

CARGO FLOOR®


ADDITIONAL ASSEMBLY INSTRUCTIONS

Steel L-shape 4 mm [0.16"] floor

INTRODUCTION

The assembly instructions outlined in this book will enable you to assemble the Cargo Floor system you have purchased correctly. Every effort has been made, by means of diagrams and text, to ensure a clear and simple installation. To ensure the durability and reliability of this revolutionary loading and unloading system, it is important that you follow the assembly instructions as outlined in this book completely, and use quality materials in accordance with the specifications. Please note that the guarantee is only valid if the Cargo Floor system has been assembled in accordance with these assembly instructions. The latest available version can always be found on our internet site: www.cargofloor.com

The measurements given in this instruction start with the metric system after which between brackets [0] the imperial measurement is mentioned.

 **If the indications in this manual, as well as those stated in the user manual, are not followed this could result in damages and/or injuries.**

 **If your customer had any specific wishes we advise you to contact Cargo Floor B.V. This especially when what is wished for differs from the so-called normal use.**

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(ADDITIONAL) INSTRUCTIONS

The following (additional) instructions are available:

- Assembly CF3 LP-2 15-160
- Assembly CF100 SLL
- Assembly CF500 SLC
- Assembly CF500 SLC Power Speed system
- Assembly CF500 SLC Leak Resist Centre drive
- Assembly CF500 SLC 15/156,8 [6.17"] XHDI / HD
- Assembly CF600 HDC
- Assembly CF800
- Assembly Protected Seal 156,8 mm [6.17"]
- Assembly Semi Leak Proof (SLP) system

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www.cargofloor.com/en/downloads

GENERAL GUIDANCE AND WARNINGS FOR THE USE OF STEEL L-SHAPE FLOOR PROFILE

Experience tells us that the choice for a steel floor profile incites people to “unrealistic” high expectations, in particular when it comes to impact. Cargo Floor has gained, in a considerable time, a lot of experience with the special steel floor profiles. With this general guideline we would like to explicate all the advantages and limitations and warn for the limitations in order to prevent that the user has too high expectations.

Advantages:

- The steel floor profiles are more wear resistant than aluminium floor profiles. Because of this abrasive materials, without a protective sheet, can be transported;
- The Cargo Floor steel floor profiles do not have plastic seal;
- A steel floor can, if necessary, simply be repaired.

Limitations:

- Although a steel floor is relatively heavy wherefore you are allowed less payload Cargo Floor offers the most reliable light weight steel floor solutions;
- A steel floor will corrode (rust);
- With steel floor profiles pallets will transport less well autonomously because of the operation of the Cargo Floor system.

IMPORTANT: Warning regarding the too high expectations of the IMPACT resistance (crash, collision) with a steel floor.

Steel gives people the feeling that you can dump unlimited heavy materials from a great height onto the floor, this is a wrong assumption. The impact resistance is often higher regarding certain aluminium floor profiles but also the under floor and the chassis are of importance. Steel floor profiles can always get damaged (dents) which influences the lifespan of the floor profile negatively. The impact resistance can, generally, not be captured in a specific value. The weight, but for sure also the shape (point load) and the height of falling of the product to be transported has a large influence on the actual impact damage to the floor profiles. For the lifespan of the steel floor it is of the utmost importance that the damage that has occurred is repaired directly. Especially near the pressure seal it should be flat and connected well. At the moment fine material gets under the overlap lip of the steel profile, this material will fall down through the floor when unloading, possible pollution always needs to be removed in order to prevent tilting of the profiles. It is therefore always important to load the product carefully and not to drop it from too high. An advice could be to load the first layer of the goods to be transported extra carefully and with policy.

Some products that you can transport well with steel floor profiles are:

Besides all regular products that you can transport with an aluminium floor a steel floor is especially suitable for the transport, without the use of a protective tarpaulin, of:

- Sand; Gravel; Glass; Metal parts; Scrap; Ores; etc.
- Stone, small parts (large ones' load carefully because of the danger of denting and damaging the floor profiles);
- Metals or other products up till 1 kg per piece (heavier parts you have to load carefully because of the danger of denting and damaging the floor profiles).

When implementing an L-shape floor it is also important to consider the right choice for impact and wear resistance of the body (sidewalls) and chassis of your trailer.

Warranty / considerateness

Maybe redundant, but we think it would be proper to point out to you explicitly that Cargo Floor unfortunately cannot grant warranty or considerateness for damages to your floor, or trailer, which are the result of wear and/or mechanical (impact) damages!

Next to this, we specifically would like to mention:

- The tilting of the profiles
- The deforming of the steel floor profiles, one way or the other
- The clamping of the floor profiles
- Getting loose of the floor profiles and bearing
- Leakages
- Standstill and resulting damages.

IMPORTANT RECOMMENDATIONS AND GUIDELINES

Before putting the Cargo Floor loading and unloading system into operation, follow the recommendations provided below and check the specified checkpoints to avoid damage to the Cargo Floor system and the vehicle.

Please review the important instructions before operating the Cargo Floor system and loading cargo into the vehicle. Likewise, before loading cargo, check the operation of the various control switches/valves to familiarise yourself with how the system works. We strongly recommend that you perform these checks when picking up the vehicle from the dealer so that your skilled supplier can answer your questions and provide you with any necessary advice or guidance you may require.

Important:

- Always check that the selected loading or unloading direction is actually activated and occurring!!
- If the system fails to start, turn off the Cargo Floor system and the hydraulic pump and follow the recommendations and guidelines provided below. Do not repeatedly try to start the system as this may result in damage to your Cargo Floor system and/or vehicle.
- After use, turn off the Cargo Floor system and hydraulic pump. Set switches to the "0" position and the lever in neutral.

In case of doubt or uncertainty about these recommendations and guidelines, always contact your dealer or an official workshop.

The Cargo Floor system comes standard with an operating manual, but if this has not been supplied, please contact your dealer or download it from the official Cargo Floor website: www.cargofloor.com, [download](#).

- A) Always open the vehicle's doors before turning on the hydraulic pump. Note! Build-up of pressure against the doors can open them with force. Also some of the cargo can fall out of the vehicle by itself after opening the doors, therefore KEEP CLEAR AT ALL TIMES, product could fall on top of you! Both could result in damages and/or injuries! It is always advisable to use the pneumatic door lock, if provided.
- B) 1. Check that the vehicle's (quick-detachable) couplings are properly connected to the P (Pressure line) and the T (tank/return line). Also check that the couplings are fully tightened or slid completely into each other.
IMPORTANT: the pressure and return line connectors may not be reversed or exchanged to prevent dirt or water from entering the lines when connecting them!
2. Before connecting, check that the non-return valves can open easily (check: the non-return valves should open easily when pressed with the finger, if not, potential pressure build-up in the hydraulic lines may be preventing the system from starting).
NOTE: Incorrectly connected or unopened hydraulic couplings will cause serious damage to the Cargo Floor system and the vehicle.
- C) The vehicle (pump) must be fitted with a pressure relief valve that is set at the maximum pressure according to the system, see the technical specs. If fitted, check that the dual-function lever (function: tipper/Cargo Floor) is in the Cargo Floor position. Pressure may not exceed the maximum adjusted and allowable operating pressure of the Cargo Floor system. An incorrectly adjusted pressure relief valve can cause damage to the Cargo Floor system and the vehicle.
- D) During operation, the (hand)brake of the vehicle must always be applied. You must, however, move the vehicle forward on time to unload it quickly in order to prevent unnecessary strain and wear to the floor and the vehicle.
- E) Use of a wireless remote control is permitted only if it is fully tested before the start of each loading or unloading operation. Always check if the function you have selected is actually activated and taking place. If, for example, you have accidentally pressed the load function when you actually meant to press the unload function, irreversible damage may occur to the Cargo Floor system and the vehicle.
- F) During operation of the Cargo Floor system, all existing STOP and control knobs/levers must be freely accessible.

- G) The pressure filter element needs to be replaced at least once a year. If the couplings between the vehicle and the Cargo Floor system are regularly removed, it is advisable to check the pressure filter for dirt build-up and replace the pressure filter element more often, if necessary. If provided, also check the return filter (not supplied with the Cargo Floor). Failure to replace a filter element on time may cause damage to or malfunctions in the Cargo Floor system and the vehicle.
- H) Moving parts must be shielded. Always maintain at least 10 meter [30'] distance from the Cargo Floor system when it is in operation.
- I) In the event of malfunctions/maintenance work, you may approach the Cargo Floor system only if all equipment, including the hydraulic pump, have been shut off, and the Cargo Floor system and the electro-hydraulic aggregate have been disconnected from the power supply and pump.
- J) Regularly check and, if necessary, tighten any loose bolts that secure the aluminium floor profiles to the Cargo Floor system. All such checks can simply be performed inside the vehicle itself by qualified personnel. The Cargo Floor system must, however, be turned on in unloaded condition and the person performing the check must place his finger half on the floor profile and half on the bolt. There should be no appreciable movement/space between the floor profile and bolt. Failure to check these bolts may lead to damage to the Cargo Floor system. During this check, a second person must also be present to switch off the Cargo Floor system.
- K) Check that the minimum required amount of oil is present 150 liter [40 US gallon]. Too little oil in the hydraulic tank will cause damage to both the pump and the Cargo Floor system.
- L) Do not allow the number of strokes to exceed the maximum allowable 16 power strokes per minute. Only a CF500 SLC Power Speed Cargo Floor system may deliver up to 23 beats per minute. A higher number of power strokes can cause damage to the Cargo Floor system and the vehicle.
- M) Hydraulic lines, couplings and hoses with very small diameters will cause damage.
- N) If the Cargo Floor system fails to start or operates incorrectly, the Cargo Floor system and the hydraulic pump must be shut down immediately. Subsequently, check all the checkpoints before switching the pump and the Cargo Floor system back on. To prevent the oil from overheating, regularly check the oil temperature by CAREFULLY and CAUTIOUSLY touching the line and or oil tank. If either is too hot to the touch, stop touching them right away. **WARNING: TOUCHING OVERHEATED OIL AND COMPONENTS CAN CAUSE BURNS!**
- O) The cause of failure or malfunctioning of the Cargo Floor system may also be due to other hydraulic components that may or may not be connected to the same hydraulic circuit of the Cargo Floor system.
- P) Jamming of the floor profiles caused by the transport of abnormal loads and or the freezing of the floor or of the product to the floor may result in damage to the Cargo Floor system and the vehicle. Recommendation: in the event of freezing, stop the system and try to find a hall (heated area) to allow the product to thaw.
- Q) Because the electrical power supply of the Cargo Floor system is often connected to the lighting circuit of the vehicle, it is advisable to turn on the lighting throughout the operation of the system.
- R) Maintenance and repairs to the Cargo Floor system may be only performed by qualified personnel. Use only original Cargo Floor components to ensure maximum reliability and long service life.
- S) Maximum cargo weight is subject to the limits set by law and applicable regulations. Even if the system can transport heavier loads, the law determines the maximum limit. Excessively heavy cargo can cause damage to the Cargo Floor system and the vehicle.
- T) Check that the correct type and quality of hydraulic oil is used. The use of incorrect oil type may cause damage to the Cargo Floor system and the pump.
- U) Check the vehicle for correct voltage. Make sure there are no open electrical connections. A faulty electrical system can cause damage to the Cargo Floor system and the vehicle.
- V) Check that the bulkhead, if present, is functioning smoothly and properly. A properly functioning bulkhead ensures that the product is unloaded in a clean and quick fashion. A malfunctioning bulkhead may extend the unloading time and cause damage to the vehicle.
- W) Use of the Cargo Floor system by unqualified personnel can cause damage to the Cargo Floor system and the vehicle.
- X) Excessively high oil temperatures will cause damage to the Cargo Floor system and other hydraulic components, such as the pump.

- Y) It is at all times advisable to stop the Cargo Floor system when all the piston rods are retracted. This is usually the case when the floor profiles are positioned towards the unloading end (vehicle doors). Unretracted piston rods may cause damage to the Cargo Floor system.
- Z) To prevent damage to the floor profiles, exercise caution and limit the dump height as much as possible. The transport of unauthorised goods, such as aggressive, corrosive, hot, hard, sharp and viscous materials may cause damage to the Cargo Floor system and the vehicle. Avoid loading and unloading sharp objects. Loads that are softer than the hardness of the floor profiles will extend the service life of your system; if in doubt, use a protective cloth or consult your dealer.
- AA) Forklift trafficable. In principle, the floors are completely trafficable and can be driven over by forklifts, but always consult your dealer for advice on the maximum loads allowed on your vehicle. Overloading will cause damage to the Cargo Floor system and the vehicle.
- BB) Always return emergency control(s) to their original non-activated position after use.
- CC) During the operation of the system, test the temperature of the oil by touching the side of the tank. If the oil is so hot that you cannot continue to touch the tank, switch off the pump to allow the oil to cool off and determine what is causing the overheating. Stop loading or unloading if the oil is too hot, as this will irreversibly cause damage to the Cargo Floor system and the other hydraulic components.
WARNING: TOUCHING OVERHEATED OIL AND COMPONENTS CAN CAUSE BURNS AND INJURIES!
Option: your Cargo Floor system could be equipped with an oil temperature safety switch which will switch off the system automatically when it starts to overheat.
- DD) During loading and unloading operations, the load should be spread to give an even weight distribution over the floor area, otherwise the load may stall. Tip: when transporting pallets, place soft-wood boards of 300 x 18 x 2350 mm. [12" x 0.75" x 92.5"] to distribute the pressure more evenly.
- EE) The constant pressing of the load against the head board or the doors can lead to extra wear of the complete system. Also the construction can be damaged. Please consult your supplier about the optimizing possibilities or in order to prevent problems occurring.
- FF) The user/operator/driver that is operating the Cargo Floor system is compelled to remain a safe distance from the Cargo Floor system at all times, from the time of switching on the hydraulic pump until turning it off. He should ensure that no dangerous situations can occur. When the process malfunctions or if other people are present he should shut down the Cargo Floor system, or hydraulic pump, immediately.
- GG) No unauthorized alterations/modifications/changes/adjustments may be made to any part of the Cargo Floor drive unit and system.

WARRANTY

Warranty is subject to prior approval by Cargo Floor B.V.! To request warranty coverage, visit www.cargofloor.com to fill out and submit the warranty application form provided there; do not forget to include your Cargo Floor system number on the form.

EMERGENCY STOP

In the event of an EMERGENCY, operation of the Cargo Floor system can be halted as follows:

- By pressing the red stop button on one of the control switches;
- By turning all switches to position "0";
- By putting the handle of the control valve in the middle "0" position (only B and A control);
- Turning off the PTO pump/engine;
- Turning off the main switch of the power supply;
- Turning off the motor of the electro-hydraulic aggregate.

L-SHAPE FLOOR

These additional instructions are only applicable for the assembly of a floor consisting of so called L-shape profiles.

When assembling an L-shape floor a number of steps are very different from the assembly of a standard aluminium floor, you will find these instructions in this manual. For all the other standard assembly instructions we refer to the assembly instructions of the CF500 SLC.



Attention!

The CF500 SLC system must be equipped with the following options before it is being built in:

- Heavy Duty cylinders (parts number 1116018)
- set guide blocks for 3 piston rods solid execution (parts number 1116083)
- moving cross member 21 profiles 112 mm with long u profiles with 6x M12 assembly strip (parts number 1116223).
- without bearing blocks (parts number 1116040)

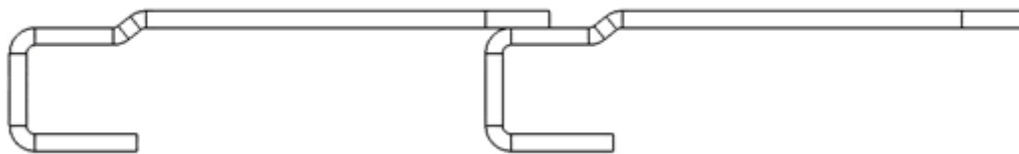
The L-shape floor consists of various components:

- Steel 4/112 L-shape floor profiles with at the rear a steel end block
- Integrated lip with a length of 390 mm [15.4"] at the rear of the floor profile
- Mounting the bearing directly onto the cross members:
 - Per cross member 21 Solid blue plastic guidance block for mounting over tube 25/25 mm [1"x1"] for Cargo Floor steel L-shape floor profile (98/60/32 [3.8"x2.4"x1.3"], with 2 holes \varnothing 7 mm [0.27"]) (parts number [4107037.01](#))
 - 42 pieces Solid red Anti Lifting guidance block for mounting over tube 25/25 mm [1"x1"] for Cargo Floor steel L-shape floor profile (98x60x32 mm [3.8"x2.4"x1.3"] with 2 holes \varnothing 7 mm [0.27"]) (parts number [4107039.01](#)) for the last **two cross members** closest to the doors
- Side stopper 60x40x20 [2.4"x1.6"x0.8"] (parts number 4107038), the amount depends on the number of cross members
- 18x Plastic Support Plate on moving cross member, solid, for L-shape profile (with 2 holes \varnothing 7 mm [0.27"]), (parts number 4107040)
- 150x M12x30 10.9 Button head screw Torx T50 (parts number 502112030.5) for the fastening of the L-shape floor profile to the Cargo Floor moving floor system.



Attention!

The curvature of the profile is on the left side of the vehicle and the horizontal lip on the right side (see figure, looking in the direction of the headboard.)



SYSTEM WITH HEAVY CROSSMEMBER AND LONG U PROFILE 6X M12



For extra support of the L-shape profile at the height of the system, it must be equipped with the option with the heavy cross members with long u profiles 6x M12.

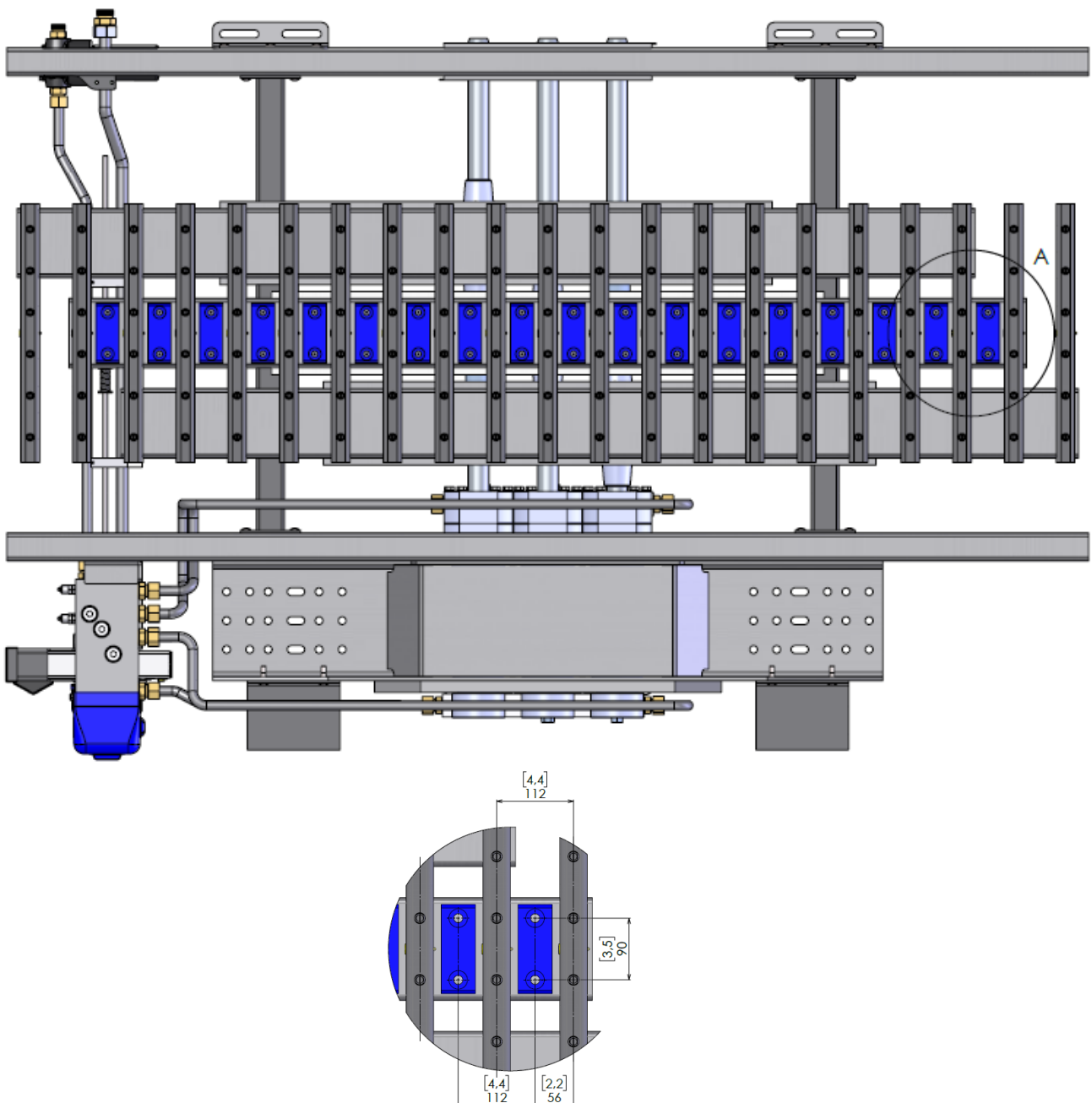
MOUNTING THE SUPPORT PLATE ONTO THE SYSTEM

On the moving cross members of the system, 18 pieces support plate (parts number [4107040](#)) need to be mounted as extra support for the L-shape profiles near the system. The support plates support the lower lip of the L-shape profile and are fastened to the moving cross member with 2 Monobolts roundhead 6.4 x 20.6 (parts number [50160640206](#)) per support plate.



Keep the right measurements and distribution in mind, see fig!

FIG. 1



THE CHASSIS

Cross members

Very important for the assembly of a Cargo Floor moving floor system is that the cross members on the chassis are flat. Also no height difference between the cross members themselves may be present, this will hamper the correct assembly and will influence the life span of the Cargo Floor negatively.

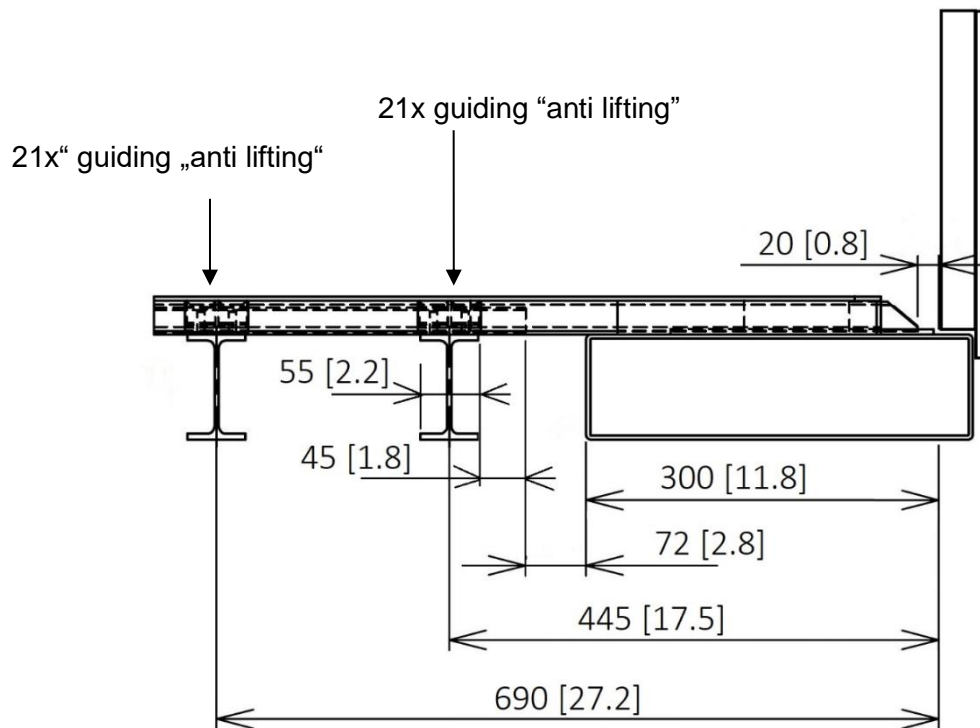
⚠ Attention: a space needs to be left free for the Cargo Floor transport system in the middle of the chassis. The last two cross member deviate with regards to the standard assembly instructions.

⚠ Pay attention the last two cross members on the door side must be fitted with 42 special guides with anti lifting function. The position of the last cross member must be kept exactly as described here.

The last cross member must be placed at a distance of 445 mm [17.5] measured from **the inside of the trailer door**. The second last cross member needs to be mounted at a distance of 690 mm [27.2], measured from the **inside of the trailer door**, this to prevent a conflict situation with the anti lifting function of the profile.

Both of these above sizes are very important to prevent a malfunctioning anti lifting function of the profile. Copy the dimensions from fig. 2 exactly into the design of the trailer.

FIG. 2



Rear portal

At the rear side of the chassis a rear portal needs to be made of 300 mm [12"] wide, which needs to be fastened at the same height as the cross member.

Stainless steel wear plate

To get an optimal sealing at the unloading side of the floor a stainless steel wear plate needs to be mounted close fitting between the underside of the floor profiles and the rear portal. The width of the wear plate needs to be at least 250 mm [10"], length and thickness depends on your construction. To be able to easily exchange this plate it needs to be fastened in the free area of the stroke of the system. Use a Monobolt with the right range and a sunken head, like the Monobolt 6.4x16.8, rivet range 4.1-12.1 mm [0.16"-0.5"] parts number: [5017003](#). Countersink the hole so the head of the rivet does not come into contact with the moving floor profiles.

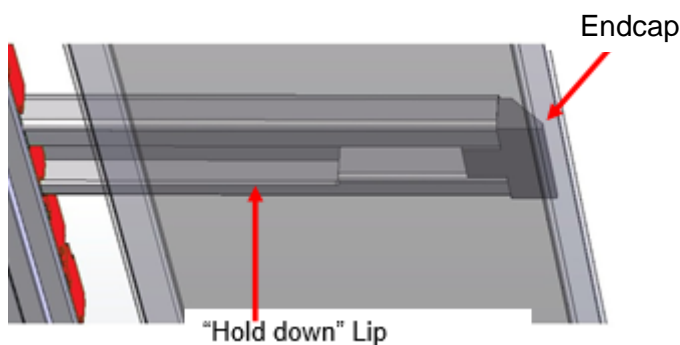
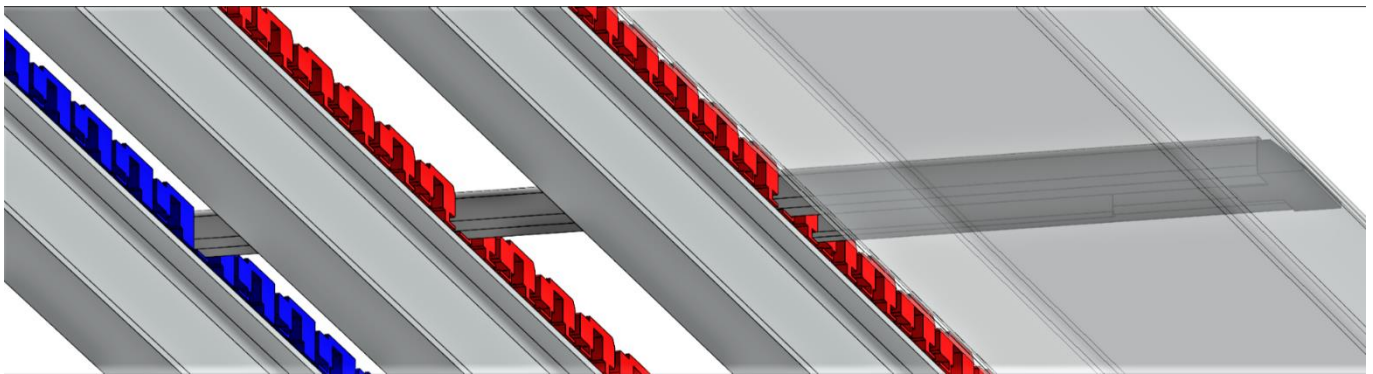
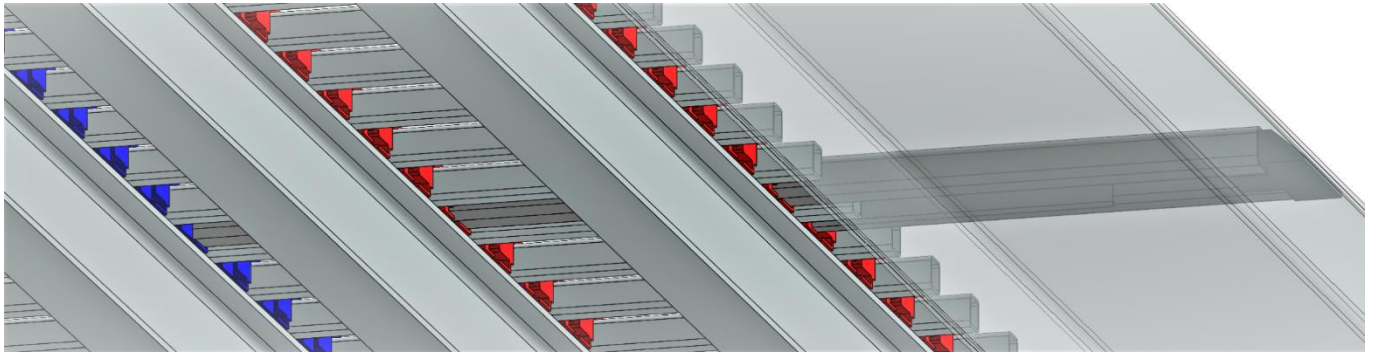
The measurements of the Cargo Floor stainless steel wear plate are: 2.350 x 270 x 4 mm [92.5"x10.6"x0.16"]. (Parts number [5148012](#).)

L-profile

The steel 4 mm [0.16"] L-profile is **asymmetrical** and has one open side, this side has an integrated overlap to the next profile. Standard these profiles have an endcap, end closing and lip. We advise to provide the cross members with 25x25 mm [1"x1"] tubes. By using these tubes, the trailer becomes extra stable, which helps prevent bending and warping of the trailer. If your trailer construction is stable enough, you can consider not using these tubes and placing the profile guide directly on the cross members.

FIG. 3

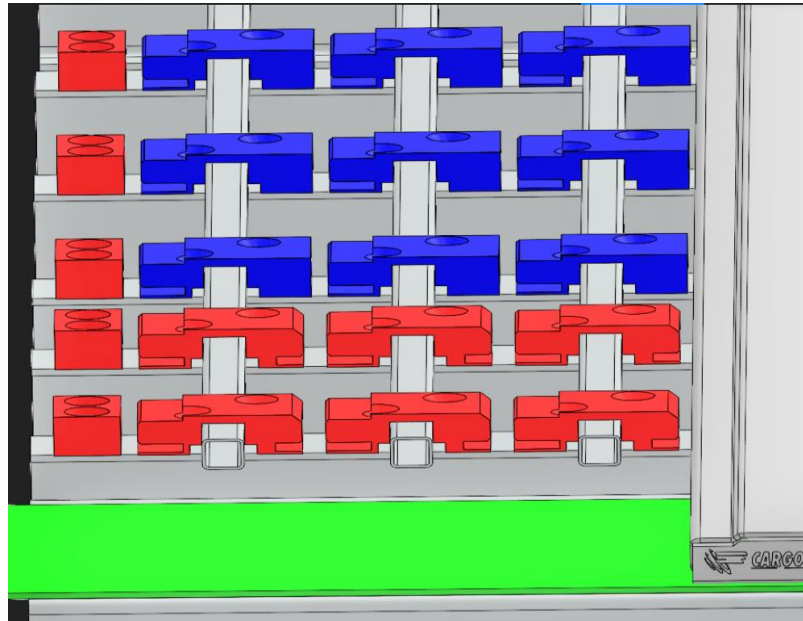
View underneath



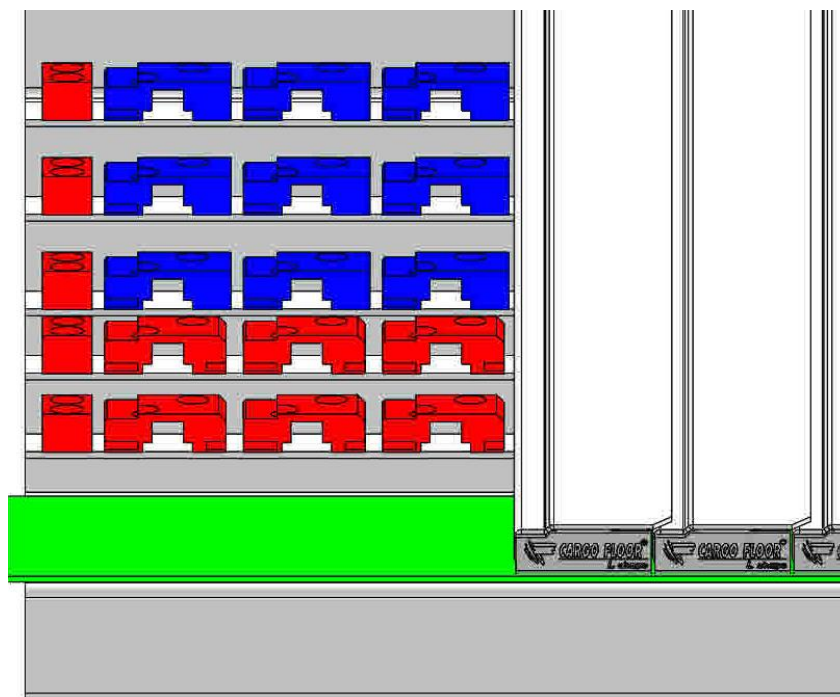
GUIDANCE

The profiles are carried by the guidance blocks and the last **two rows** at the rear of the trailer will be a row with the special “**anti lifting**” guidance blocks. All the guidance blocks must be fastened with 2 screws, bolts or monobolts. Only on the left side of the trailer are the side stoppers (parts number 4107038) present to prevent movement to the left of the most left profile.

FIG. 4
Mounting the guidance blocks on the square tubes 25x25 [1”x1”]



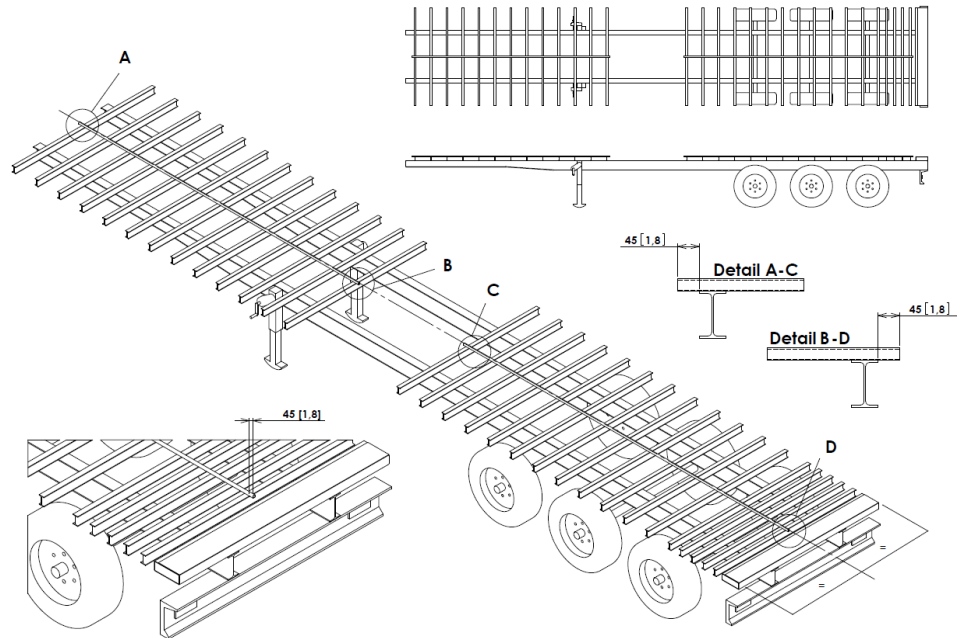
Mounting the guidance block directly on the cross beams.



MOUNTING THE PLASTIC GUIDANCE BLOCK ONTO THE 25X25 [1"X1"] SQUARE TUBES

A square tube needs to be installed, over the full length and along the exact centre line of each of the crossbeams. These square tubes are used as guides and as references for the three (supplied) welding jigs, see figure 7A. The square tubes need to be securely welded on both sides to each crossbeam with a weld of at least 10 mm [0.5"] length. Take care that the start and end positions of the tube are correct, this with regards to the needed overhang for the correct mounting of the plastic bearing.

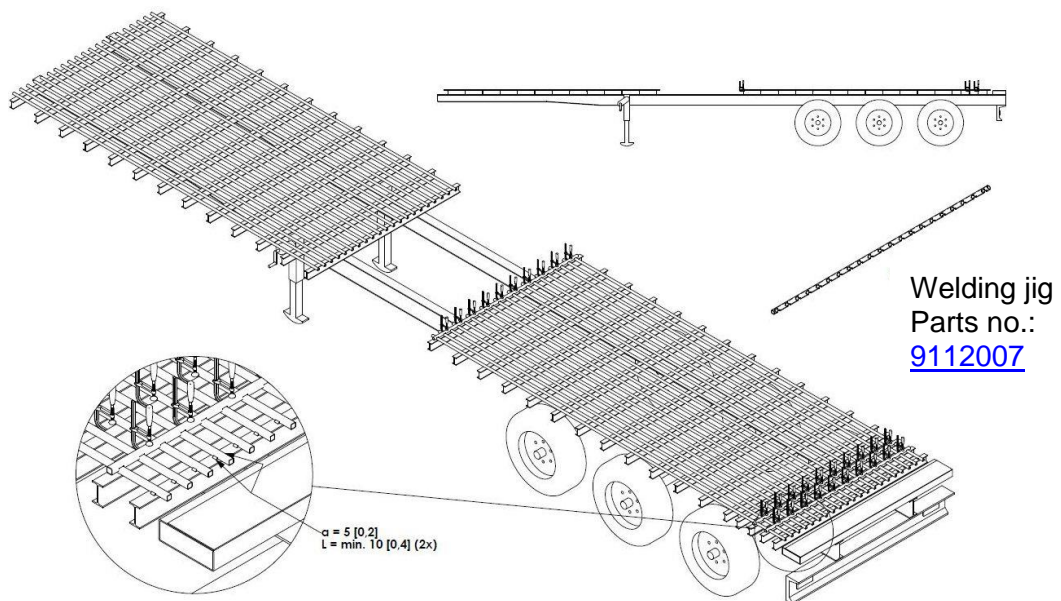
FIG. 7 A



Use of the supplied welding jigs (3 pieces, article no. [9112007](#))

All square tubes need to be pressed into the welding jig on one side and in the same direction. The welding jig needs to be clamped securely onto the crossbeam, so that the square tubes are all at exactly the same height. See figure 7 B for the positioning and use of the welding jigs.

FIG. 7 B



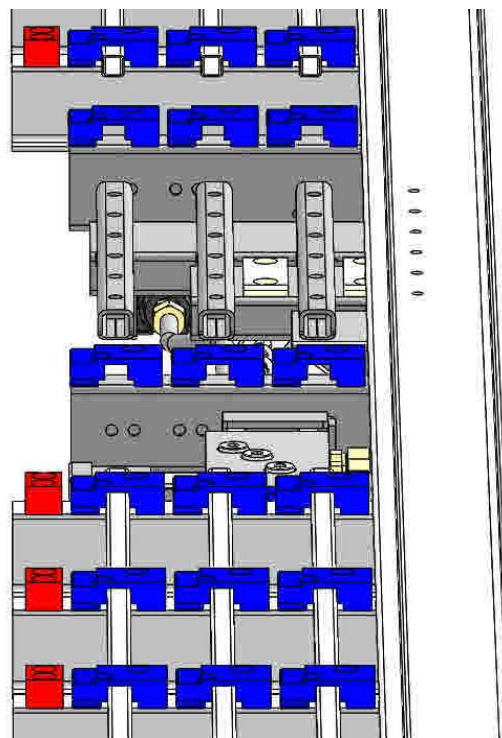
Mount on every cross member, with exception of the last two one, the guidance blocks [4107037.01](#).

Mount, on the **front and rear bridge of the system, 2x 21 pieces plastic guidance block [4107037.01](#)** align these using the already mounted guidance blocks on the square tube.

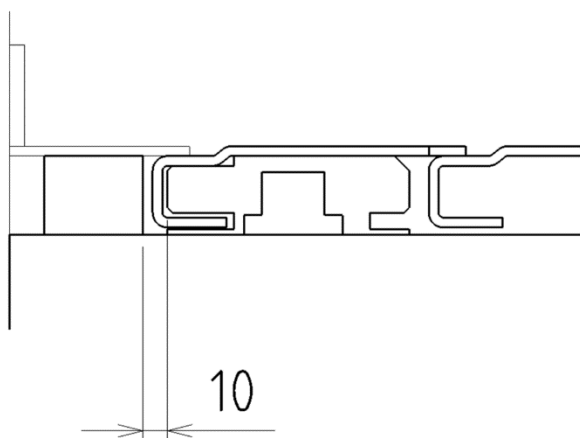
On the **last two cross member 2x21** guidance blocks [4107039.01](#) with „anti lifting“ function need to be mounted.

The guidance blocks and side stoppers must be fastened on the 2 fastenings points. The hole in the guidance has a diameter of 7 mm [0.3"] and a depth of 22 mm [0.8"]. This guide can be secured with different types of mounting material. Always keep in mind that the attachment of the guide must not loosen due to the varying loads on the guide. For the guiding of the the two crossbeams of the Cargo Floor system we recommend using self-tapping screws 6.3x38 zinc plated article number no [503363038](#). If the other crossbeams are sufficiently thick, these self-tapping screws can also be used throughout the trailer. If the flange thickness is thin, we therefore recommend, for example, a bolt M6x40 with counter-sunk head (e.g. DIN 7991), flat washer and self-locking nut M6. The side stoppers must be mounted with blind rivets 6.4x20.6 round head Art.no. [50160640206](#).

FIG. 7 C

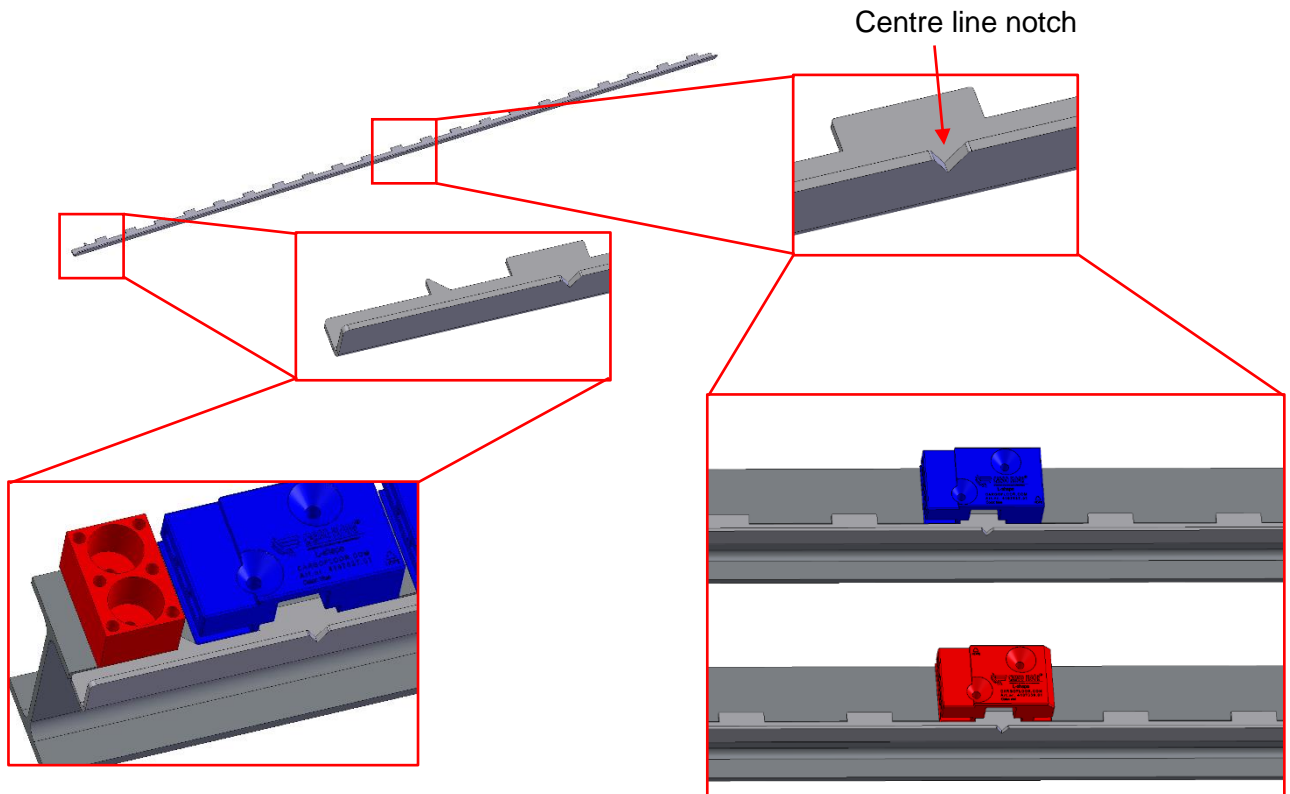


The side stoppers must be mounted on the cross members at this distance from the adjacent guide.



MOUNTING THE PLASTIC GUIDANCE BLOCKS DIRECTLY ONTO THE CROSSMEMBERS

When mounting the guidance blocks directly on the cross member, the center line over the full length of the trailer must first be determined. Make sure that the jig is used correctly, i.e. the position of the side stopper is to the right side. After determining the centerline, the first middle guidance block can be mounted using the jig. Position the jig with the notch above the centre line. After fastening the first guidance block you can mount the other guidance blocks using the jig.



The guidance blocks and side stoppers need to be fastened with the 2 fastenings points, using a round-head rivet 6.4x20.6 mm (part number 50160640206) or round head screw M6x20 or Allen screw M6x20 with plain washers and self-locking.

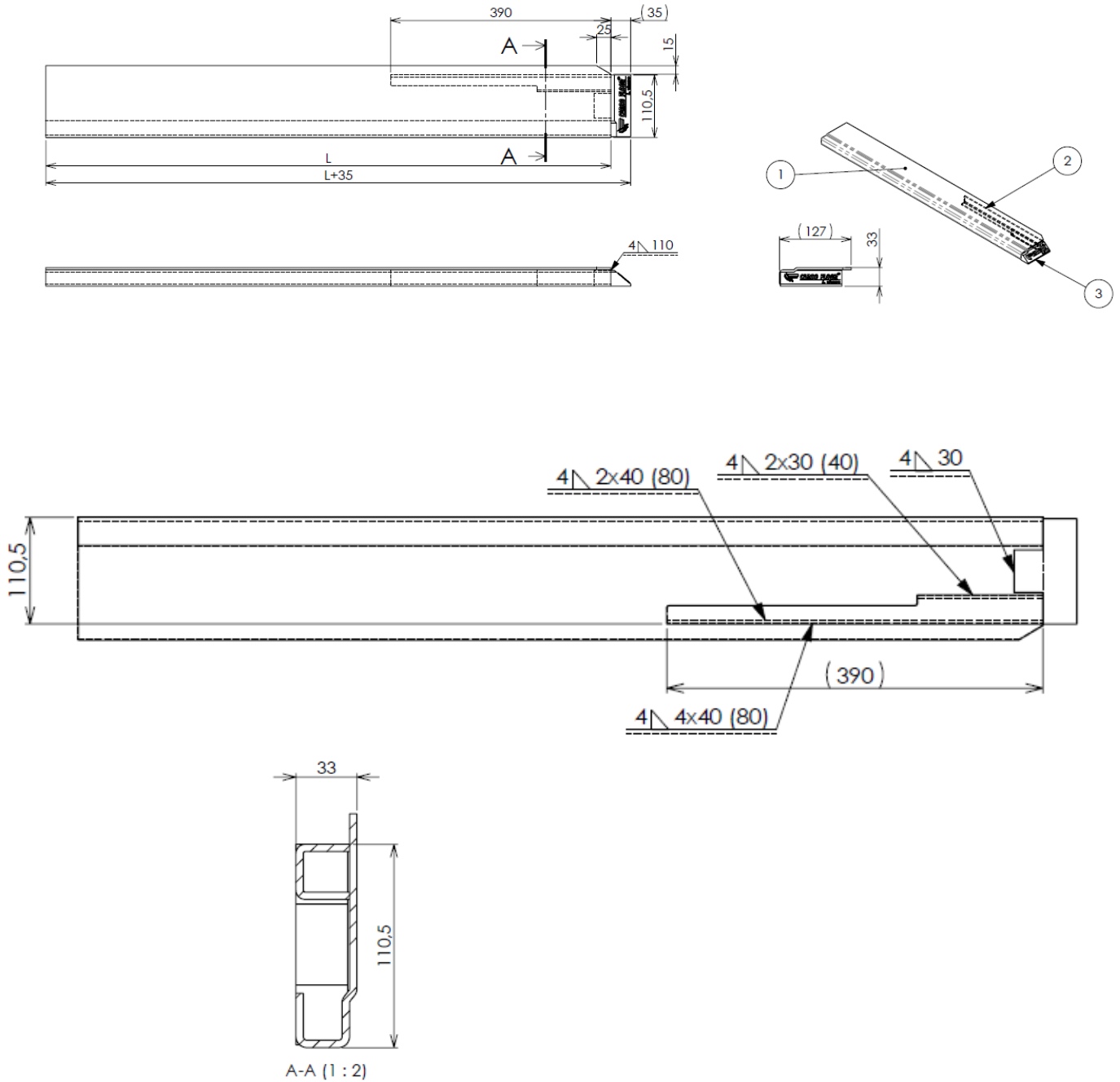
Points for your attention:

- Determine the centre line
- Mount the middle guidance blocks on the reference line.
- All mounting holes need to be used
- All guidance blocks need to be mounted in the same direction

WELDING INSTRUCTION ENDCAP AND HOLD-DOWN STRIP

With this welding instruction you will be able to weld the endcap and the hold-down strip to the L-shape profile.

Fig.7



CUTTING THE FLOOR PROFILES TO SIZE

The length of the steel end block is 35 mm [1.4"], this deviates from the standard assembly instructions. Before starting put all the profiles in the same direction, the direction as they will be installed into the trailer.

After the plastic bearings have been mounted the steel floor profiles scan be cut to size. The inner space of the trailer is the reference for this. The inside is measured from the inside headboard till the inside of the door (see fig. 8).

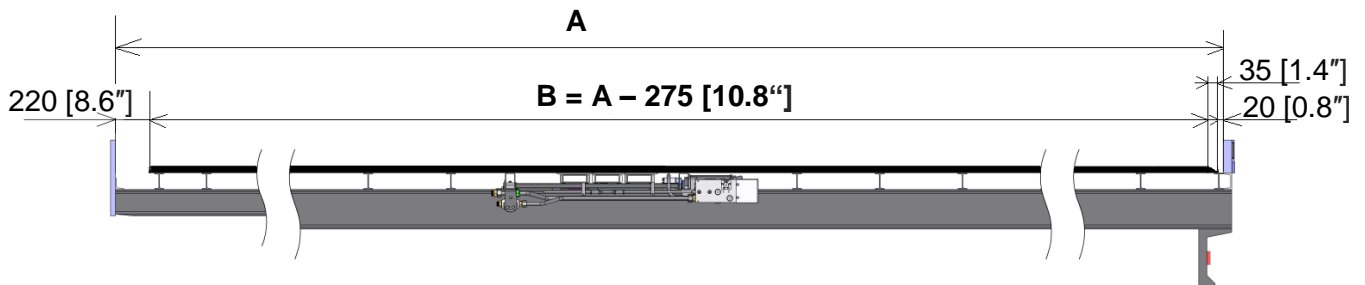
Pay attention to the doors; are they inside or outside the tailgate?

The length is determined by the inner length (A) minus 275 mm [10.8"].

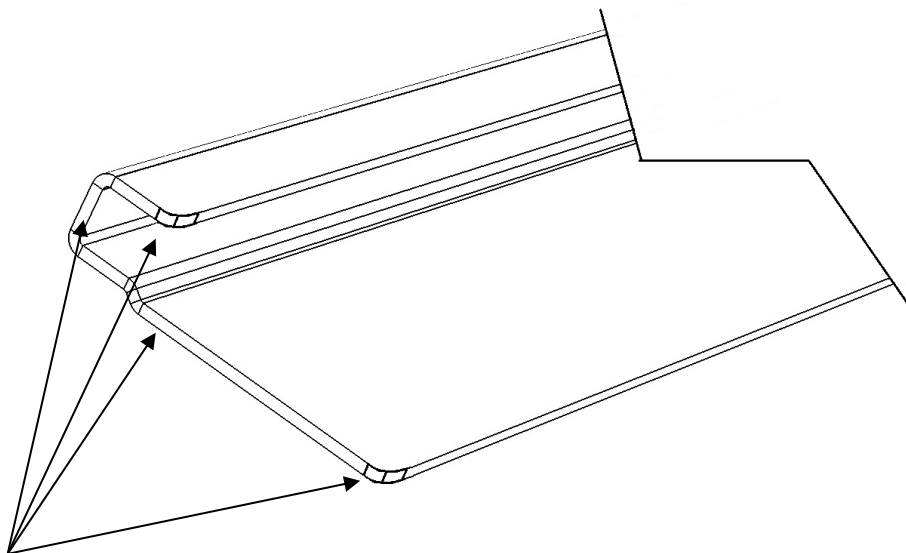
At the rear side the length of the end block, 35 mm [1.4"], and an extra space of 20 mm [0.8"] needs to be adhered.

At the front side of the construction a space of the stroke length of the floor, 200 mm [8"], and an extra space of 20 mm [0.8"] needs to be adhered.

FIG. 8



After cutting the floor profiles to length they need to be rounded-off (bevelled) at the front and end, so as to ensure a smooth guiding of the floor profile while sliding in, and to prevent damage to the plastic bearing.



Bevel front sides on both sides.

DETERMINE THE POSITION OF THE HOLES IN THE PROFILES

The length of the steel end block is **35 mm [1.4"]**, this deviates from the standard assembly instructions.

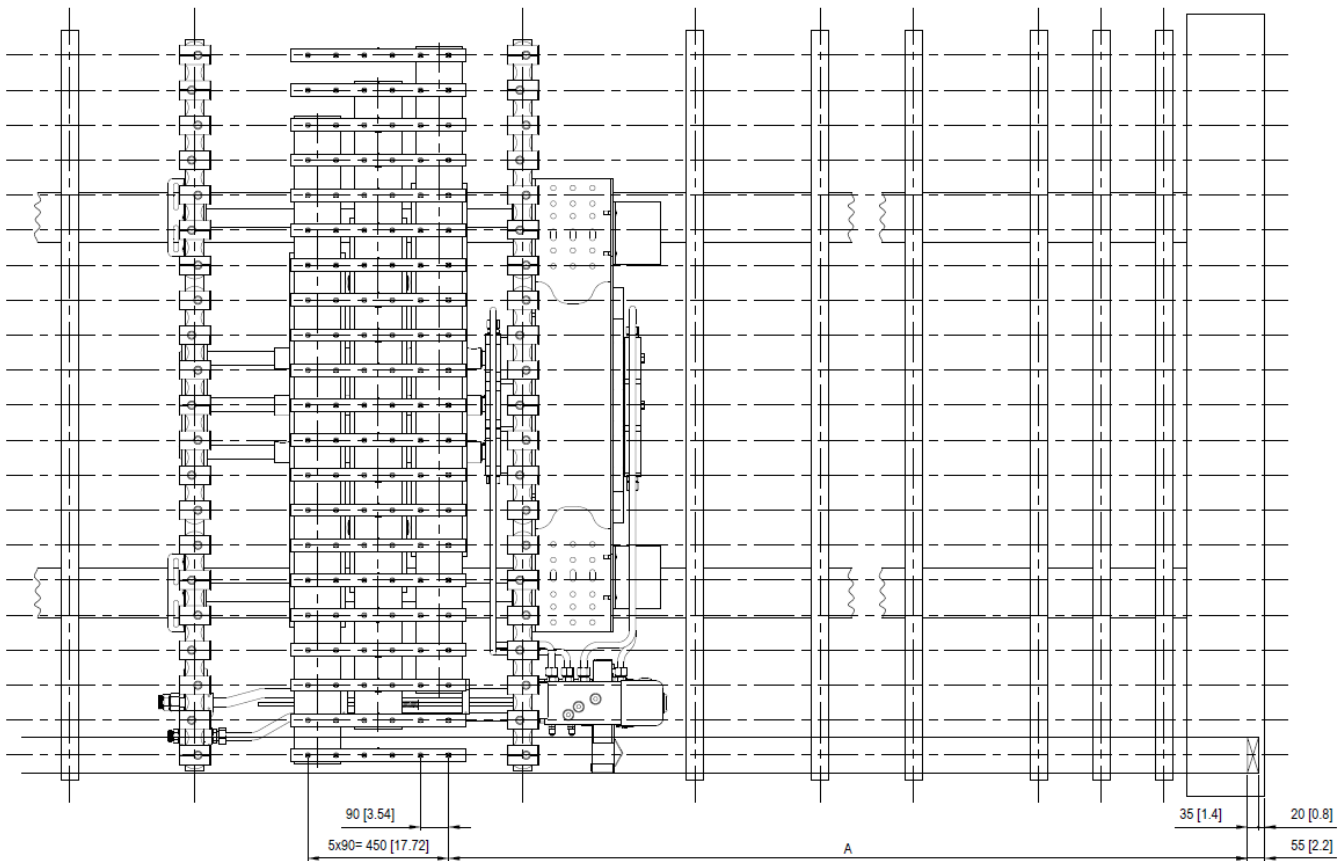
Check if the cylinders are fully retracted. You check this as follows: the ends of the piston rods may not protrude out of the guide block for cylinderbar more than 5-10 mm [0.20-0.39"].

The position is determined by taking the measurement from the inside of the door side to the first hole in the U-profile moving cross member. From this measurement, you deduct 55 mm [2.2"] and with this you have determined measurement A.

Mark the spot of this first hole on the bottom side of the profile, mark 21 profiles.

⚠ Attention! Different from the standard CF500 Systems!!!!

FIG. 10



DRILLING THE HOLES IN THE FLOOR PROFILES

Because of the large forces on the bolt connections the profiles need to be fastened with 6 bolts M12.

The holes in the profiles need to be drilled before these are placed. Attention: because of the different distances the holes need to be drilled at various spots (see previous chapter: determine the position of the holes in the profiles.)

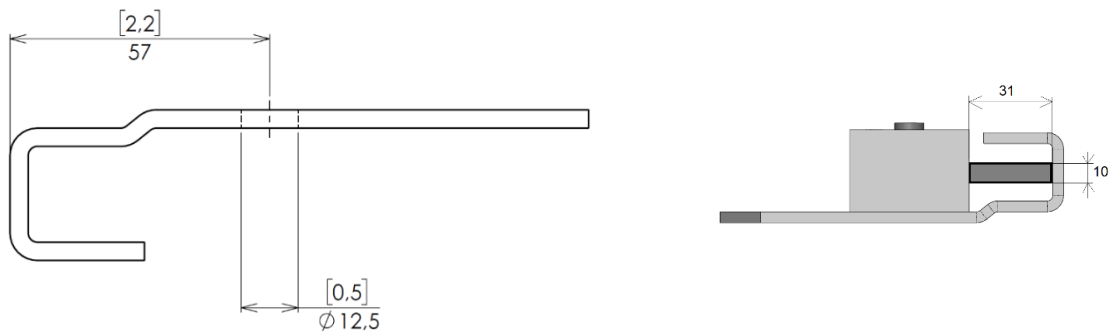
- Before drilling the holes make sure that all the floor profiles with overlap are positioned in the same direction. **Attention: the overlap lips needs to point to the right, seen from the rear side trailer unloading side.**

FIG. 11



- Determine the drilling line on the profile for the holes to be drilled, take into account that it is an asymmetrical profile. Make a line with a scribe for the drilling jig. Or weld a distance strip to the drilling jig for the correct distance.

FIG. 12



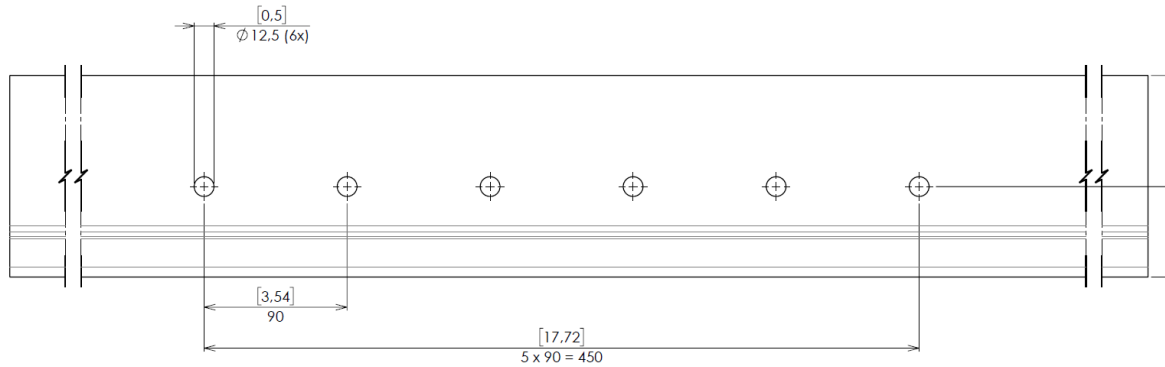
- Use the drilling line to position the drilling jig (parts no. 9111018).

FIG. 13



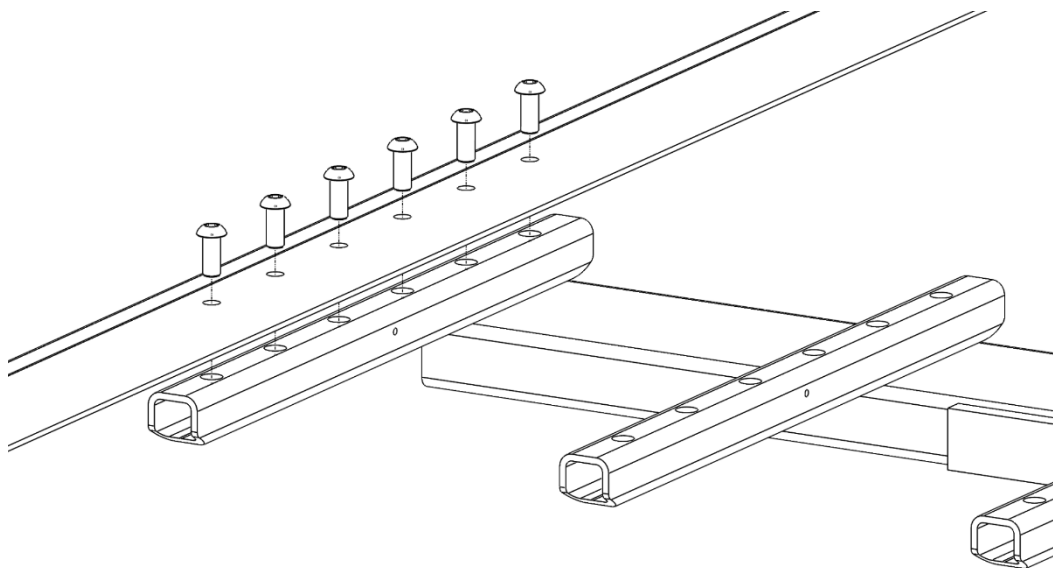
- With the help of the drilling jig predrill from the top of the profile 6 holes of $\varnothing 4,5$ mm [0.18"], the line of the scriber marks the middle of the hole. Next you rebores, from the same direction, the holes to round $\varnothing 12,5$ mm [0.5"].

FIG 14 A



- The underside of the hole needs to be deburred.

FIG. 14 B



FASTENING THE RIGHT NON MOVING SIDE PROFILE

This side profile is not part of the scope of supply.

On the right side of the trailer, seen from the rear, the moving floor profile next to the non-moving side profile needs to have an overlap of 15 mm [0.6"] to the side profile. The right non-moving floor profile has to be mounted with its top at 32 mm [1.3"] with regards to the cross members (see fig. 15). Mounting the left non-moving side profile can be done after all the moving floor profiles have been installed.

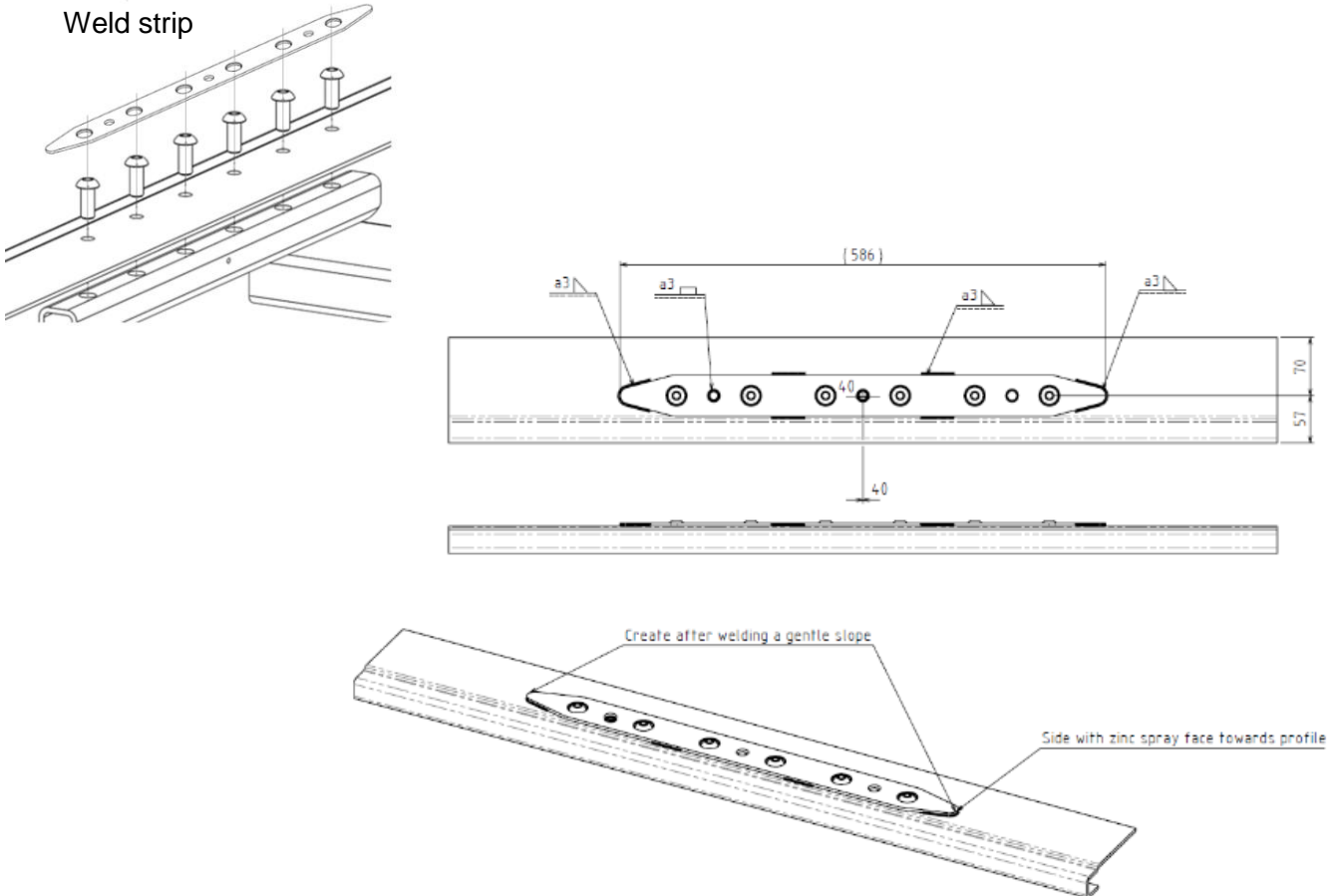
SECURING THE FLOOR PROFILES TO THE DRIVE UNIT

After the right non moving side profil has been mounted, floor profiles have been cut to size, rounded-off, drilled and end caps have been mounted on them, they can be slid over the plastic bearing at the required position. Start at the far right with sliding in the profiles. **If you want to guide the profile while pushing them in use tools, never use your hands to prevent getting injured!** All the profiles need to be fastened with the supplied M12x30 (parts number 502112030.5) button head screw Torx T50. Loctite (Loctite 243 cat.o. 23286 screw thread locker) needs to be put on every bolt beforehand. Now fasten every profile with 6 bolts, a torque of 100 – 140 Nm [72 – 105 lbf.ft] should be used to tighten the bolts. One person can do this from above.

OPTIONAL: WELDING STRIP FOR L-SHAPE PROFILES, 6XM12 ROUND HEAD SCREW

Optional the welding strip for L-shape profiles with long finger, 6xM12 round head screw (article 5148025) can be welded at the position of the profile connection. The round head screw are inside holes of the welding strip. This will make a smoother transition for loading/unloading big bags, bundled goods.

Weld the strip after that the profiles are connected to the system according to the weld instructions.



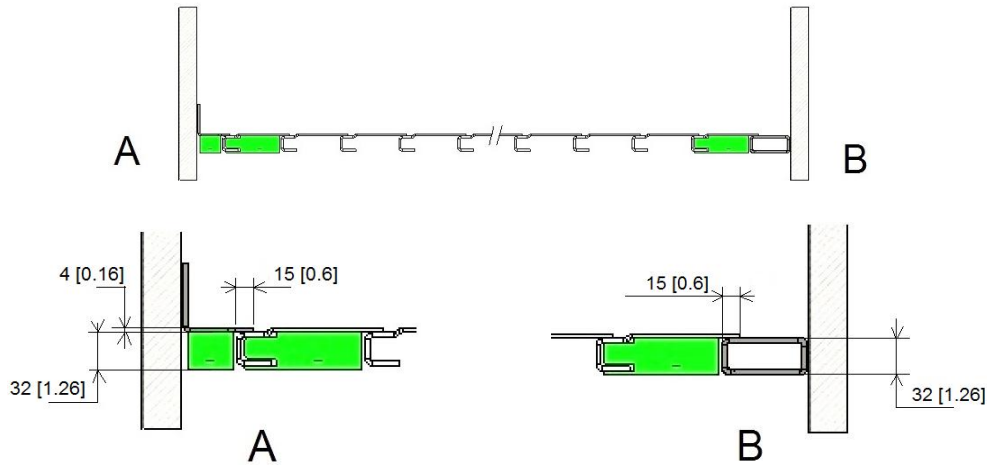
FASTENING THE LEFT NON MOVING SIDE PROFILE

This side profile is not part of the scope of supply.

The non-moving side profile that is on the left of the trailer, seen from the rear, needs to have an overlap with the first moving floor profile. The left non-moving side profile can be made of a steel corner profile with overlap to the first profile.

The left non-moving side profile has to be mounted with its underside at 32 mm [1.3"] so it rests on the moving floor profile. The overlap with the moving floor profile needs to be 15 mm [0.6"].

FIG. 15



The non-moving side profiles need to be fastened securely to either the wall or the chassis. After this the opening between side-wall and the non-moving side profile needs to be sealed with flexible sealant. The ends of the non-moving profiles need to be sealed for a minimum distance of 250 mm [10"]. The end of the non-moving needs to be closed off with a strip or end block.

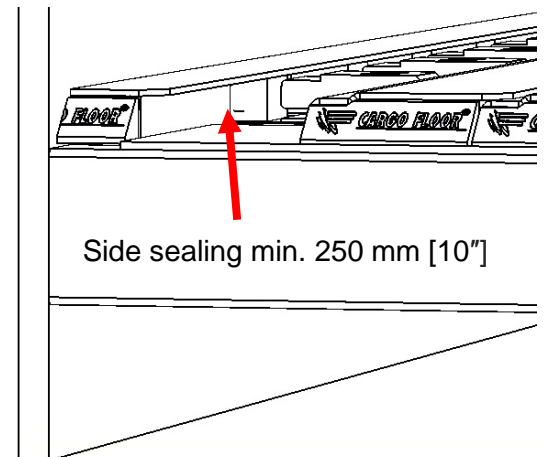


FIG. 16

CONTACT DATA

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After Sales (technical questions and malfunctions)

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