



Distributed by Rock Drill Technologies

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LOADHANDLER® MODELS

LH3000 (full-size)

LH3000M (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!**

LH3000 PARTS LIST:

QTY	ITEM DESCRIPTION
3	Roller Bar Sections, including: (1) Left hand side* with drive dog (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 250mm bolt (≈10") with plastic sleeve (2) M12 Nuts
2	Front 'inside' brackets
2	Rear 'outside' brackets (LHS w/warning label)
2	4-hole main plates
2	Top couplers
2	Bottom couplers
2	Bumper tie-down straps
1	Parts bag, includes: (4) M10 x 40mm bolts (4) M10 x 30mm flat head screws (8) M10 flat washers (8) M10 nuts

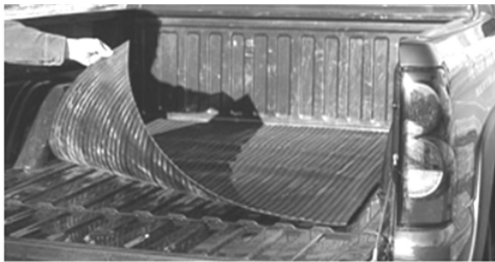
Thank you for purchasing your **Loadhandler®** Truck/LDV Unloader.

Please follow the assembly instructions provided to ensure your Loadhandler® is installed and used properly.

You must remove any rubber mat surface in your bed when using your Loadhandler®. If your truck/LDV bed is rusty, or has a non-slip spray-in liner, you will need a slip-sheet to reduce and eliminate friction from underneath the dragsheet when unfurling heavy loads.

Loadhandler® Doubl-Mat®

The Loadhandler® **Doubl-Mat®** is the best solution for a slip sheet and the only reversible bed-mat on the market. It designed for dual use, both a standard rubber bed mat as well as a reversible bottom side that has a **high density polyethylene (HDPE) plastic** surface for easier loading and unloading.



The Doubl-Mat fits all full-size trucks & can be trimmed to fit mid-size or compact trucks.

It is 120cm x 240cm and is approximately 6mm thick. The length can be trimmed to fit shorter length truck beds as needed.

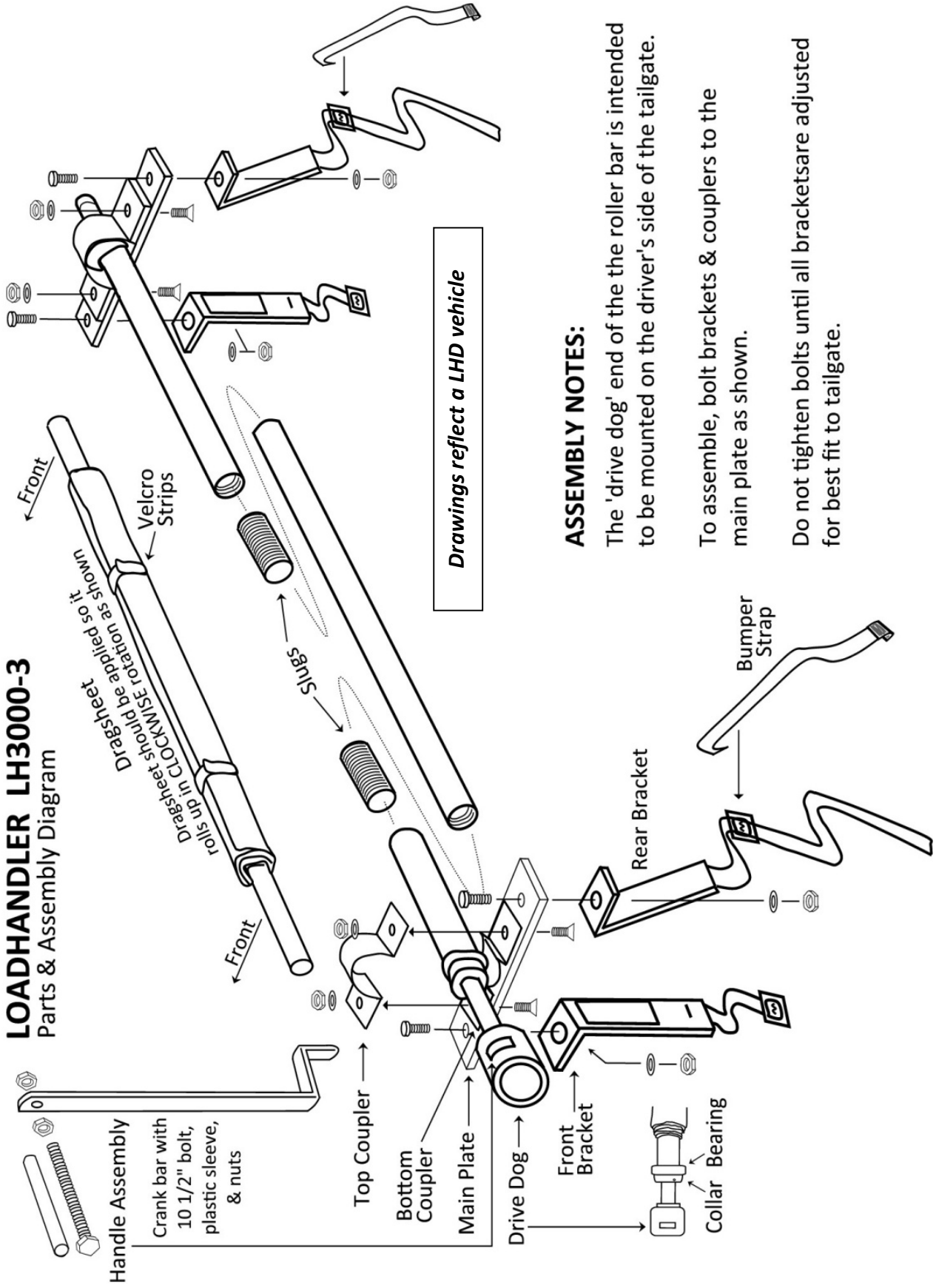
Benefits of the Doubl-Mat®

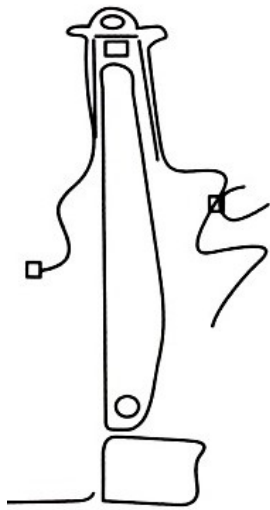
- The rubber side provides a non-slip surface to stabilize any cargo when not using your Loadhandler®.
- The HDPE side provides a low friction surface that reduces the effort required to load or unload any cargo.
- The Doubl-Mat is ideal for use with all Loadhandler® pickup truck unloaders. The HDPE surface reduces the crank force and friction under the dragsheet and is ideal for any truck, especially those with damaged beds or spray-in bed liners.

STEP 1: TO ASSEMBLE UNIT

1. Assemble the roller bar. Screw in slugs as far as they will go into both ends of the middle roller section. Screw in the left hand & right hand 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 marker on the left hand section 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 (drive dog end). When roll-up is complete, the dragsheet unfurls counter-clockwise from top of 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. Place roller assembly on a flat surface (a lowered tailgate makes a good tabletop) with the drive dog on left hand side.
5. Take the top & bottom chrome couplers and squeeze shut over ball-bearings.
6. Attach main plate to the couplers by coming from below with a flathead screw and attaching to the recessed inside holes on the 4-hole main plate with washer and nut. **(See diagram for reference).**
7. Attach the rear 'outside' brackets (long strap brackets) using 10mm bolt, washer and nut. Come from above with bolt into the outside holes on the main plate. Come from bottom with washer and nut. Put rear 'outside' bracket with the warning label on left hand side. Do not fully tighten brackets until later.
8. Attach front 'inside' brackets (short strap brackets) to remaining outside hole of the main plate (which should be located on the inner side of the tailgate). Come from above with bolt & use washer and nut on bottom.
9. Assemble handle per diagram (1 nut on each side of crank).

LOADHANDLER LH3000-3 Parts & Assembly Diagram





STEP 2. ADJUST TO FIT TAILGATE

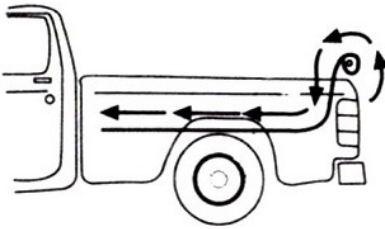
- Lower assembled unit onto tailgate with drive dog on left hand side (make sure slot in drive dog is outside the edge of tailgate so crank handle does not hit truck/LDV when cranking).
- Insert 25mm x 25mm wood blocks under bearings to support roller assembly.
- Slide front and rear brackets together tight against tailgate.
- Tighten bolts.
- Remove wood blocks and discard.



STEP 3. MOUNTING TO TAILGATE

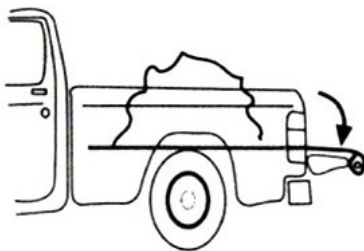
- Hand-tap roller down to be snug on tailgate.
- Lower tailgate.
- Feed outside straps through tailgate hinge gap opening.
- Connect inside and outside straps together and pull tight.
- Raise tailgate.
- Thread bumper tie-downs thru buckles on the outside brackets.
- Note: Bumper tie-downs are utilized only when tailgate is down and you are ready to unload. They hold the tailgate down.

STEP 4. TO LOAD

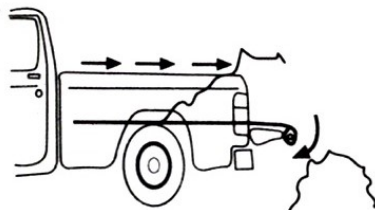


1. Untie travel straps.
2. Pull dragsheet from roller & lay on bed floor. (Bed liner or a Loadhandler® **Double-Mat**® must be used to unload 1200 lbs. or more.)
3. Always leave 3-4 dragsheet wraps on the roller.
4. Load truck.

STEP 5. TO UNLOAD



1. Open tailgate.
2. Hook bumper tie-downs to bumper and tighten.
3. Insert crank handle into drive dog slot on roller assembly hub on left side.
4. 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's side.
5. Always clean bed of all materials before next load.



STEP 6. TO REMOVE UNIT

1. Unstrap all straps
2. Remove LH3000 unit.

DON'T STEP ON IT!

Never use any part of the Loadhandler® as a step to climb into or out of the pick-up – it may damage you, your truck or your Loadhandler®.

DON'T OVER LOAD IT!

Check your maximum allowable Gross Vehicle Mass (GVM). You will usually find it on the same sticker or plate as your recommended tire pressures. Look on your door posts, the edge of both doors, or on the inside of your glove compartment door. Always weigh your vehicle after loading to make sure you are not exceeding your allowable Gross Vehicle Mass.

USING THE LOADHANDLER®

- Never overload your truck. It is illegal and may cause severe damage to your vehicle and your Loadhandler®.
- Take care of your Loadhandler®. It will save you a lot of work. If the handle is hard to crank, you may lubricate the bearing with a silicone spray (or WD-40) where the bar passes through the bearing. If you lubricate the bearing, periodically check the bearing to ensure that it remains clean.
- Always wash down the truck bed and the dragsheet between loads. Grit accumulating on the dragsheet could more than double the effort needed to unload.
- The cleaner the bed, the dragsheet, and the bearing surfaces, the easier it is to unload! Sharp little stones sticking up from between the grooves in a bed liner can slit the dragsheet during the unloading process. Dirt build-up on the bearing surfaces make it harder to crank.

When moving stone or gravel, try to keep the load on the centerline of the truck as much as possible. If too much of the load is against the walls of the truck, the dragsheet will tend to bunch and even fold over at the end of the unload. This will not hurt the dragsheet, but will result in more residue in the truck to sweep out.

- Sometimes the edge of the dragsheet may fray a little. Cut off the strands and carefully melt the edge with a lighter or soldering iron.
- Longitudinal slits in the dragsheet can be repaired. Just wash the dragsheet and let dry....then repair with cloth duct tape.
- Always face away from the cab and use both hands on the crank handle.
- It is much easier to clean out any residue from the truck if you remove the unit from the tailgate first.
- Always wash the dragsheet off with a hose at the end of the day. This will prevent sticky build up and keep the dragsheet slick.
- DON'T FORGET THE CRANK HANDLE. Always keep it in the cab. If you leave it on the truck bed, or on the ground, it can get covered by loose material or long grass.

If you are moving loads which “lock up” like firewood, brush, or scrap roof shingles, do not allow any of the load in front of the wheel wells. This will lock the entire load and could damage your brackets and unit if you keep cranking.

Do not allow grass clippings, leaves, or other organic materials to stay in your truck overnight or for more than 24 hours. They may “knit” or “cake” together and be difficult to crank out, or create a ‘tablecloth’ effect where the dragsheet will slip out under the load.

WARNING

Safety Protocol Reminders

- Operate on flat ground with stable footing to prevent slips or falls.
- Use two hands on 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 drive dog, 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.

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 COMPANY'S 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 Commercial Grade Loadhandler®

LH3000 (full-size) or LH3000M (mid-size).

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