￼

This manual is provided to assist you in getting the best results from your trailer and ensure that you do so safely. If you have any queries about the use of the trailer contact your dealer before use. Please keep this manual for future reference.

**1.1 FUNDAMENTAL PRECAUTIONS**

On delivery, your dealer gave you an explanation of the operation and maintenance of this Fleming trailer. Please read and understand these operating instructions before operating the trailer for the first time. It is essential that you observe all safety instructions.

Incorrect use or mishandling of the machine can endanger:

 Life and Limb of the operator, other persons or animals within the vicinity of the trailer.

 The trailer and other material assets of the owner or third persons.

 The performance of the trailer.

Anyone who is involved in the commissioning, operation or maintenance of the trailer must read and understand these instructions very carefully and observe them at all times.

**NEVER DISTRACT ANYONE WHO IS USING A MACHINE.**

**1.2 AUTHORISED OPERATORS**

Youths under the age of 16 must not operate this implement. The owner of the trailer must provide the operator with the operating instructions and make sure they have read and understood them. Only then may the trailer be put into operation.

The owner must ensure that only authorised persons operate/work on this trailer. He is responsible for keeping any third persons or animals out of the working area of the trailer.

**THE OPERATOR MUST BE FULLY TRAINED BEFORE USING THE TRAILER**

**A SAFE DISTANCE OF AT LEAST 3M MUST BE OBSERVED BY ANY PERSON OR ANIMALWITHIN THE VICINITY OF THE TRAILER AND A SAFE DISTANCE OF 5M MUST BE OBSERVED WHEN REVERSING THE TRAILER.**

**EXTREME CAUTION** must be taken if operating the trailer near overhead power lines. All tipping, loading and unloading areas should be well away from overhead power lines. If a trailer does come into contact with a power cable and it is necessary to leave the tractor, leave the vehicle by jumping well clear. Do not make contact with the ground and the vehicle at the same time, as this will complete the electrical circuit. Prevent anyone else from coming into contact with the vehicle while it is touching any power cable and contact the electrical supply company immediately.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Table 1. Trailer Dimensions and Weights** |  |  |  |  |
|  | **Height of Standard Box Sides (mm)** | **Height With Grain Sides (mm)** | **Tipping Height Standard Box Sides (mm)** | **Tipping Height With Grain Sides (mm)** |
| **1 Tonne** | 1005 | 1120 | 2060 | 4870 |
| **2 Tonne** | 1170 | N/A | 2880 | N/A |
| **4 Tonne** | 1495 | 2055 | 3405 | 3725 |
| **6 Tonne** | 1560 | 2120 | 3880 | 4240 |
| **8 Tonne** | 1670 | N/A | 4555 | N/A |
| **10 Tonne** | 1790 | N/A | 4695 | N/A |
|  |  |  |  |  |
|  | **Total Length (mm)** | **Width (mm)** | **Unloaded Trailer Weight (kg)** | **Max Load (kg)** |
| **1 Tonne** | 2800 | 1275 | 347 | 1500 |
| **2 Tonne** | 3700 | 1370 | 496 | 2000 |
| **4 Tonne** | 4200 | 1900 | 975 | 4000 |
| **6 Tonne** | 5100 | 2150 | 1465 | 6000 |
| **8 Tonne** | 5400 | 2210 | 2120 | 8000 |
| **10 Tonne** | 5860 | 2285 | 3050 | 10000 |
|  |  |  |  |  |
| **Table 2. Trailer Standard Equipment** |  |  |  |  |
|  | **Brakes** | **Grain Sides** | **Lights** |  |
| **1 Tonne** | No | No | No |  |
| **2 Tonne** | No | No | Optional |  |
| **4 Tonne** | Optional | Optional | Yes |  |
| **6 Tonne** | Yes | Optional | Yes |  |
| **8 Tonne** | Yes | Optional | Yes |  |

**DECLARATION OF CONFORMITY**

CONFORMING TO EC Machinery Directive 2006/42/EC

**We:**

Fleming Agri-Products Ltd

Newbuildings Industrial Estate

Newbuildings

Northern Ireland

BT47 2SX

declare in sole responsibility, that the product

**Type: TR12/TR12S/TR12SH**

**TR14/TR14S/TR14SH**

to which this certificate applies, conforms to the basic safety

and health requirements of the EC Machinery Directive 2006/42/EC,

and the Transposed Harmonised Standards:

BS EN 4254-1 (2015)

Jonathan Lecky

# Production Director

**1.3 GENERAL SAFETY AND ACCIDENT PREVENTION REGULATIONS**

**NEVER** attach to a tractor which would be rendered unstable when the trailer is operated at its full capacity. Take note of the maximum load permissible on tractor pick up hitch.

Take extra care when operating machinery on sloping ground. The tractor-trailer combination is at particular risk when turning down slopes. **NEVER** operate on ground where there is a risk of the tractor becoming unstable.

When detaching the trailer from the tractor always ensure that it is stable and safely positioned on a level surface.

The attaching and detaching of the trailer to a tractor must be carried out by only **one operator**. There should not be any other people in the vicinity of the trailer or in the tractor.

Before operation make yourself familiar with all elements and controls of the trailer as well as their functions.

Before operation inspect the area around you. Keep children away. All visitors and unauthorised persons should be kept well away from work area.

**Under NO circumstances** should anyone, authorised or otherwise attempt to use the trailer as a means of personal transport. It is designed as a specialist purpose farm trailer and is unsuitable for the safe transportation of passengers. **NEVER** allow anyone to travel on the drawbar or anywhere between the tractor and trailer.

**Never stand with your feet under or near the trailer drawbar.**

**NEVER** overload the trailer with a load that is greater than the maximum capacity of the trailer. (See Table 1). Any attempt to overload the trailer will risk life and limb of the operator and immediately invalidate warranty.

**Ensure that the load is evenly distributed on the trailer deck and that the balance of the trailer is not compromised by an unevenly distributed load.**

To avoid personal injury keep hands and limbs well away from the moving parts**.**

**NEVER** attempt to move this trailer manually.

**NEVER** climb onto front of trailer when moving.

**1.4 GENERAL OPERATING INSTRUCTIONS**

Before beginning work ensure that the length, width and height of the trailer as well as the overall height when tipped is made known to the operator. (See 1.5 Trailer specifications)

Check the tyres are in good condition and at the correct pressures. Check that all wheel nuts are tight and inspect the hitch hook ring for wear. Re-check wheel nuts after the first day and first week of use and periodically after that.

When coupling the trailer ensure that if fitted the trailer parking brake is firmly in the “ON” position or that the wheels are securely chocked.

Ensure the trailer is correctly and securely attached to the operating vehicle using the tractor pick up hitch.

 Connect the tipping hydraulics and if fitted attach the brake line hydraulics and lighting cable. Before moving off check both systems for operation.

Ensure the lift arms are positioned above the drawbar.

Before road driving the operator should first take time to become familiarised with the turning circle of the tractor-trailer combination.

During road driving take into account the effect that extra weight from a loaded trailer will have on the handling of the tractor and drive safely for the given conditions. Think ahead to make best use of use of engine revs, gear shifting and brakes for smooth control and make sure you give an early indication before turning.

Remember that high loads on the trailer may impair rearward visibility. In such cases ensure tractor side mirrors are properly adjusted and in good repair.

Whilst in the field, plan your route carefully to best avoid uneven and sloping ground. **NEVER** turn down a slope especially with a fully laden trailer or when the surface is wet. Check that livestock which may be in the field at the time are well clear from the trailer before reversing or tipping.

Use caution when tipping. **NEVER** tip near overhead power lines and only ever tip on

firm level ground. Open the back door catch **BEFORE** tipping (where applicable) and never permit anyone to stand within 5 metres of the rear of the trailer whilst tipping. If necessary drive forward slowly to spread the load taking care not to jerk the tractor suddenly. Extra care must be taken to avoid crushing of fingers and hands during opening and closing of discharge gates.

**NEVER** tip the trailer when there are high cross winds.

**NEVER** enter the area between the trailer chassis and deck.

After the load is clear, lower the deck and close the back door securely before moving off. Never drive further than required to empty the load with the body tipped. Look out for obstructions while driving with the body tipped eg trees, phone lines, buildings. Take extra care when reversing the trailer and check the area for obstructions which may not be seen from the tractor cab before reversing. Ensure that no children are in the area and that any helpers are kept within view. **Never** permit anyone to stand behind the trailer when reversing or unloading.

When detaching the trailer ensure that it is parked on a level surface and apply if appropriate the parking brake or chock the wheels. Detach all hydraulic couplings, brake line hydraulics and lighting cable. Finally unhitch the tractor and drive clear of the drawbar.

The trailer body **MUST** only be tipped when securely hitched to the tractor or towing machine.

When coupling to an automatic hitch, Take care to ensure the coupling operation has been properly completed.

Trailer tipping/lowering must only take place from the driving seat of the towing vehicle. The hydraulic control should be of the hold to run type.

***TR12,TR12S, TR12H,TR12SH***

***TR14,TR14S,TR14SH***

***12&14 Tonne Trailer***

***Operators Manual***

***Fleming Agri-Products Ltd***

***Newbuildings Industrial Estate***

***Newbuildings***

***Northern Ireland***

***BT47 2SX***

***Tel: (028) 7134 2637***

***Fax: (028) 7134 4735***

***Email:info@fleming-agri.co.uk***

***www.fleming-agri.co.uk***

**‘Quality, Strength & Personal Service’**

|  |  |
| --- | --- |
| Side Height | 2230mm |
| Floor Thickness | 5mm |
| Body Length | 5.12/5.72m |
| Body width | 2.35m |
| Load Height | 3.35m |
| Wheel Size (Standard) | 550/45/22.5 |
| Wheel Size (Optional) | 385/65/22.5 |
| Overall tipped height | 6250mm |
| Unladen weight | 3.8 & 4.3 tonne (mono only) |
| Design Gross Vehicle Weight | 15.8 &18.3tonne (mono only) |

**1.5 TRAILER SPECIFICATIONS**

**1.7 MAINTENANCE**

As a rule, disengage the driving system and stop the engine prior to carrying out maintenance, servicing, cleaning or repair work. **ALWAYS** remove the ignition key.

Power wash the trailer before carrying out servicing/maintenance

Prop the trailer with designated maintenance support supplied with the trailer and ensure the wheels are suitably chocked before carrying out any maintenance work. If it is necessary to carry out maintenance on the trailer with the deck in the tipped position always prop the trailer deck using the secure mechanical means. **DO NOT RELY ON HYDRAULIC SUPPORT ALONE.**

**While carrying out maintenance to the trailer, always ensure that the body has been completely emptied of material.**

The manufacturer will not be responsible for any damages or injuries caused by unauthorised repair, alterations or mishandling of the product.

Maintain product with care. Check periodically for damage that would affect the safe operation of the trailer.

**1.8 DAILY MAINTENANCE**

**ALWAYS** ensure all warning stickers are kept clean and in good condition.

Check Wheel Nuts every hour for first 4 hours of operation.

Check all bolts and nuts including wheel nuts and tighten if necessary.

 Wheel Nut and suspension U bolt torque settings = 450Nm

Check tyre pressures and adjust accordingly.

Check all lights and indicators and repair as required.

Grease all pivots on hydraulic doors and ensure all fasteners are in place and tight.

|  |  |
| --- | --- |
| **Material** | **KG/M3** |
| Silage (Green) | 340 |
| Silage (Ensiled) | 730 |
| Wheat | 730 |
| Clay (wet) | 1880 |
| Fertiliser | 1250 |
| Farmyard Manure | 900 |
| Sugar Beet | 540 |

**Density Of Main transportable materials**

**NOTE:**

It is the responsibility of the owner/operator to ensure the trailers maximum load capacity of 12 /14 tonne is not exceeded while loading.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| TYRE SIZE | TYRE WIDTH | PATTERN | PLY RATING | LOAD SPEED INDEX | INFLATION PRESSURE(BAR) |
| 550/45/22.5 | 550MM | FL-648T | 20 | 166 A8 | 4 |
| 385/65/22.5 | 385MM | GSP+ | - | 160F | Min 5 Max 9  |

**1.6 HYDRAULIC SAFETY**

**CAUTION** The hydraulic system is under high pressure.

Ensure that only high-pressure hoses are used to connect supply to the trailers hydraulic cylinder. Check hoses regularly and renew any that are damaged or worn.

Before working on the hydraulics lower the trailer, release the pressure from the system and stop the tractor engine.

When connecting hydraulic rams make sure that the hydraulic hoses are coupled correctly. Pressure should be released from the system both on the tractor and on the trailer side prior to coupling the hoses to the tractor hydraulics.

**CAUTION** Hydraulic oil forced out under pressure can break the skin and cause severe injury. In the event of a hydraulic oil leak stop the tractor flow immediately. **DO NOT PUT HANDS NEAR A LEAKING PIPE.**

Cover the rod area of the hydraulic cylinder with a layer of grease during prolonged periods of inactivity.

**TYRE SPECIFICATIONS**

**1.9 SERVICE /MONTHLY MAINTENANCE**

**(To be carried out by a qualified technician)**

Fully grease the trailer with a good quality pin and bush grease. The grease labels will aid in identifying areas that need grease.

Inspect and Grease the handbrake. Ensure handbrake is working correctly.

Inspect all bushes and pins for wear. Where possible place a lever and try to wedge the bush for easier identification of bush wear.

Inspect bushes that have an end washer. The washer should be centred with the area around it. If not, then the bush or pin could be worn.

Open up electric plugs and junction boxes. Check all connections are making good contact and assess if any water is leaking in. If so, replace relevant components.

 Check all lights are working and if any connections are broken solder them instead of simply wrapping wires together and using insulating tape.

The towing eye is 40mm thick when new. Measure the towing eye and replace when wear has reduced the eye to 30mm.

Check all wheel bearings. Jack wheel until just clear of ground and rock it from top to bottom to assess wheel bearing wear. If excessive wear present, adjust or replace wheel bearing.

**2.0 BRAKE SERVICE**

It is highly recommended to take the wheels and brake drums off once a year for a complete examination.

Inspect brake linings and all other brake components for wear and damage. Replace as necessary.

It is extremely important not to vary the type of brake lining. This includes the fixture of the brake shoe to the shoe ie glue or rivets. Always contact the manufacturer to receive genuine replacement components.

B

**BRAKE ADJUSTMENT**

 Slacken Locking Nut B

Turn Bolt A clockwise and keep turning until wheel locks.

Once wheel locks turn bolt A back slightly again until the wheel turns freely.

Tighten Locking B.

Repeat this procedure on all 4 brake rams.

When fitting new liners the angle relationship between the ram and the brake lever should be 105 degrees as shown above.

**NOTES**

The fitting and removal of silage sides must have at least 2 persons available for this task.

It is also essential to use a lifting device e.g tractor loader, loading shovel to sling sides when fitting or removing. A lifting bracket has been provided on doors/ sides. It is essential to use a shackle of adequate strength to sling these doors/sides.

The maximum recommended speed that the trailer can be operated at is 40 k/hr.

**Please note the trailer must not exceed speeds of 40km/h.**

**The trailer must only be towed by suitable vehicles that are equipped with a pick up hitch that is kept in good condition and of adequate strength to tow the trailer . It is the responsibility of the owner/operator to ensure they do not overload the towing capacity of the towing vehicle. If this remains unclear, please contact the manufacturer of your towing vehicle to the establish the towing capacity.**

A