MOFFETT

Mounting your truck or trailer

Delivering Confidence

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KNAUF DRYWALL
ET2137
ET2138


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Dry Lining
Partitioning
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Stobart

Dear Customer,

Because you are thinking of choosing a MOFFETT truck-mounted forklift, a proven investment that has helped to transform the way materials are distributed across the globe, you are entitled to ask – "what happens next and how will it affect my existing trucks and trailers?"

In response, we have prepared this brochure to allow you to discuss the concept with your truck and trailer suppliers or the people responsible for bodybuilding. The brochure is designed to provide the information needed to install a mounting kit together with all the relevant calculations to ensure that you will always get the very best from your machine.

We hope this brochure will help you make your decision but please do not hesitate to contact us should you require further help.
For us at Moffett customer care starts here.

General Information for the Body Builder, Truck Dealer and Trailer Manufacturer
Please read the relevant information page for either a truck or trailer.

For a trailer, you will need the measurements and trailer weight. For a rigid truck, the same information is required or alternatively, you can please supply us with the dimensions of the truck along with the truck specifications. We will then determine the weight of the truck from the manufacturer's specification sheets.

Please fill in the relevant details on the tear-out questionnaire (page 6 of this brochure) and return it to Moffett by fax on +353 42 93 59572.

We will then calculate the axle load to determine the following:

Trailer
How much ballast weight is required, if any
The maximum possible payload without overloading the rear axle or the kinpin
Provide a suitable layout for the trailer to suit your requirements

Rigid Truck
How much ballast weight is required, if any
The maximum possible payload without overloading the front or rear axle
Provide a suitable layout for the trailer to suit your requirements

In the interest of safety, please ensure that you send the relevant information for each specific enquiry, even in the case of repeat ordering.

Please note: If we can be involved at the early stages, when specifying a trailer or truck mounting, it may be possible to eliminate the need for any ballast weight.
Moffett M1, M2, M3, M4 and M6 models require sliding box mounting kits (See page 5)
Moffett M5, M7, M8 and M9 machines require Smooth Ride Mounting Kit .

In the meantime, please don't hesitate to contact us on +353 42 93 59500 should you require any assistance.

Application of a MOFFETT to a Trailer: General Information
Important points for proposed trucks are:

(i) The wheelbase should be selected to give an acceptable weight distribution when fitted with the particular Moffett in the un-laden and fully laden condition.

(ii) Moffett Engineering Ltd. or the truck dealer can advise on a suitable layout. However it is advisable to contact Moffett Engineering for information on the Moffett model and any other general requirements. A questionnaire sheet showing the required information is available on request.

(iii) The rear overhang dimension is very important. A minimum rear overhang of 1,600mm (from the centre of the rear axle) is required. Exact dimensions required will depend on the truck type and Moffett model. In most cases it is advisable to keep this to a minimum, please consult with Moffett Engineering.

(iv) Truck manufacturers supply information to bodybuilders for body strength, construction etc. for rear-mounted cranes; this can also be used for truck-mounted forklifts.

(v) If a heavy-duty chassis is available this may be applicable, the truck dealer can advise.

(vi) The body sub-frame should be specified for the extra loading imposed by a truck-mounted forklift. Truck bodybuilders are specialists in this area. In most cases a rolled steel channel or box section is ideal but this must be checked.

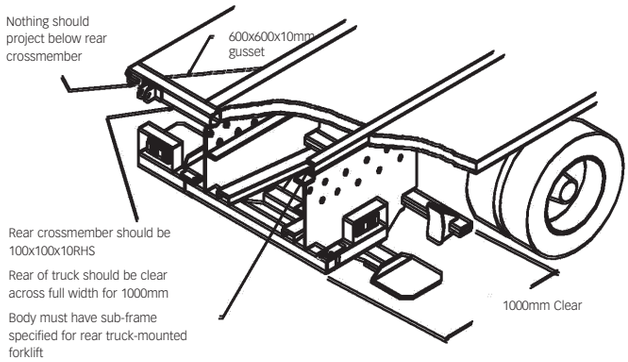
(vii) For adequate ground clearance with the Moffett fitted, the truck deck height should be checked with Moffett Engineering Ltd.

(viii) For the moving mast range of Moffett's the body rear crossmember must be a minimum 100 x 100 x 10mm steel box section. This should be fully welded in and gusseted to the body sub-frame.

(ix) Curtain tensioners should not protrude significantly below the rear crossmember.

(x) For special trucks or applications please contact Moffett Engineering.

Moffett Engineering is pleased to answer any queries and can be contacted where there is any doubt in the design and construction of intended trucks and fitting of mounting kits.



MOFFETT on a Sliding Box Kit: General Information
Important points for proposed are:

(i) The wheelbase should be selected to give an acceptable weight distribution when fitted with the particular Moffett model in the un-laden and fully laden condition.

(ii) Moffett Engineering Ltd. or the truck dealer can advise on a suitable layout. However it is advisable to contact Moffett Engineering for information on the Moffett model and any other general requirements. A questionnaire sheet showing the required information is available on request.

(iii) The rear overhang dimension is very important. A minimum rear overhang of 1,600mm (from the centre of the rear axle) is required. Exact dimensions required will depend on the truck type and Moffett model. In most cases it is advisable to keep this to a minimum, please consult with Moffett Engineering.

(iv) Truck manufacturers supply information to bodybuilders for body strength, construction etc. for rear-mounted cranes; this can also be used for truck-mounted forklifts.

(v) If a heavy-duty chassis is available this may be applicable, the truck dealer can advise.

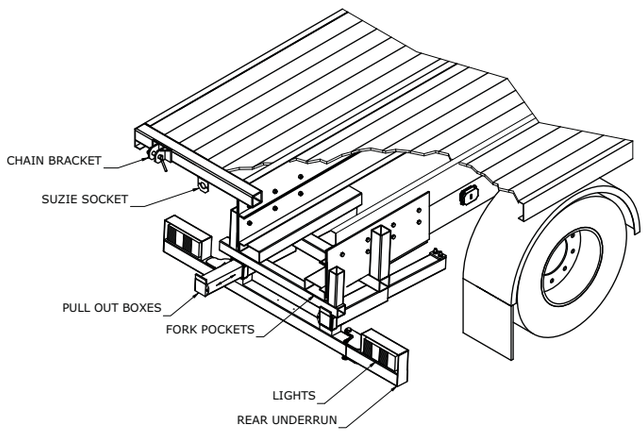
(vi) The body sub-frame should be specified for the extra loading imposed by a truck-mounted forklift. Truck bodybuilders are specialists in this area. In most cases a rolled steel channel or box section is ideal but this must be checked.

(vii) For adequate ground clearance with the Moffett fitted, the truck deck height should be checked with Moffett Engineering Ltd. or the bodybuilder.

(vii) Curtain tensioners should not protrude significantly below the rear crossmember.

(ix) For special trucks or applications please contact Moffett Engineering.

Moffett Engineering is pleased to answer any queries and can be contacted where there is any doubt in the design and construction of intended trailers and fitting of mounting kits.



GENERAL DETAILS

Customer _____ Date _____

Vehicle Type _____ Chassis No. _____

Moffett DETAILS

Model _____ Attachments _____

Serial Number _____ Tyre Size _____

TRUCK/TRAILER DETAILS

Truck or Trailer Type (Curtainsider or Flatbed) _____

Cab Type Day cab/Sleeper cab _____

Suspension Type (Air/Steel) _____

Lift Axle Fitted Yes or No (if so type) Front/Rear Single/Twin Tyre _____

Steering Axle Fitted Yes or No (if so type) Positive or Self Steer _____

TRUCK / TRAILER UNLADEN WEIGHTS

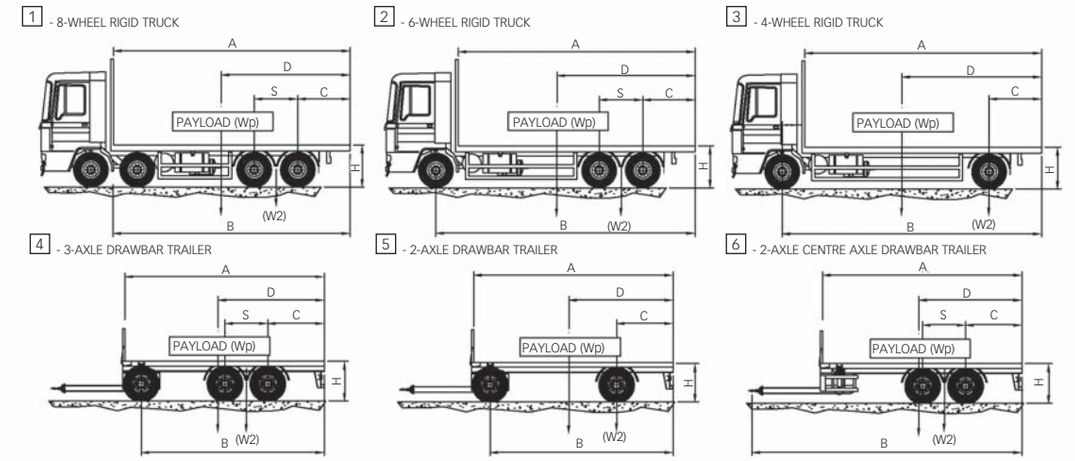
Total Truck or Trailer Unladen Weight	(W5)		kg
Rear Axle(s) Unladen Weight	(W2)		kg
Rear Axle(s) Unladen Weight (Lift Axle Up)	(W4)		kg
Average Payload	(Wp)		kg

PLATED WEIGHTS

King Pin or Front Axle Plated Capacity		kg
Rear Axle(s) Plated Capacity		kg
Tractor Unit Weight (Unladen)		kg
G.V.W (Gross Vehicle Weight)		kg

TRUCK/TRAILER DIMENSIONS

Truck/Trailer Body Length	(A)		mm
Rear of Truck or Trailer to Front Axle or King Pin	(B)		mm
Rear of Truck or Trailer to Centre of Rearmost Axle	(C)		mm
Payload C of G from Rear of Truck or Trailer	(D)		mm
Distance Between Axles (Axle Speed)	(S)		mm
Truck or Trailer Bed Height	(H)		mm



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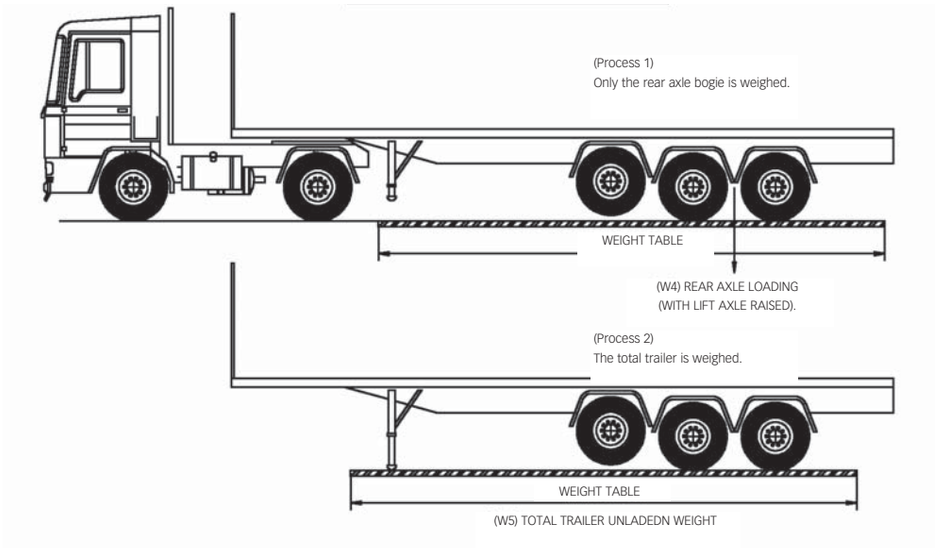
Weights



Total trailer/Vehicle – Unladen Weight: (W5)

For Rigid Trucks = Total curb weight with body.

For Trailers = Total unladen weight of trailer without tractor unit.

Rear Axle(s) – Unladen: (W2)

Unladen weight acting through the rear axles.

Rear Axle(s) – Unladen (lift axle up): (W4)

Unladen weight acting through the rear axles (with the lift axle raised).

Note: the above items may be established from manufacturers specifications. Alternatively, conduct a test on a (H.G.V) Weighbridge as shown above.

Payload: normal payload weight (kg) carried.

Front Axle Plated Capacity: the max legal design weight (kg) for which the front axle(s) is constructed.

- For Rigid Truck = Normally steering axle.
- For Trailer = Fifth wheel coupling/drawbar coupling.

Rear Axle(s) Plated Capacity: The legal design weight (kg) for which the rear axle(s) is constructed.

G.V.W. (Gross Vehicle Weight): The total legal/design weight for a Vehicle/Trailer fully laden combination. (For a semi-Trailer this must include the Tractor unit).

Dimensions

Trailer/ Body Length: (A)

- For Trailer: Overall body length (mm).
- For Rigid Truck: Body length (mm)

Rear of Trailer/Vehicle to centre of Front Axle:

- For trailer: Rear of Trailer to centre of King Pin/Fifth wheel coupling (mm)
- For Rigid Truck: Rear of body to centre of front steer axle (mm)

Rear of Trailer/Vehicle to Centre of Rear most axle: (C)

Payload C of TG from Rear of Trailer/Vehicle: The centre of gravity of the payload, measured from the rear of the Vehicle/Trailer.

Distance between axles (Axle Spread): Distance measured between (2) adjoining axles.

Tri-axle semi-trailer

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GENERAL DETAILS

Customer _____ Date _____

Vehicle Type _____ Chassis No. _____

Moffett DETAILS

Model _____ Attachments _____

Serial Number _____ Tyre Size _____

TRUCK/TRAILER DETAILS

Truck or Trailer Type (Curtainsider or Flatbed) _____

Cab Type Day cab/Sleeper cab _____

Suspension Type (Air/Steel) _____

Lift Axle Fitted Yes or No (if so type) Front/Rear Single/Twin Tyre _____

Steering Axle Fitted Yes or No (if so type) Positive or Self Steer _____

TRUCK / TRAILER UNLADEN WEIGHTS

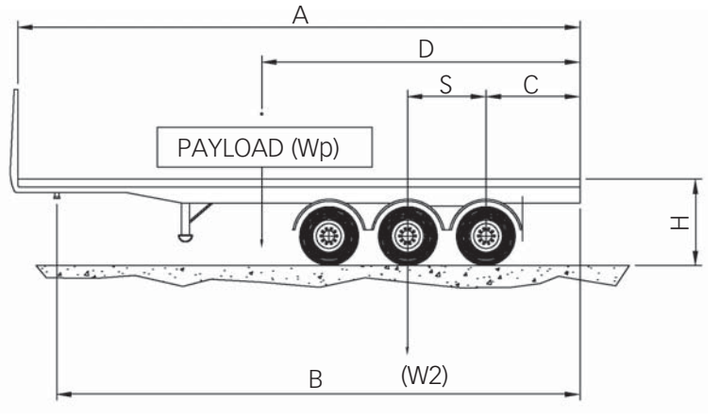
Total Trailer Unladen Weight			kg
Rear Axle(s) Unladen Weight	(W2)		kg
Rear Axle(s) Unladen (Lift Axle Up)			kg
Average Payload	(Wp)		kg

PLATED WEIGHTS

King Pin Plated Capacity			kg
Rear Axle(s) Plated Capacity			kg
Tractor Unit Weight (Unladen)			kg
G.V.W (Gross Vehicle Weight)			kg

TRUCK/TRAILER DIMENSIONS

Trailer Body Length	(A)		mm
Rear of Trailer to King Pin	(B)		mm
Rear of Trailer to Centre of Rearmost Axle	(C)		mm
Payload C of G from Rear of Trailer	(D)		mm
Distance Between Axles (Axle Speed)	(S)		mm
Trailer Bed Height	(H)		mm



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6-wheel rigid truck

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GENERAL DETAILS

Customer _____ Date _____

Vehicle Type _____ Chassis No. _____

Moffett DETAILS

Model _____ Attachments _____

Serial Number _____ Tyre Size _____

TRUCK/TRAILER DETAILS

Model / Type _____ (Curtainsider or Flatbed)

Cab Type _____ Day cab/Sleeper cab

Suspension Type _____ (Air/Steel)

Lift Axle Fitted _____ Yes or No (if so type) _____ Front/Rear _____ Single/Twin Tyre

Steering Axle Fitted _____ Yes or No (if so type) _____ Positive or Self Steer

TRUCK / TRAILER UNLADEN WEIGHTS

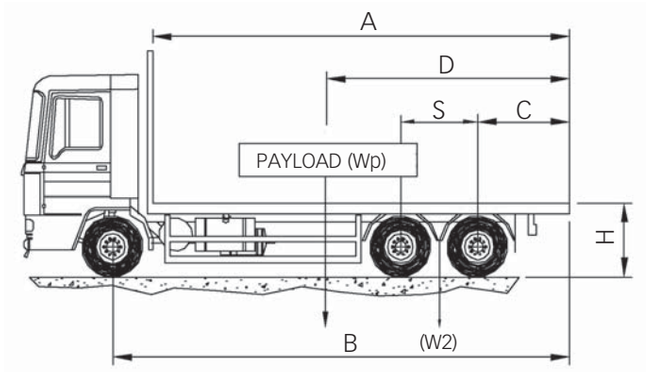
Total Truck Unladen Weight			kg
Rear Axle(s) Unladen Weight	(W2)		kg
Rear Axle(s) Loading (Lift Axle Up)			kg
Average Payload	(Wp)		kg

PLATED WEIGHTS

Front Axle Plated Capacity			kg
Rear Axle(s) Plated Capacity			kg
G.V.W (Gross Vehicle Weight)			kg

TRUCK/TRAILER DIMENSIONS

Truck/Trailer Body Length	(A)		mm
Rear of Truck or Trailer to Front Axle or King Pin	(B)		mm
Rear of Truck or Trailer to Centre of Rearmost Axle	(C)		mm
Payload C of G from Rear of Truck or Trailer	(D)		mm
Distance Between Axles (Axle Speed)	(S)		mm
Truck Bed Height	(H)		mm



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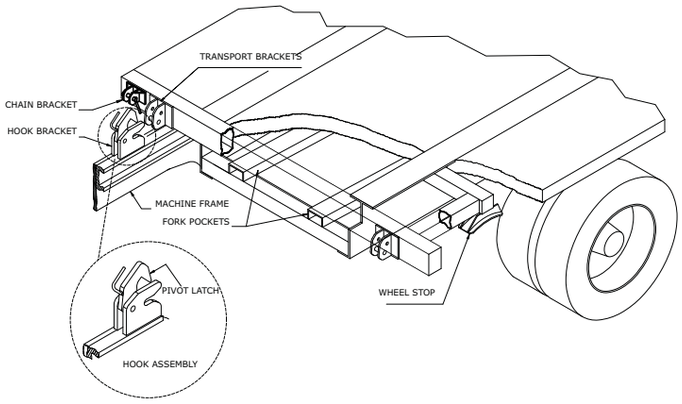
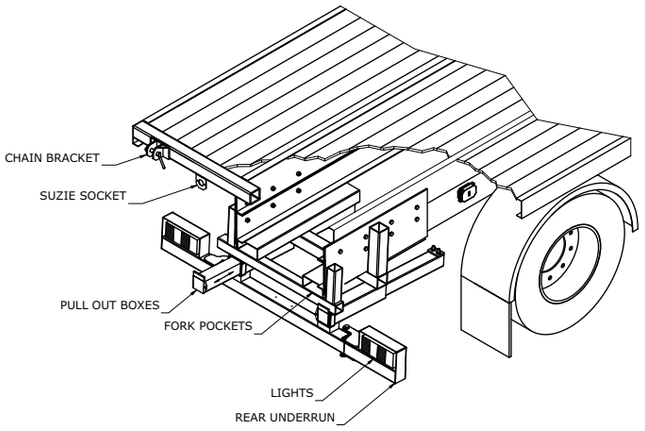
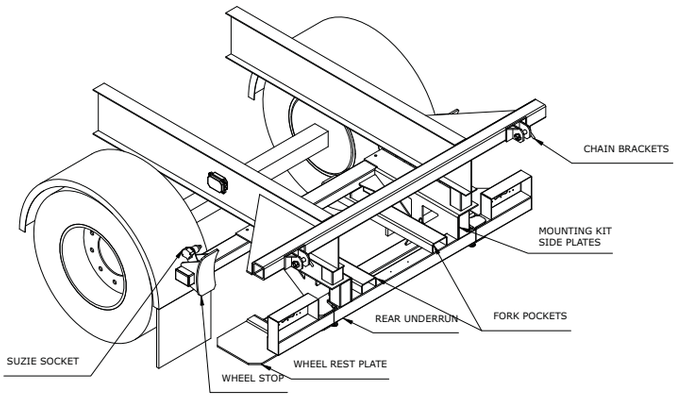
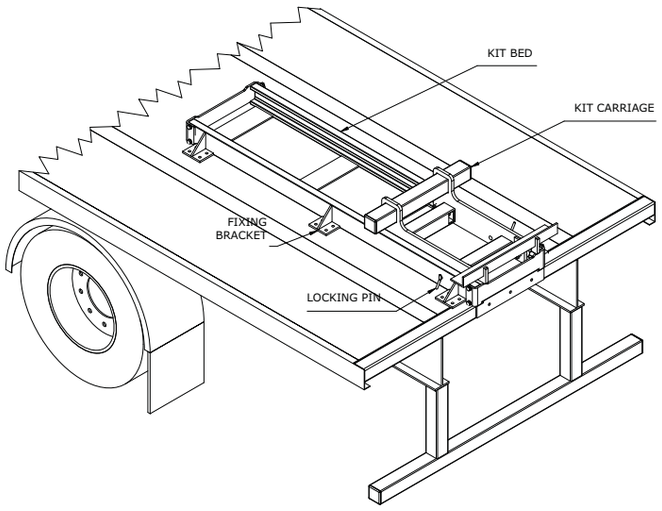

TRANSPORT BRACKETS
CHAIN BRACKET
HOOK BRACKET
MACHINE FRAME
FORK POCKETS
PIVOT LATCH
HOOK ASSEMBLY
WHEEL STOP


CHAIN BRACKET
SUZIE SOCKET
PULL OUT BOXES
FORK POCKETS
LIGHTS
REAR UNDERRUN


CHAIN BRACKETS
MOUNTING KIT
SIDE PLATES
FORK POCKETS
REAR UNDERRUN
SUZIE SOCKET
WHEEL REST PLATE
WHEEL STOP


KIT BED
KIT CARRIAGE
FIXING
BRACKET
LOCKING PIN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