

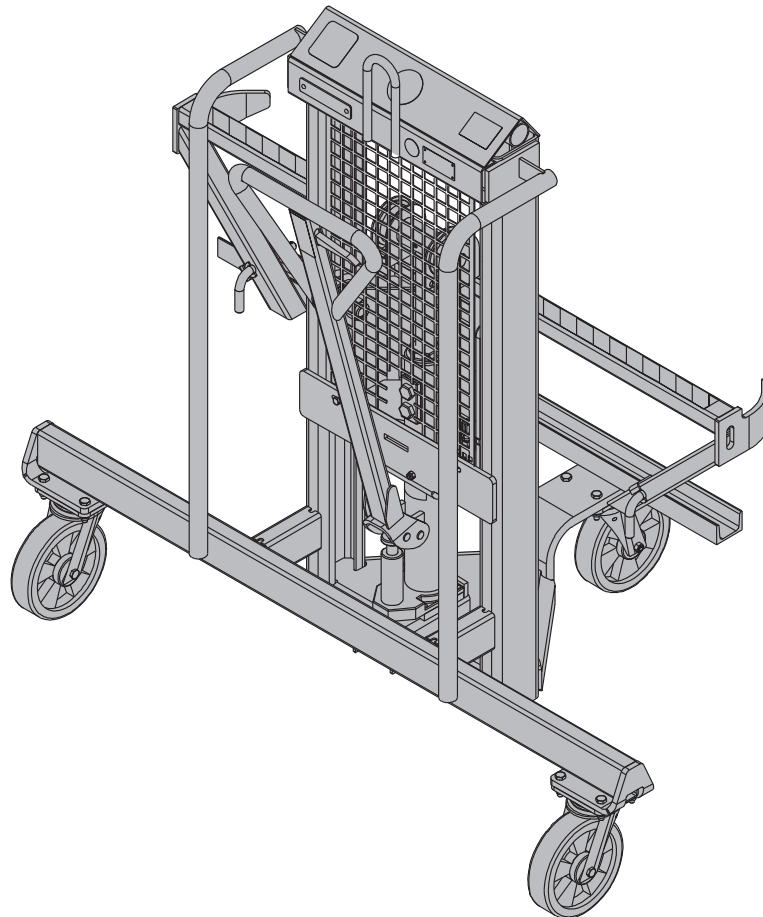
The Formwork Experts.

Shifting carriage TG

Art. n°: 582778000

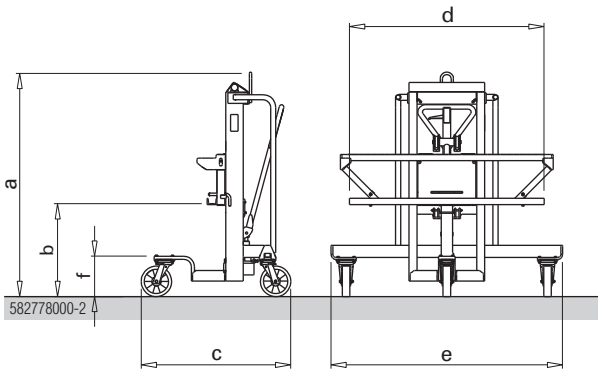
Original Operating Instructions

Please retain for future reference



Product presentation

The Shifting carriage TG comes with 3 swivel casters (ø20.0 cm), 2 of which have an integral parking brake.



- a ... 1480 mm
- b ... 190 mm to 950 mm
- c ... 984 mm
- d ... 1280 mm
- e ... 1520 mm
- f ... 270 mm

Data on rating plate

Designation: Shifting carriage TG
 Max. load: 1000 kg
 Dead weight: 168.0 kg
 Art.n°: 582778000
 Year of manufacture: see rating plate



Intended use

The Shifting carriage TG is a lifting appliance. It is used for formwork set-up and removal, and horizontal travelling, of Doka load-bearing towers Aluxo, Staxo, Staxo 100 and d2 (intended use).

! NOTICE

- Other use or use not in conformity with that stated above is non-intended use and requires the prior written approval of the Doka company!
- The warranty shall lapse in the event of overloading or other improper use of the equipment.
- When a load-bearing tower needs to be shifted, two Shifting carriages TG are required.

Max. capacity: 1000 kg per carriage

Maintenance & inspection

- Repairs may only be carried out by the manufacturer!
- Doka accepts no liability for products that have been altered!

After taking delivery of the Shifting carriage TG

The Shifting carriage TG is given thorough inspection and testing before being dispatched from the manufacturer's factory. To make sure that no damage has occurred in transit, the Shifting carriage TG should be inspected thoroughly as soon as the recipient takes delivery. Any damage must be reported to the sender in writing. Until this notice of defect has been dealt with, the Shifting carriage TG may not be put into service.

Before every use

- ▶ Check for any signs of damage or visible deformation.



Any deformed and damaged parts must be immediately replaced by an expert. For safety reasons, only genuine OEM spares may be used.

- Crack-free and notch-free welds.
- No deformation.
- Rating plate must be in place and clearly legible

At regular intervals

- Before starting up at a new site, grease the following parts with lubricating grease:
 - lubricating nipples
 - load chain and deflection pulleys
- Clean the Shifting carriage TG whenever it has been made dirty. Pay special attention to the following areas:
 - Hydraulic system
 - Moving parts of the guide mechanisms
 - Bearing surfaces of the slot-in lifting profile
 - Swivel casters
- Inspect the load chain once a year for any signs of alteration and damage.
- Change the hydraulic oil every 3 years (see 'Hydraulic system – general notes').
- Inspection of lifting accessories must be performed at regular intervals by an **expert** in conformity with **national statutory provisions**. Unless otherwise stipulated, such inspection must be carried out **at least once a year**.

Storage

Store the Shifting carriage TG in a dry, well ventilated place, protected from climatic influences and aggressive substances.

Operator authorisation

The only persons allowed to operate the equipment are those who have been given sufficient instruction in how to use it, and who are familiar with all applicable operating manuals and regulations.

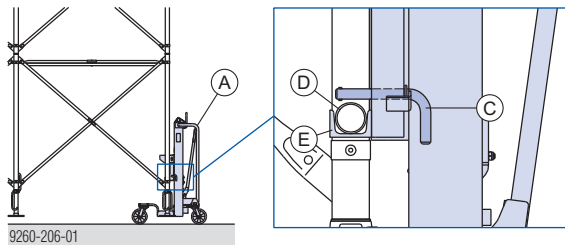
The client must obtain suitable evidence of the personnel's ability to operate and handle this vehicle.

Please also observe the VDMA guidelines on proper use of industrial trucks for their designated purpose.

Positioning the Shifting carriage TG

When a load-bearing tower needs to be lifted, two Shifting carriages TG are required.

- ▶ Take the load off the load-bearing tower.
- ▶ Push the Shifting carriages TG up against the end faces of the load-bearing towers.
- ▶ Lower the Shifting carriages TG
- ▶ Unlock both safety bolts (C) by turning them and pulling them out.
- ▶ The slot-in lifting profile (E) reaches under the bottom cross-bar (D) of the tower frame.
- ▶ Push both safety bolts (C) back in and turn them to lock them.
- ▶ Turn all the swivel casters to point in the direction in which you want to wheel the load-bearing tower.
- ▶ Push the feet into the frames and secure them to prevent them dropping out.
- ▶ Using both Shifting carriages TG, evenly lower the load-bearing tower to the desired height.



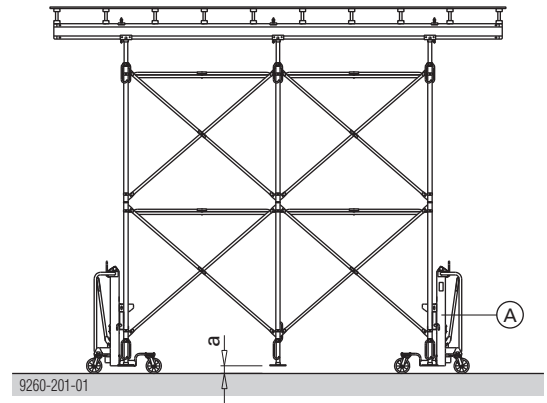
A Shifting carriage TG

C Safety bolt

D Bottom cross-bar (Load-bearing tower)

E Slot-in lifting profile

Wheeling



a ... max. 50 mm

A Shifting carriage TG



NOTICE

Important points to remember when wheeling load-bearing towers:

- For use with Doka Aluxo, Staxo, Staxo 100 and d2 load-bearing towers only.
- Ground clearance of the frame feet max. 50 mm.
- It is forbidden to use any mechanical assistance during the wheeling operation!
- Max. speed 4 km/h (walking pace)
- The floor must be stable, firm and sufficiently smooth (e.g. concrete).
- Max. gradient of floor 5%.
- Max. configuration that can be transported using two Shifting carriages TG: Tables with 3 cross-frames per section and a max. height of 5.0 m.
- The conveyance of persons is forbidden - follow the danger notice.
- **Particular care is needed with:**
 - Height offsets
 - Steps
 - Break-throughs
 - Strong wind
- Either bridge any openings in the floor with sufficiently strong planking/boards secured so that they cannot slip away to either side, or close off openings with sufficiently strong side railings!
- Keep the travel route clean and free of any obstacles.
- It is forbidden for any other persons to stand in the immediate danger zone (e.g. near the frame feet).
- When hoisting the Shifting carriage TG by crane, only use the lifting-bracket provided.
- For longer breaks between operations, or when the Shifting carriages TG are permanently parked, they must NOT be carrying a load-bearing tower.
- After wheeling the Shifting carriage TG to its new position, fix it with its parking brakes so that it cannot be moved accidentally.

**NOTICE****Moving the unloaded shifting carriage:**

- Be particularly careful when wheeling the unloaded shifting carriage backwards - it can easily topple over!

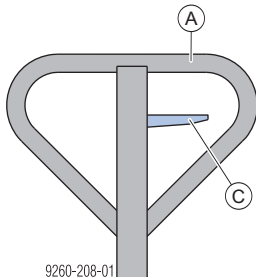
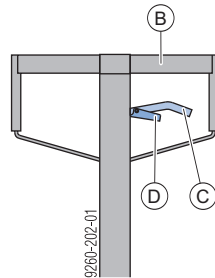
Lifting and lowering

The Shifting carriage TG is fitted with a manually operated hydraulic pump. Two different design variants of the drawbar are available (with / without safety catch).

Raising the load

Normal lift

- ▶ Push the trigger handle down into the horizontal position.

Variant 1**Variant 2**

A Drawbar handle, variant 1

B Drawbar handle, variant 2

C Trigger handle

D Safety catch

Safety catch is engaged (on variant 2).

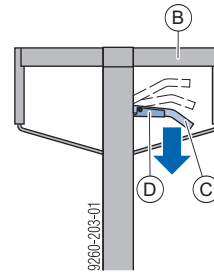
- ▶ To raise the load, make up-and-down pumping movements with the drawbar.

Rapid lift**Note:**

A changeover to rapid lift is possible only with **variant 2**.

Max. load-bearing capacity for rapid lift: 300 kg / shifting carriage

- ▶ Disengage the safety catch.



B Drawbar handle, variant 2

C Trigger handle

D Safety catch

Trigger handle moves to bottom position.

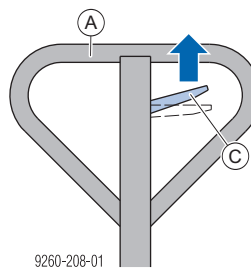
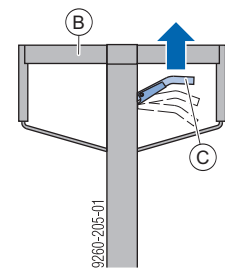
- ▶ To raise the load, make up-and-down pumping movements with the drawbar.

Lowering the load

Note:

Lower both Shifting carriages TG, slowly and simultaneously.

- ▶ Slowly pull up the trigger handle towards the drawbar handle.

Variant 1**Variant 2**

A Drawbar handle, variant 1

B Drawbar handle, variant 2

C Trigger handle

After being actuated, the trigger handle automatically returns to the horizontal position.

Hydraulic system - general notes

Safety precautions

The overpressure valve is set in such a way that the max. capacity of the Shifting carriage TG is 1000 kg. It is forbidden to tamper with the setting screw on the overpressure valve.

Maintenance

Change the hydraulic oil every 3 years.

Hydraulic oil: Special low-temperature oil with an ISO VG 10 compliant viscosity (e.g. Aero Shell Fluid 4)

Filling volume: 0.75 litre



CAUTION

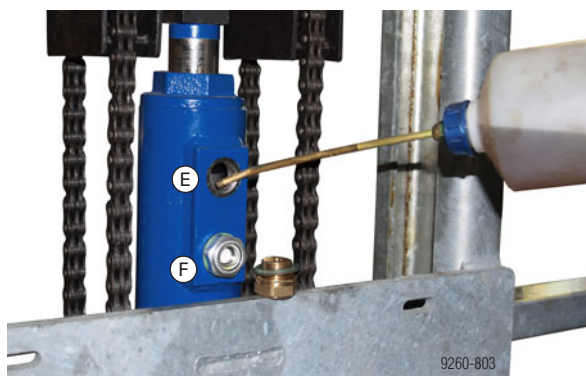
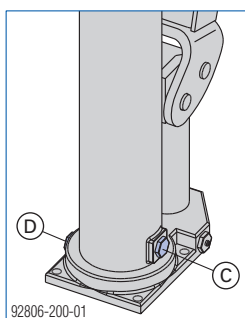
Hydraulic oil is harmful to the environment!

- ▶ For this reason, always properly seal any leaks immediately!
- ▶ Intercept any leaking hydraulic oil and dispose of it in accordance with the applicable regulations!

- ▶ Lower the Shifting carriages TG
- ▶ Drain off the old hydraulic oil via the oil drain plug.
- ▶ Refill with new hydraulic oil via the filling opening.



Check the oil level in the sightglass.



C Oil drain plug

D Overpressure valve

E Filling opening

F Sightglass for checking the oil-level

Troubleshooting

The load is not being lifted, even though you have made several attempts to "pump"

Possible causes:

- Load too heavy (> 1000 kg)
- Not enough hydraulic oil
- Hydraulic tubing is leaking
- Air trapped in the hydraulic system
- Overpressure valve is faulty

The load is not being raised to the maximum height

Possible causes:

- Not enough hydraulic oil

The load is being lowered of its own accord

Possible causes:

- Hydraulic tubing is leaking

Remedy:

- ▶ Pull the trigger handle towards the drawbar handle and hold it in this position.
- ▶ Make some fast pumping movements with the drawbar.

If necessary, repeat this process several times.

If this still does not remedy the error, contact your nearest Doka branch.

The load cannot be lowered

Possible causes:




- Lowering mechanism is incorrectly adjusted or faulty

The load is being lifted jerkily and/or "bounces"

Possible causes:

- Air trapped in the hydraulic system
- Lowering mechanism is not optimally adjusted

Declaration of conformity

 EC Declaration of Conformity pursuant to EC Directive 2006/42/EC.	
The manufacturer declares that by reason of its conception and design, the following product Shifting carriage TG, art. n° 582778000 conforms – in the version marketed by ourselves – to the pertinent fundamental health and safety stipulations of the relevant EC Directives.	
The following harmonised standards were applied: <ul style="list-style-type: none"> ▪ EN ISO 12100:2010 ▪ EN ISO 13854:2019 	
Person authorised to compile technical documentation (pursuant to European Directive on Machinery Annex II): Harald Ziebula Josef Umdasch Platz 1 A-3300 Amstetten	
Amstetten, 15/03/2021	Doka GmbH Josef Umdasch Platz 1 A-3300 Amstetten
 	
Harald Ziebula Managing Director	Dipl.-Ing. Peter Reisinger Authorised Officer, Head of Engineering