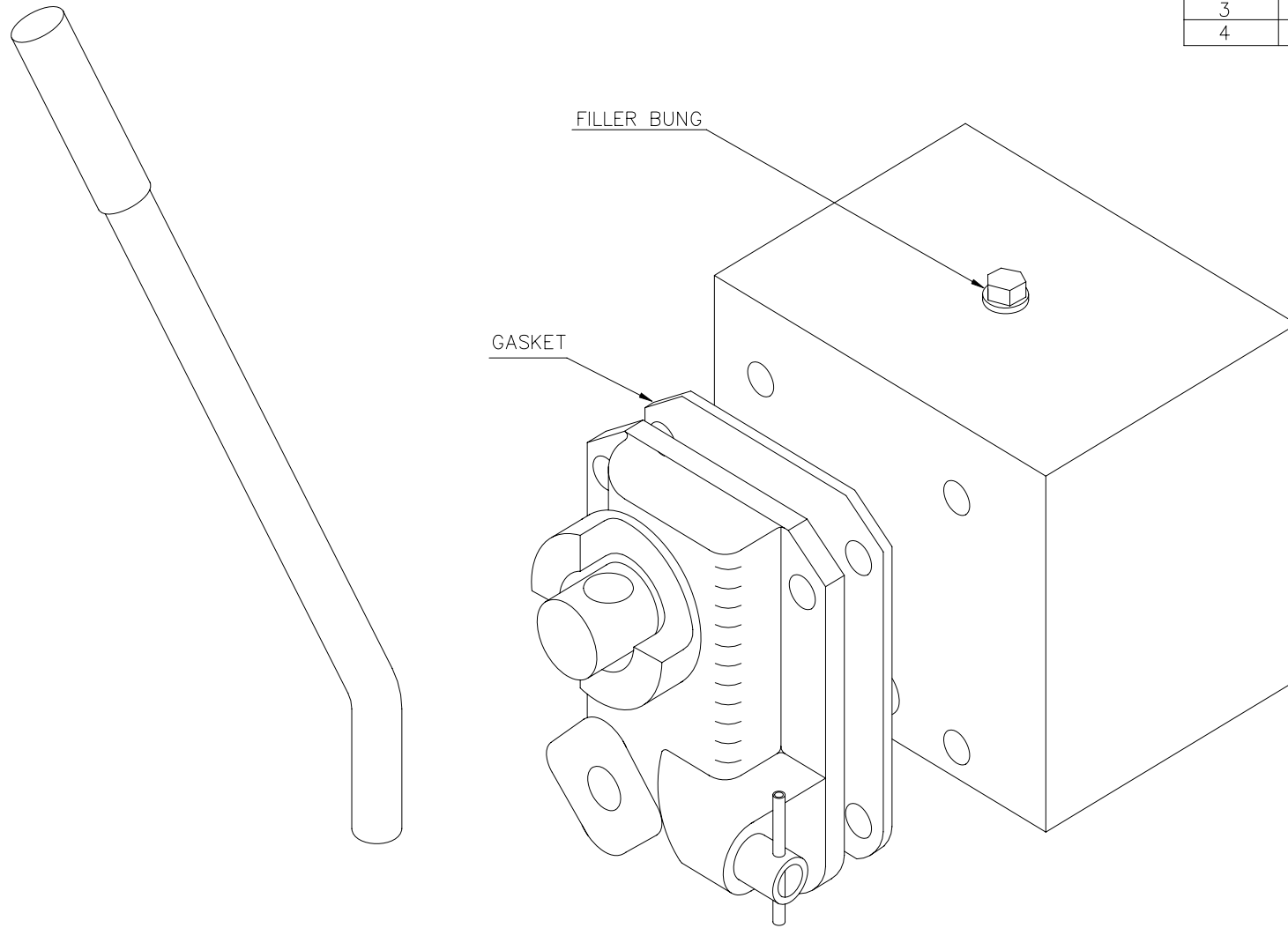
ITEM	DESCRIPTION
1	HYDRAULIC PUMP
2	CONTROL VALVE
3	PUMP RELEASE VALVE
4	MAIN FEED HOSE
5	SHORT RAM HOSE
6	LONG RAM HOSE
7	HYDRAULIC RAM



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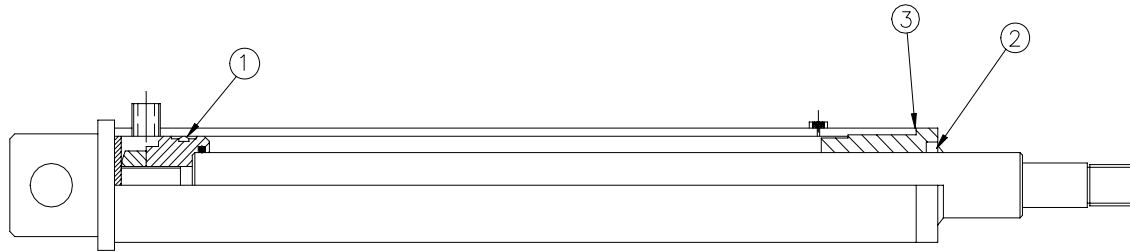
ITEM	DESCRIPTION	REF
1	PUMP & TANK COMPLETE	HP2 BT
2	PUMP FRONT ONLY	HP2 LT
3	PUMP SEAL KIT	0102/SK
4	HANDLE & GRIP	0101/08



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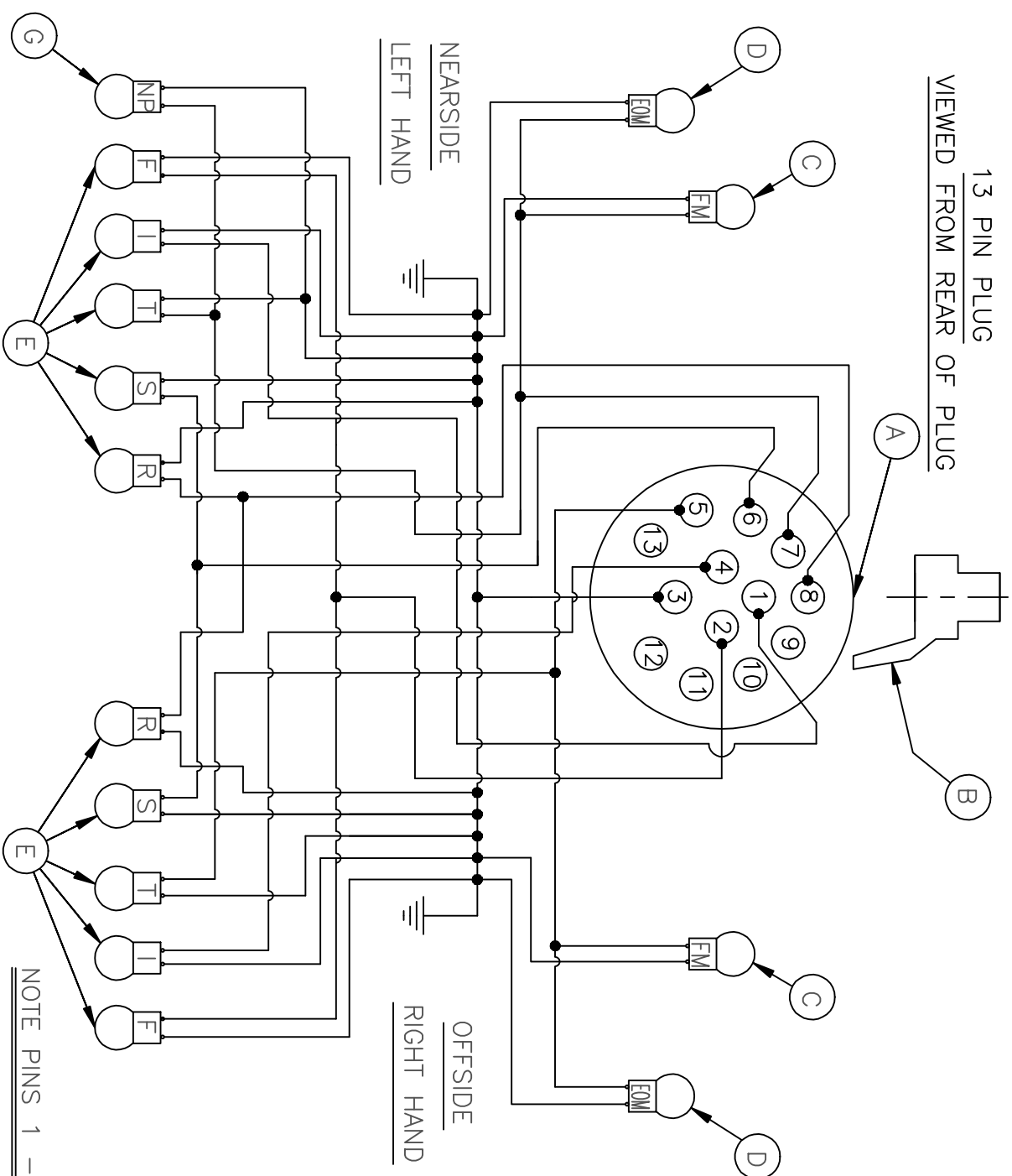
ITEM	DESCRIPTION
1	PISTON SEAL
2	WIPER SEAL
3	GLAND SEAL



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PART'S LIST

ITEM	DESCRIPTION
A	13 PIN PLUG
B	OPTIONAL 13 PIN-7 PIN CONVER
C	FRONT MARKER WHERE FITTED
D	END OUTLINE MARKER
E	REAR LIGHT CLUSTER
G	NUMBER PLATE LIGHT



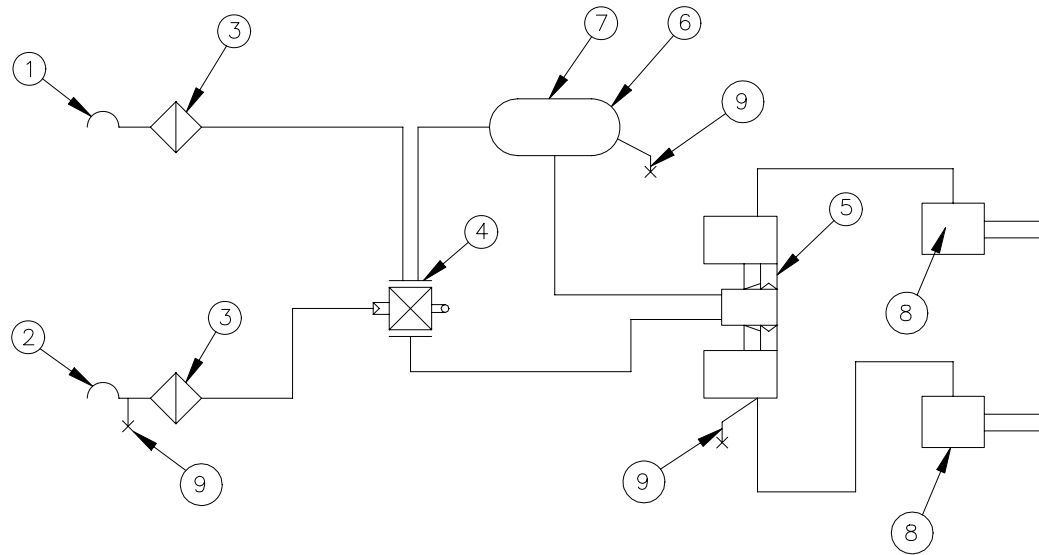
NOTE PINS 1 - 8 ONLY USED ON TRAILER LIC

ELECTRICAL SYSTEM (TO ISO 11446)

SHEET No :- PL1050

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PART'S LIST

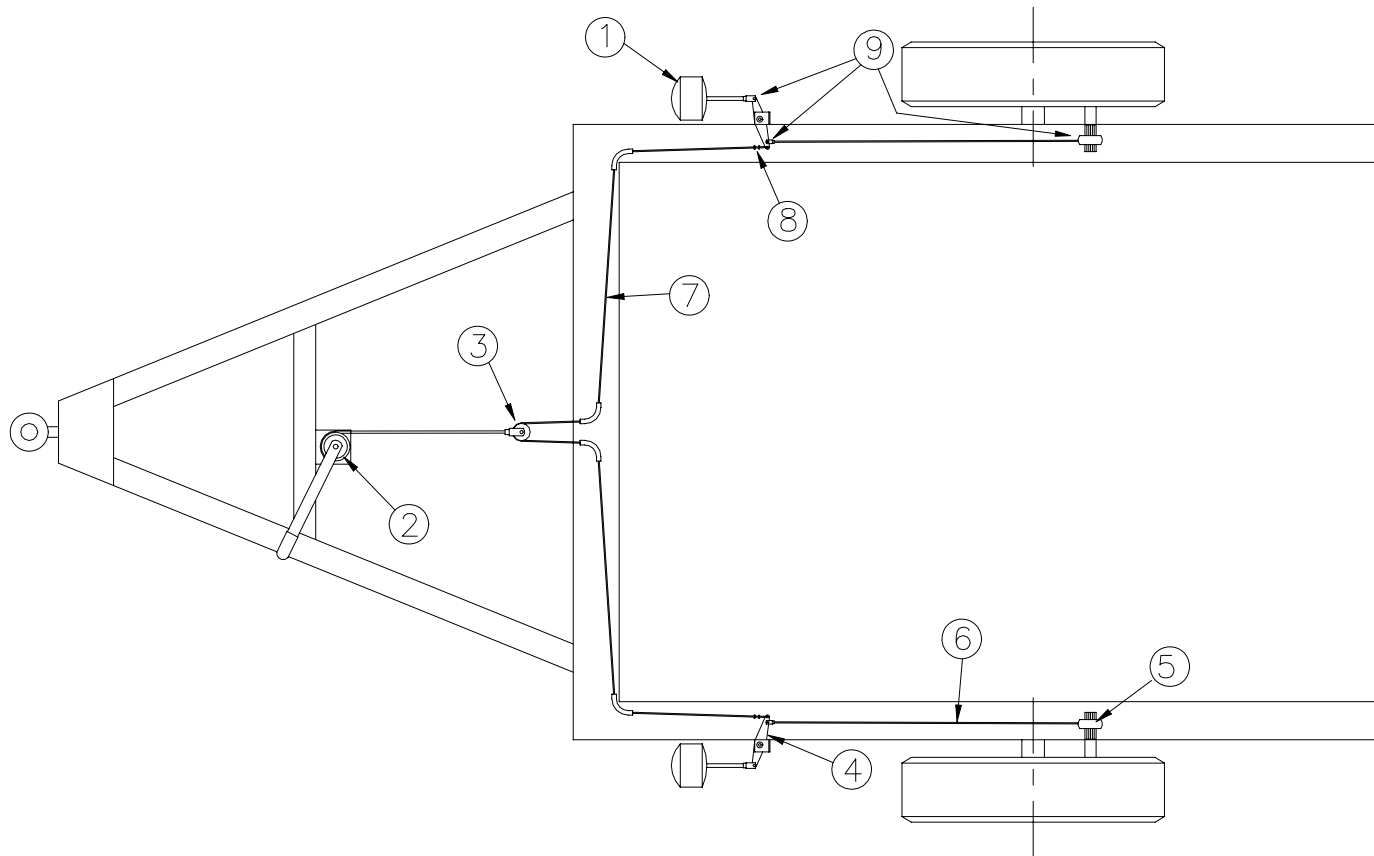


ITEM	DESCRIPTION
1	COUPLING (EMERGENCY)
2	COUPLING (SERVICE)
3	AIR FILTER
4	LSV/RE VALVE
5	ABS ECU
6	AIR RESERVOIR
7	DRAIN VALVE
8	AIR ACTUATORS
9	TEST POINT

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PART'S LIST

ITEM	DESCRIPTION
1	BRAKE ACTUATOR
2	HAND PARK BRAKE
3	PULLEY
4	TRANSFER LEVER
5	SLACK ADJUSTER
6	BRAKE ROD
7	WIRE ROPE
8	ROPE GRIPS
9	CLEVIS CONNECTORS

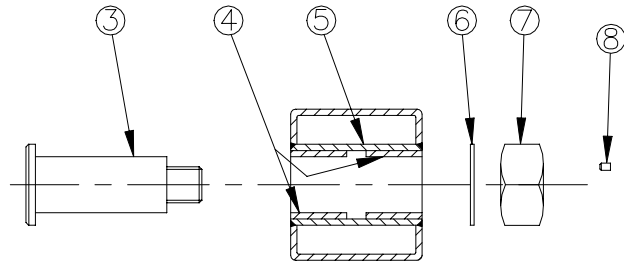


PARKING BRAKE SYSTEM CABLE DRUM TRAILER – EEC AIR BRAKED

SHEET Nº:– PL 202

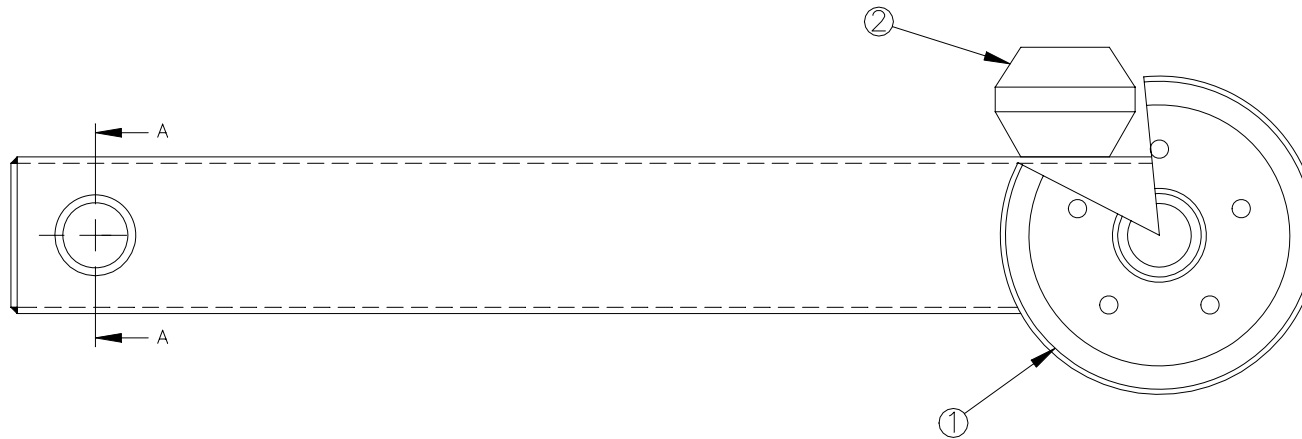
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PARTS LIST



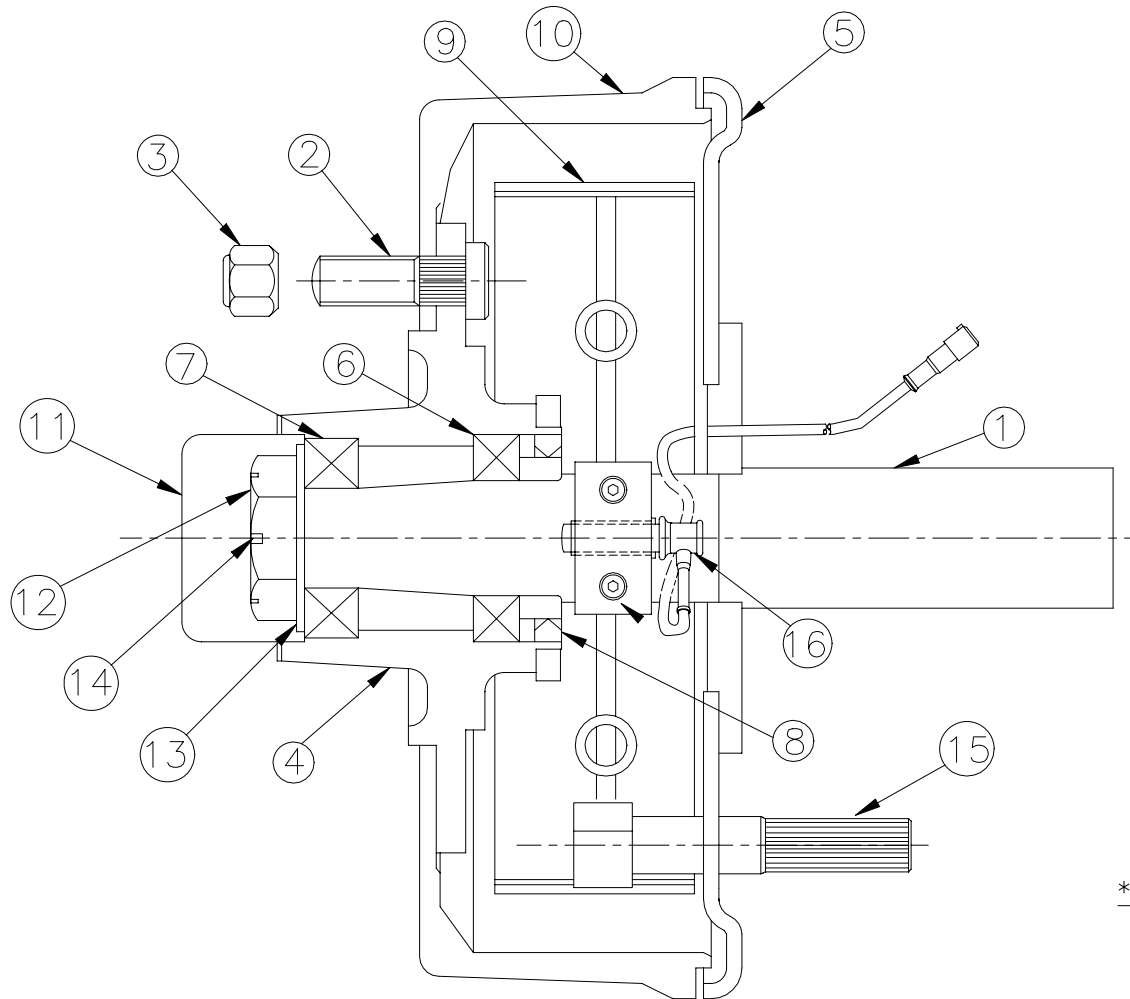
SECTION 'A'-'A'

ITEM	DESCRIPTION
1	HUB & BRAKE ASSY
2	SUSPENSION UNIT
3	PIVOT PIN
4	PIVOT PIN BUSH
5	PIVOT PIN BOSS
6	PIVOT PIN WASHER
7	PIVOT PIN NUT
8	GRUB SCREW



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PART'S LIST



ITEM	DESCRIPTION
1	STUB AXLE
2	WHEEL STUD
3	WHEEL NUT
4	HUB
5	BACK PLATE
6	INNER BEARING
7	OUTER BEARING
8	OIL SEAL
9	BRAKE SHOES
10	BRAKE DRUM
11	HUB CAP
12	AXLE NUT
13	AXLE WASHER
14	SPLIT PIN
15	CAM SHAFT
16	A.B.S. SENSOR UNIT *

* TO SET SENSOR FIRMLY PUSH HEAD OF SENSOR UNIT TO ENGAGE SENSOR NOSE AGAINST POLE WHEEL
DO NOT USE POINTED INSTRUMENT

Cable Drum Carrier Trailer.

Maintenance

1) Immediately upon receipt of your new Cable Drum Trailer, and also whilst in service we recommend that regular checks be carried out on tyre pressure, and wheel nut tension.

2) Weekly.

- a) Check tyre pressure .
- b) Check wheel nut tension .
- c) Check for leaks on hydraulic circuit.
- d) Check light bulbs.

3. Monthly.

- a) Check brake lining clearance and adjust if necessary.
- b) Check hydraulic reservoir level and top up if necessary.
- c) Check tow unit fixing bolts (if fitted) and retighten if necessary.
- d) Check suspension unit retaining bolts and retighten if necessary.

4. Six Months..

- a) Grease all pivot points on sub frame, tow unit and park brake.

Recommended Oils And Greases.

Hydraulic Oil.

Bretzol. 804/Tellus 68 (or equivalent)

Lubrication Grease.

Ovoline all purpose grease (or equivalent).