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**[www.loadhandler.co.za](http://www.loadhandler.co.za)**

## **LOADHANDLER® MODELS**

**LH2200 (full-size)**

**LH2200M (mid-size)**

## **INSTRUCTION MANUAL**

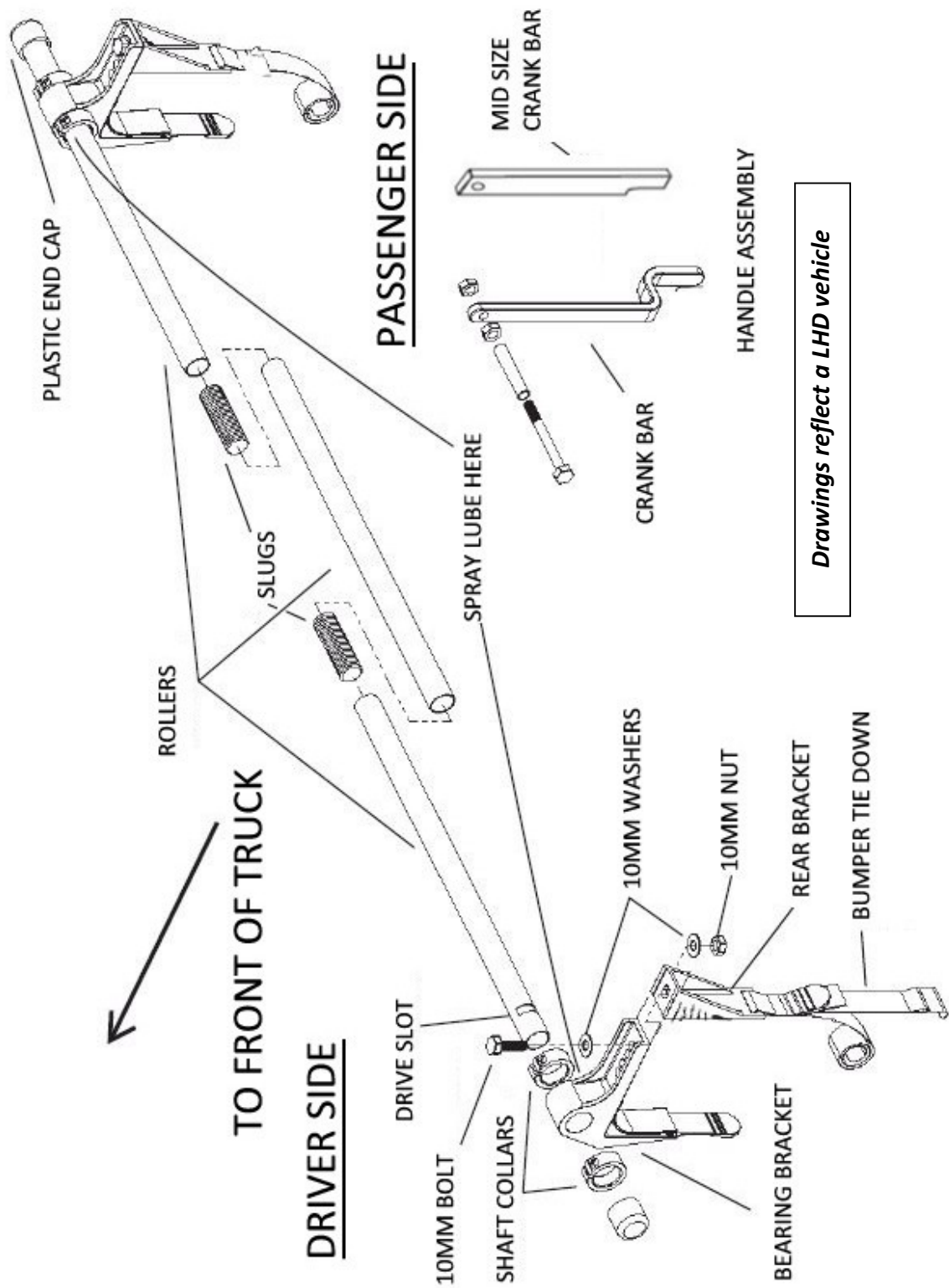
**PLEASE READ ALL DOCUMENTS IN  
THIS PACKAGE!**

Although the Loadhandler® is a simple tool,  
unloading heavy or bulky loads from your truck  
can create unusual conditions. Please read all  
documents to ensure the proper assembly and  
operation of your Loadhandler®.

**NEVER OVERLOAD YOUR VEHICLE.  
IT IS DANGEROUS!**

## LH2200 & LH2200M PARTS LIST:

QTY	ITEM DESCRIPTION
3	Roller Bar Sections, including: (1) Left hand side* with slot for handle insertion (1) Middle section (both ends open for slugs) (1) Right hand side with red end cap <i>* Left hand side is based on a person standing at the rear of the truck and looking towards the front of the vehicle</i>
2	Roller 'slugs' for attaching roller bar sections together
1	Dragsheet (4.5m long)
1	Duct tape roll for attaching dragsheet to roller bar
2	Velcro straps to hold dragsheet in rolled up position
1	Handle assembly, including: (1) Crank bar (1) M12 x 150mm bolt (≈6") with plastic sleeve (2) M12 Nuts
2	Bearing Brackets with short straps and buckles
1	Rear 'outside' bracket with long strap, warning label & buckle for bumper strap (use on left hand side)
1	Rear 'outside' bracket with long strap & buckle (use on right hand side)
4	Shaft Collars with (4) M5 x 25mm round head screws & square nuts
2	Bumper tie-down straps for use when tailgate is down and ready to crank handle (each side)
1	Parts bag, includes: (2) M10 x 40mm bolts (4) M10 flat washers (2) M10 nuts



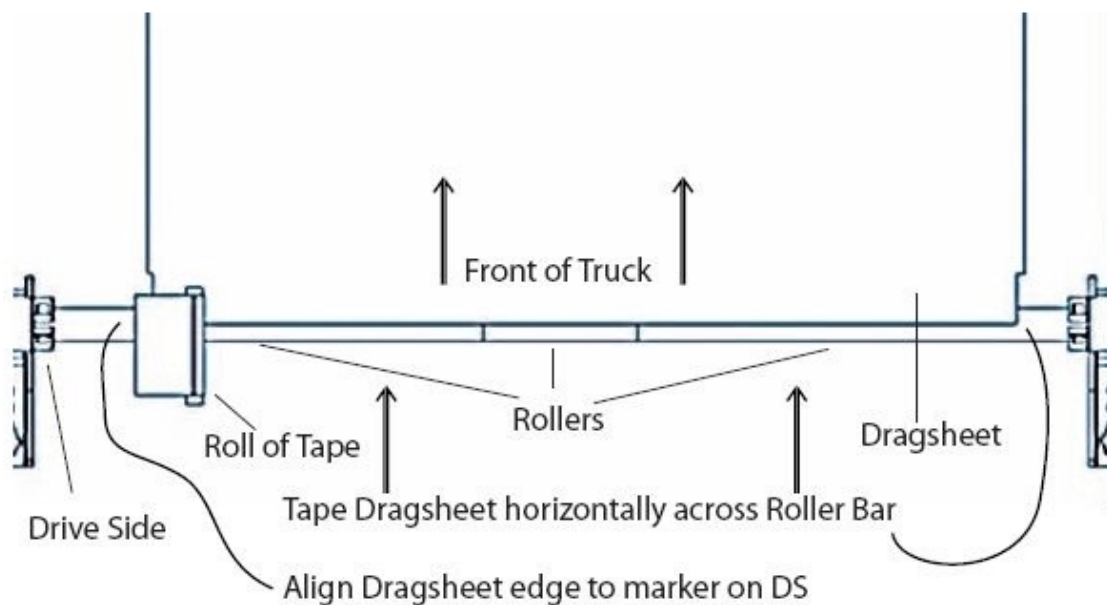
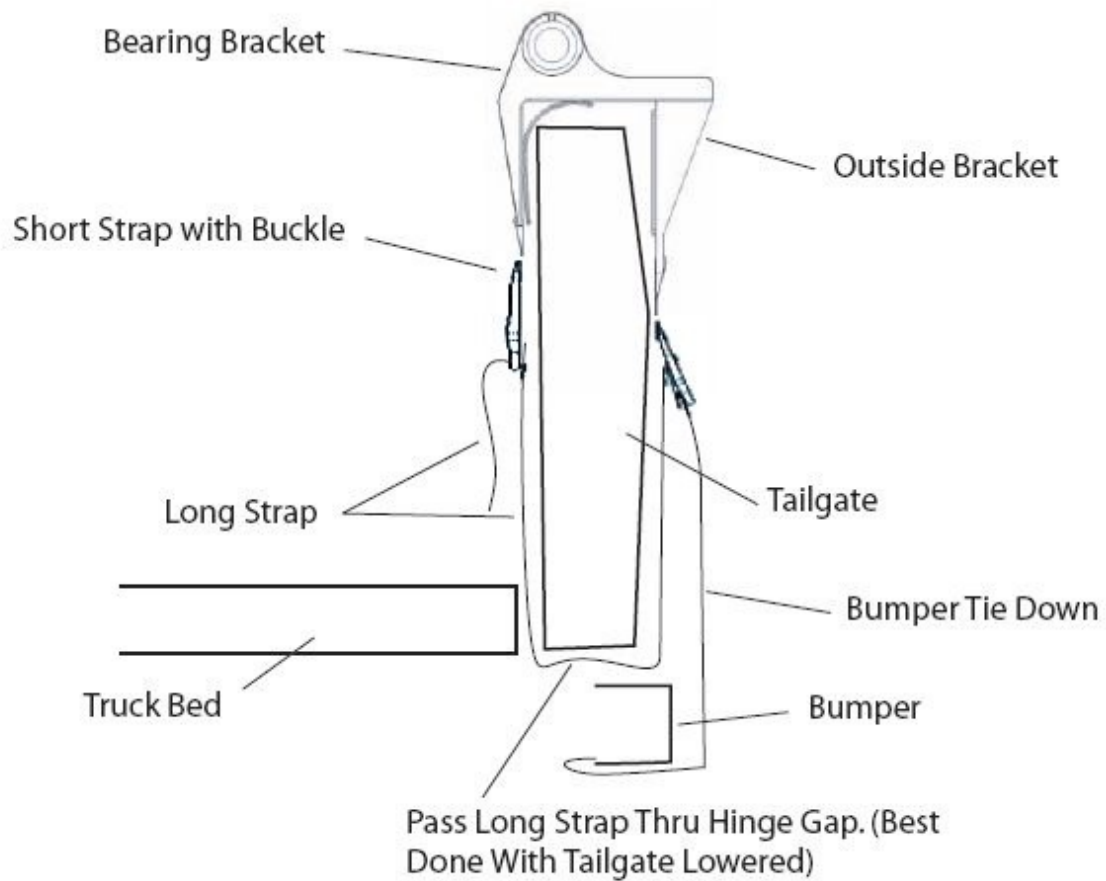
**NOTE:** You only get 1 crank bar, depending on which model you purchase. Both crank bars are shown in illustration above for visual purposes only.

## **MAIN ASSEMBLY (Note that drawings show LHD vehicle arrangements)**

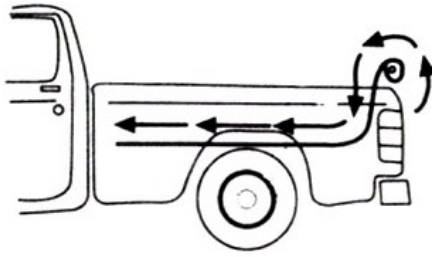
1. Assemble the roller bar. Screw in slugs as far as they will go (half way) into both ends of the middle roller section. Screw in the driver (RHS) & passenger (LHS) roller sections as far as they will go. The roller bar sections will meet in the middle of each slug.
2. Unfold dragsheet and attach to roller with duct tape. Align the edge of the 4.5m length of dragsheet to the marker on the slotted side of the bar. Tear off pieces of duct tape and apply tape in horizontal line across the width of the dragsheet and affix to the roller bar.
3. Roll dragsheet onto the bar. The direction of the roll is clockwise when facing the left hand side of the bar (slotted end). When roll-up is complete, the dragsheet unfurls counter-clockwise from the top of the roller to unroll, and rolls clockwise back over the top of the roller when unloading materials. Attach Velcro straps to keep dragsheet coiled up.
4. Remove red end caps from each end of the roller.
5. Slide one shaft collar onto each end of the bar.
6. Slide a bearing bracket onto each end. The strap side of the bearing goes on the inside of the tailgate (towards the front of the truck/LDV), and the rubber side makes contact with the inside of the tailgate.
7. Slide a second shaft collar on each end of roller. Insert the round head screws and square nuts, but do not tighten all the way yet.
8. Put red end caps back on each end of the roller.
9. Slide the left hand side rear bracket onto the respective bearing bracket and loosely affix the bolts, washers, and nuts as shown. (The left hand side rear bracket has the warning label and a buckle to accommodate the bumper tie-down strap.) The tailgate thickness will dictate which of the bearing bracket holes is the best fit for your truck/LDV. Do not tighten yet.
10. Attach your right hand side rear bracket the same way as above.
11. Assemble handle per diagram (1 nut on each side of crank).

## INSTALLATION

1. With the crank slot on the left hand side, lower the Loadhandler® onto the upraised tailgate so that the tailgate is between the rubber pads on the inside of the brackets.
2. Slide the left hand side bearing bracket along the roller until near end of the tailgate, just clear of the inside wall of the truck bed. Slide the right hand side bearing bracket along the roller until near end of the tailgate or near the red end cap. Position the unit so the dragsheet is approximately centered between the wheel wells.
3. Position shaft collars to approx. 6mm on each side of each bearing bracket. Tighten the collar screws. Do not over-tighten the collars or they may crack - just tighten until the collar is snug on the roller bar. The collars hold the brackets in desired position.
4. Choose the best adjustment hole for each rear bracket. Slide each rear bracket toward the tailgate until brackets make snug contact with the inside and outside of tailgate. Tighten nuts and bolts.
5. Drop the tailgate and insert handle in drive slot. Turn handle thru full circle to make sure it clears truck. If more clearance is needed, loosen collars and slide roller further to left hand side, and then re-tighten collars. If still more clearance is needed, the dragsheet itself may need to be moved closer to right hand side so more of the roller bar is available on the left hand side. Unfurl dragsheet, remove, and then re-tape an inch or two closer to the right hand side.
6. Spray or lubricate roller where it passes thru each bearing bracket.
7. With tailgate down, feed the long rear straps thru the hinge gap between tailgate & truck. Then attach to front inside strap buckle as shown. Tighten straps by pulling thru buckle toward front of truck.
8. Close tailgate. To connect, thread the bumper tie-down strap upward thru the inside of the outside buckle and back down. Hook bumper strap metal clip to the bottom of tailgate and pull tight (to hold in place while driving). The bumper strap is only utilized when unloading. It holds the tailgate down while handle is cranked. After you lower your tailgate, pull bumper strap down tight. Keep secure at all times.
9. The Loadhandler® is now installed and you are ready to get your load.



## To Load



Untie travel straps.

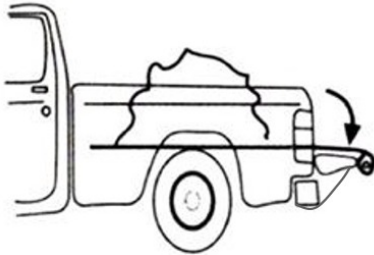
Pull dragsheet from roller & lay on bed floor. (Bed liner or a Loadhandler®

**Double-Mat®** should be used to unload 600kg or more.)

Always leave 3-4 dragsheet wraps on the roller.

Load truck.

## To Unload

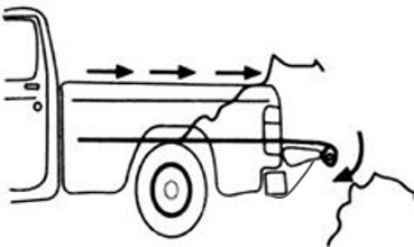


Open tailgate.

Hook bumper tie-downs to bumper and tighten.

Insert crank handle into slot on roller bar.

Start cranking clockwise to roll up dragsheet and unload the truck. If the handle is too close to the truck, slide the entire unit toward the left hand side.



Always clean bed of all materials before next load.

## To Remove

Loosen the two long straps and unhook and remove the bumper straps. Remove the unit.

# **WARNING**

## **Safety Protocol Reminders**

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- Operate on flat ground with stable footing to prevent slips or falls.
- Securely grasp handle while unloading.
- Do NOT release handle at any time when cranking and applying tension to the drag sheet and roller assembly.
- Before releasing handle or removing from the drive slot, relieve any tension on crank handle and Loadhandler®.
- Use the Loadhandler® as designed. Any modifications could adversely affect the functionality of the Loadhandler® and will void the warranty.

**Not following ALL safety protocol reminders above when using your Loadhandler® could result in serious property damage or personal injury.**

## **TO PREVENT THE ROLLER BAR FROM TURNING WHEN DRIVING WITH A LOAD**

1. Press the Velcro straps together to make one long strap.
2. Feed one end of the long strap through the drive slot.
3. Wrap the strap around the bearing bracket projecting from the rear of the tailgate.
4. Pull the strap tight and press the ends of the strap together to secure them in place. This will prevent the roller bar from turning while you are driving with a high load and stop the dragsheet from billowing behind the truck.
5. It is also a good place to keep the straps when your truck is loaded. You'll know where they are!

## **IF THE LOAD DOES NOT MOVE OR IS STUCK, STOP!**

Check if the load is "LOCKED" around the wheel wells.

If you continue to apply excess pressure to the handle without the load moving, you may damage or break the mounting brackets.

## IMPORTANT NOTICE

If your load is stuck and will not move, please STOP! Do not force the load as you may break or permanently damage the Loadhandler® or your truck/LDV.

Some examples of what may be causing the problem:

1. Overloading or improper installation. Make sure that the load weighs 1000kg or less and the Loadhandler® is installed properly.
2. A non-slip spray-in liner, rubber mat, or a pitted rusty truck bed – all of these can cause too much friction for the dragsheet to slide properly. These non-slip surfaces must be covered with a hard, smooth surface. A sheet of hard plastic, linoleum, wood paneling, etc. all work well. Or consider purchasing the Doubl-Mat® by Loadhandler Products, a reversible mat that is both a "slip-liner" on one side and a protective, non-slip rubber mat on the other side.
3. "Locked Load" - there are several situations which may cause a load to lock. Lock-up usually occurs behind the wheel wells.
  - Gravel, rock, soil, etc. may 'cake up' and lock the load.
  - Items such as firewood, shingles, tiles, waste, furniture, etc. may hit the wheel well (or truck rear wall of either side of the tailgate) and lock the load.
  - Organic materials, such as grass clippings, compost, turf, etc. If these types of materials are left in the truck for several hours/days, they can 'cake up' or even stick to the dragsheet.

To solve the 'locked load' problem, free or loosen the materials in front of and behind the wheel wells.

## **DOUBL-MAT® FITS ALL FULL-SIZE TRUCKS & TRIMS TO FIT ALL MID-SIZE OR COMPACT TRUCKS**

Dimensions : 120cm X 240cm, 6mm thick

Weight : 15kg



The **Doubl-Mat®** is a great solution to bed lining and the only reversible bed-mat on the market. The **Doubl-Mat®** combines a thick, ribbed rubber surface to reduce load shifting with a high density polyethylene (**HDPE**) surface for easier loading and unloading. Unlike rubber bed mats that must be removed when loading and unloading heavy cargo, the **Doubl-Mat® HDPE** surface allows you to slide your load, providing **crucial bed protection** when damage is most likely to occur.

### **Important :**

If your truck/LDV bed is rusty, or has a non-slip spray-in liner, you must have the Doubl-Mat® (or similar slip-liner) in order to use the Loadhandler®. If your pickup bed is in good shape or you have a plastic liner, you do not need the Doubl-Mat® when using the Loadhandler®.

### **Benefits of the Doubl-Mat®**

- The rubber side provides a non-slip surface to stabilize cargo.
- The HDPE side provides a low friction surface that reduces the effort required to load or unload cargo.
- The Doubl-Mat® is ideal for use with all Loadhandler® pickup truck unloaders. The Doubl-Mat® HDPE surface reduces the Loadhandler® crank force and is ideal for any truck, especially those with damaged beds.

## 12-MONTH LIMITED WARRANTY

LOADHANDLER® PRODUCTS CORPORATION & its appointed distributors warrants to the original retail purchaser that should this product or any part thereof, under normal use and conditions, be proven defective in material or workmanship within 12 months from the date of original purchase, such defective part(s) will be replaced.

The warranty does not apply to product or part thereof which in the opinion of the Company has been damaged through alteration, improper installation, mishandling, misuse (including overloading), neglect or accident. THE EXTENT OF THE COMPANY LIABILITY UNDER THIS WARRANTY IS LIMITED TO THE REPLACEMENT PROVIDED ABOVE AND, IN NO EVENT, SHALL THE COMPANYS LIABILITY EXCEED THE PURCHASE PRICE PAID BY THE PURCHASER FOR THE PRODUCT.

This warranty is in lieu of all other expressed warranties or liabilities. ANY IMPLIED WARRANTIES, INCLUDING ANY IMPLIED WARRANTY OF MERCHANT ABILITY, SHALL BE LIMITED TO THE DURATION OF THIS WRITTEN WARRANTY, ANY ABILITY FOR BREACH OF ANY WARRANTY HEREUNDER INCLUDING ANY IMPLIED WARRANTY OF MERCHANT, ABILITY MUST BE BROUGHT WITHIN A PERIOD OF 12 MONTHS FROM DATE OF ORIGINAL PURCHASE. IN NO CASE SHALL THE COMPANY BE LIABLE FOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES FOR BREACH OF THIS OR ANY OTHER WARRANTY, EXPRESSED OR IMPLIED, WHATSOEVER.

**It is highly recommended that the Loadhandler® be removed from your vehicle when not in use to avoid any dulling of the finish caused by dust or dirt. Do not let dust, dirt, unloaded materials, etc., accumulate under the protective rubber pads on the brackets. Check brackets between loads.**

You have purchased the 2200 Series Loadhandler®

LH2200 (full-size) or LH2200M (mid-size) unit.

Please call Rock Drill Technologies directly with any warranty situations, replacements, or lost parts at +27 61 614 1844 or visit our website at [www.loadhandler.co.za](http://www.loadhandler.co.za)