

THE  AWNING CO

 MADE IN BRITAIN

MTL ASSEMBLY INSTRUCTIONS



LABORATORY



DO NOT ENTER



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| SPECIFICATIONS

Vehicle- Ford Transit L3 H3

Roof Mounted on 3 Rhino Delta Roof Bars.

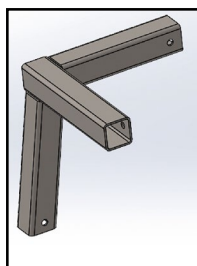
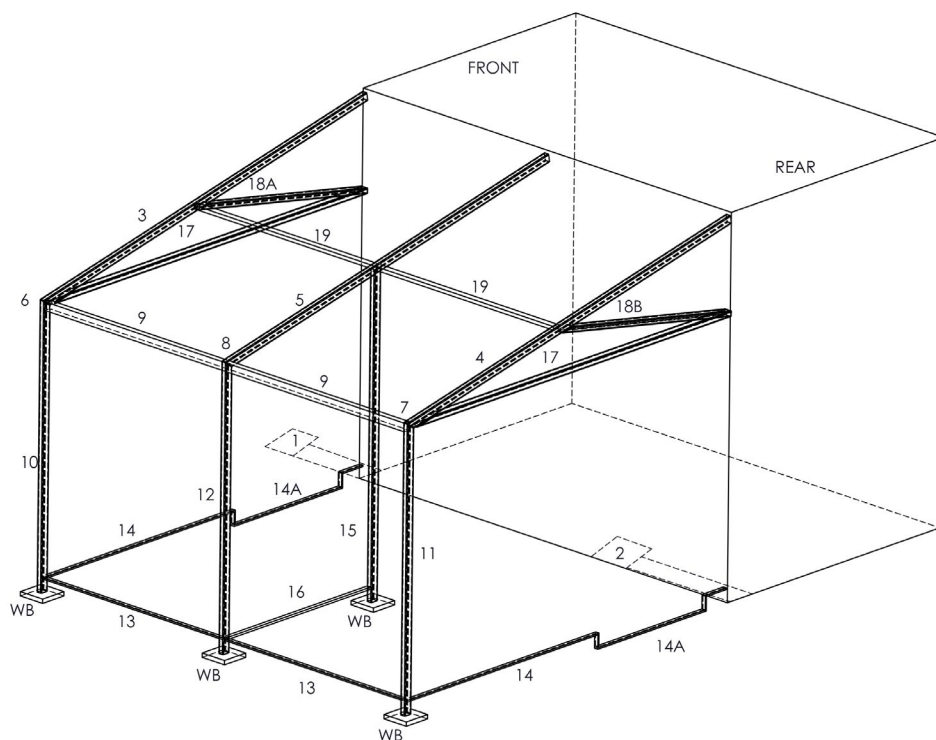
3.30m OD

3.0m Projection

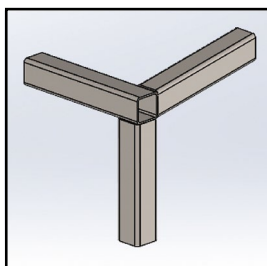
Incorporating 2 Changing Cubicles with internal dividers accessed to corridor with roll up doors each end. Integral Vehicle Skirt with built in PVC ground sheet.



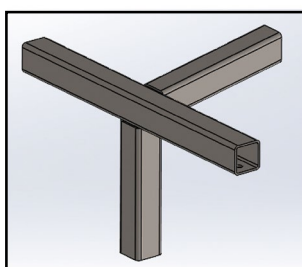
AWNING POLE PLAN



6 - LH Knuckle



7 - RH Knuckle



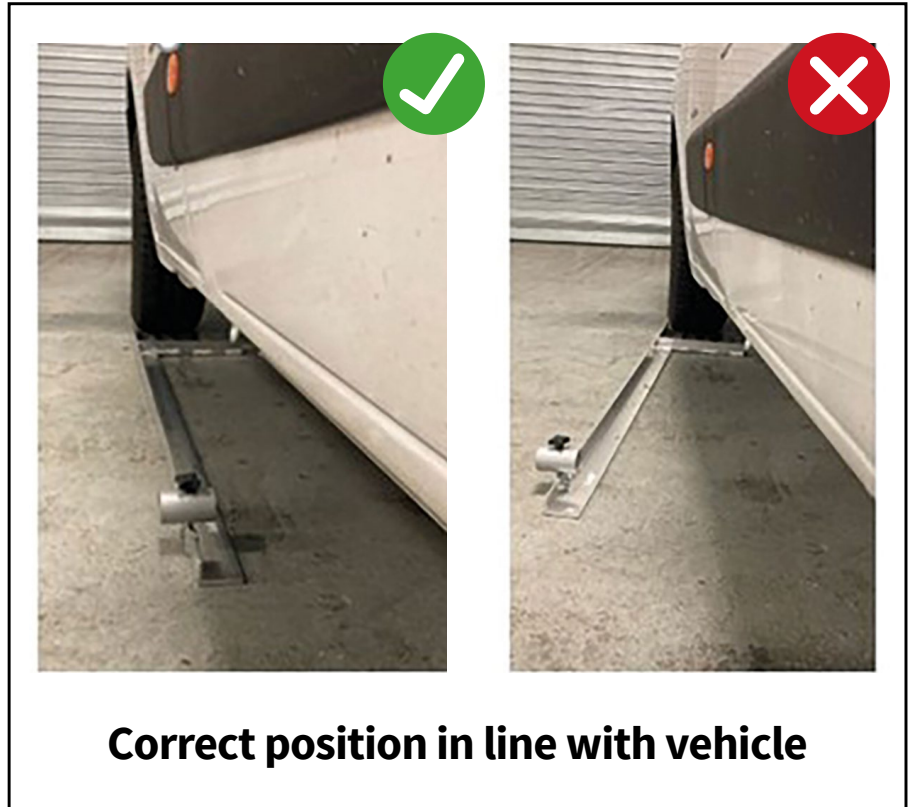
8 - Centre Knuckle

PART	DESCRIPTION
1	Wheel Anchor Ballast Plate Front
2	Wheel Anchor Ballast Plate Rear
3	Roof Rail LHS
4	Roof Rail RHS
5	Roof Rail Centre
6	Steel Knuckle LHS
7	Steel Knuckle RHS
8	Steel Knuckle Centre
9	Front Fascia Rails (Pair)
10	Corner Post LHS
11	Corner Post RHS
12	Corner Post Centre
13	Front Baseframe (Pair)
14	Side Baseframe (Pair)
14A	Side Baseframe Joined (Pair)
15	Internal Divider Leg
16	Internal Divider Baseframe
17	Figure 8 Apex (Pair)
18A	Storm Bar
18B	Storm Bar
19	Purlins (Pair)
WB	Weighted Base

| VEHICLE PARKING SET UP

STEP 1

Reverse vehicle onto the wheel anchor plates 1 & 2. Ensure the plates are in line with the wheels.



STEP 2

Feed the vehicle skirt into the awning track which is fitted on the underside of the van skirts. Feed in the long piece first, and the short piece last.

The wheel arch is covered by the PVC skirt held in place with magnets.



STEP 3

Tucked against the rear wheel.

STEP 4

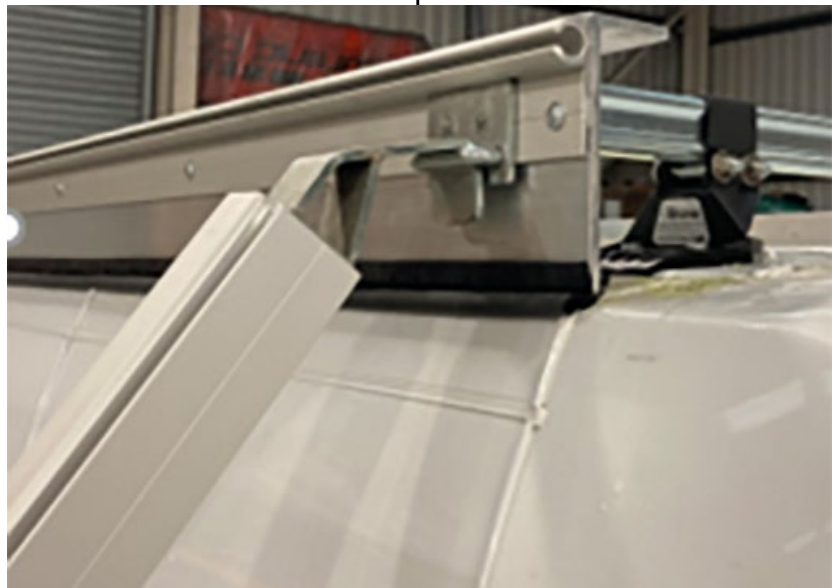
Lay out all the awning poles so everything is easy to hand. Ensure all the numbered poles are laid out in their correct position as illustrated in Pole Plan.



Left & Right

STEP 5

Place Roof Rails 3, 4 & 5 into the 'Stag Hook' receivers. You will notice Roof Rail 5 is not the same orientation as 3 & 4. This is normal.

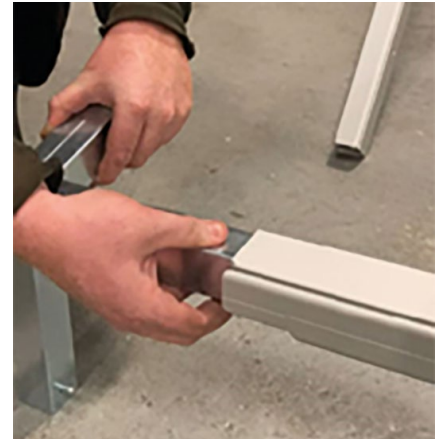


Centre



STEP 6

Assemble the Front Facia Rails 9 (Pair) into the steel knuckle brackets 6, 7 & 8. Steel knuckle 6 is left hand and has to be assembled into the front Facia 9 with the routed part of the Facia Rail pointing downward ***Beware the steel knuckles are angled at the awning pitch.**



STEP 7

Repeat the process on the centre knuckle 8 and right-hand knuckle 7. Ensure the steel knuckle spring buttons all locate into the extensions.

STEP 8

Offer the front Facia assembly into the roof rails 3, 4 & 5. Note- if 3 people are assembling the Awning this is the easiest option as all 3 roof rails need to be simultaneously received into the steel knuckles. If just 2 people are assembling, then you will have to start at one end and work across placing the centre knuckle next. If it snags, then it is because the roof rails are not aligning with the steel knuckles. Ensure all the spring buttons align with the holes in the roof rails.



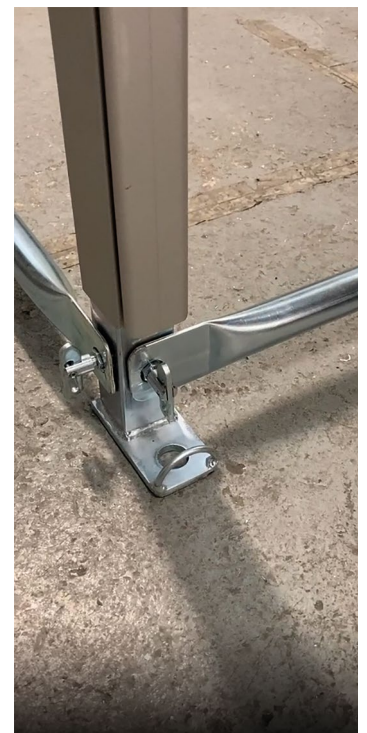
STEP 9

(2-person assembly) Lift the assembled framework up to head height (one person at each end) and fit the corner posts 10 & 11 into the steel knuckles. *If short of height you will need to use step ladders. Once the two corner posts 10 & 11 are located you can then locate the centre post 12 into the steel knuckles. If 3 people are available this can all be done in one process.



STEP 10

Assemble the remaining framework including all base frame components. Base frame 14 & 15 are joined with the spring button connector and ensure the ends are firmly located on to a) the antiluce fitment on the corner posts and b) the drive on anchor plates.



STEP 11

Locate the internal divider leg 16 into the receiver on the centre roof rail 5. You will find this will only locate one way. Fit base frame 17.



STEP 12

Take a visual look at the assembled framework and ensure the corner posts are vertical then finally fit the storm bars 19a & 19b. They hook into the underside of the roof rails 3 & 4 and secure to the van sides. 19a is located inside the sliding door jam at passenger door height with an M8 handwheel. 19b is located on to the chrome vehicle bracket with a clevis pin. Once the base frame is located into place and a visual check of all the assembled framework is complete then the awning is ready for all the PVC sheeting to be attached. Ensure the PVC groundsheet is located to base frame using the bungi's secured to groundsheet eyelets.

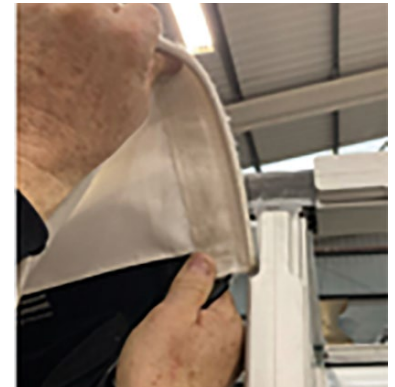
Storm Bar



| ATTACHING PVC SHEETING

STEP 13

Fit the pair of front sheets. Unzip the front panels as this will aid in the assembly process when feeding the keder edge into the corner post grooves.



STEP 14

Unroll the roof sheet so that the leading keder edge is exposed to receive into the keder rail on the roof. To aid assembly a rope is supplied, this should be placed over the top of the roof rails with the 'rope man' at the cab end. Clip the carabiner on to the roof sheet D ring. Whilst one operative is feeding the roof keder into the groove the 2nd operative 'rope man' should gently pull on the rope to ease the roof sheet along.





Ensure the weight of the roof sheet is pushed over the roof rails so that the 'rope man' is not pulling against the sheet snagging on the framework.

If you have a 3rd person, they can help tease over the excess weight of the roof sheet. A second rope can be attached to the front valance D Ring and this operative can gently pull the excess weight of the sheet over the roof rails.

CAUTION - Rope Man - do not pull excessively if the roof sheet snags.

Ensure the Apex element of the roof sheet (this is the part that is printed up with Test Lab- Do Not Enter) is fed into the keder groove tracking on the van.

Using the ratchets temporarily tension only the front valance of the roof sheet.



Ensure the roof sheet is correctly aligned on the framework i.e., it is not pulling off to one side or the other.

Ratchet straps have a hook on each end which locates on to the corner post foot and clips onto the carabiner which in turn clips on to the front valance D ring.

Please Note- do not clip this onto the Apex D ring at this stage as this will hinder fitting of the side sheets and Fig 8 rail.



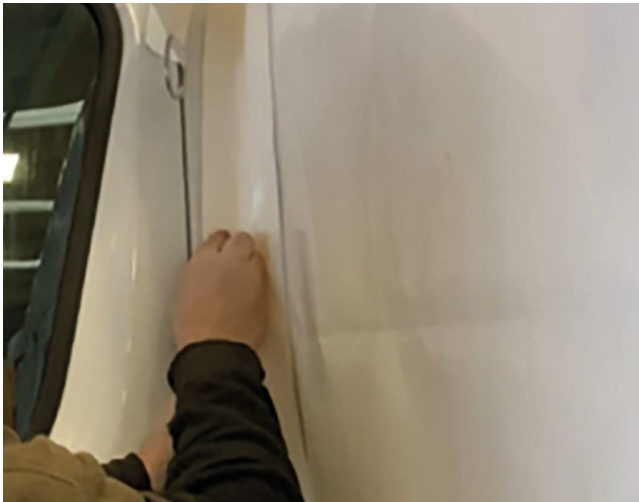
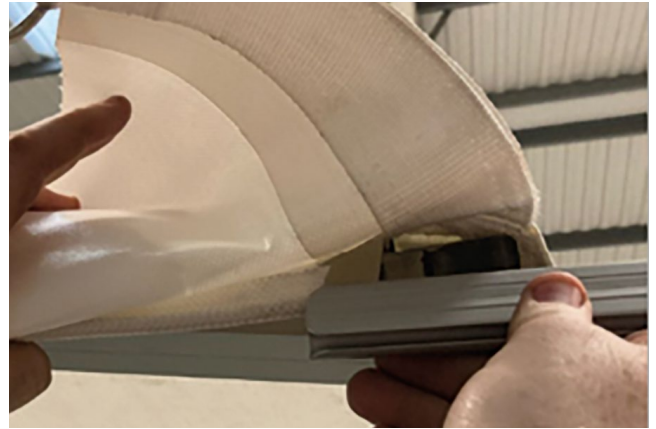
STEP 15

Slide the Fig 8 Rail (Pair) 18 on to the inside keder edge of the Apex sheets. Then slide the end sheets into place. You will notice one end is magnetic and shaped to the side of the vehicle.

The end sheet that meets the sliding doors is tailored to fit inside the door jam on magnets and is tensioned down to the drive on anchor plates with a short ratchet strap.

Repeat the process on the rear end sheet then finish off by Velcroing the vehicle skirt to the side sheets.

Tension all the sheets down using the cam buckle straps on the inside of the awning.



STEP 16

Fitting the internal dividers- the two dividers hang from the purlin brackets on the roof rails.



Thread the aluminium tube through the pocket on the PVC divider sheet. You will notice one end of the purlin 20 is hooked and the other end is at right angles. The hooked end locates on to roof rails 3 & 4 and the right angle on to roof rail 5.

Unzip so as to aid easy assembly into the keder groove on the internal divider leg 16 and then Velcro on to the inside face of the end sheets.

Fit the cubicle divider sheet by feeding the keder edge into the underside of roof rail 5. Start at the lower end by the centre post 12 and push up the higher end. Unzip the sheets to feed vertical keder edges into centre post 12 and internal divider leg 16.



Ensure all sheeting is tensioned down to the base frame tubes.

Finally do a visual check of the awning structure and assess the weather forecast conditions and for the duration of the MTL deployment.

MTL BALLAST BAG DEPLOYMENT

STEP 1

Position ballast sling on floor.



STEP 2

Place one pre-cut sandbag approx. 25-30kg (Dependent on material used) on the centre of the PVC sandbag sling.



STEP 3

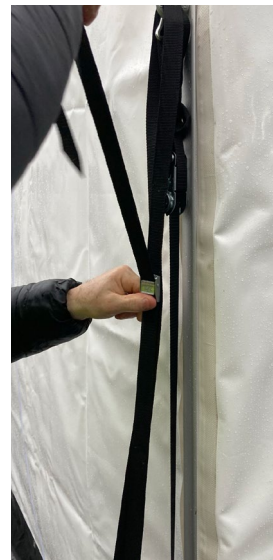
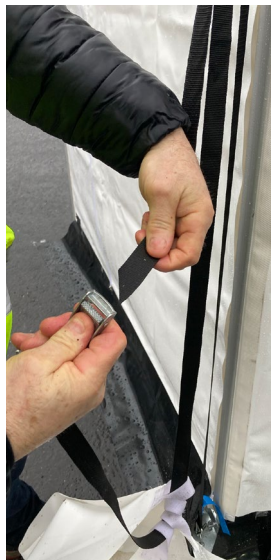
List all 4 corners up to one point and thread the 2.5m strap through the 4 loops.



STEP 4

Thread one end of the strap through the eye ring on the corner post and tension.

Adding more ballast weight – undo the ballast sling and place a 2nd, 3rd or 4th sandbag into the sling. Max weight with 4 sandbags is approx. 100kg.



| DISMANTLING

This process is the reverse of the assembly.

| SAFETY AND MAINTENANCE

Risk Assessment & Monitoring

It is essential that for every site a risk assessment is carried out to ensure the safety of the structures in high winds. This should include exposure of the site to prevailing winds. Forecasts and wind speeds should be monitored, and plans should be in place to deal with extreme conditions.

In high winds it necessary to close all walls. This will stop pressure from building up in the awning during adverse conditions. Where the possibility of strong winds exists, extra ballast should be added as necessary to ensure the structure is firmly secured. Refer to ballast tables.

If faced with the prospect of very extreme weather conditions the awning should be dismantled. If this is not possible, removal of the PVC roof and gable panels will significantly reduce any imposed loads on the frame. If conditions are so extreme that it is not possible to remove the PVC sheeting, then they can be cut out with a sharp bladed knife. This may release sheets to be blown downwind but is preferable to allowing the framework to fail as this would cause considerably more damage.

Wind Management

Appropriate ballast is supplied with water tanks or sandbag slings, these ratchet to the legs on the M10 eyebolt as pictured. Refer to Ballast tables for recommended weights v windspeed.



Mobile testing Lab – MTL Ballast Table for 3.3 x 3.0m awning

All doors open, Storm Bars fitted

Beaufort Number	Wind Speed mph	Term	Ballast Required	Ballast per Leg
0	Under 1	Calm	None	None
1	1 to 3	Light Air	None	None
2	4 to 7	Light Breeze	None	None
3	8 to 12	Gentle Breeze	None	None
4	13 to 18	Moderate Breeze	30kgs	10kg
5	19 to 24	Fresh Breeze	90kgs	30kg
6	25 to 31	Strong Breeze	120kgs	30kg corner / 90kg centre
7	32 to 38	Moderate Breeze	180kgs	40kg corner / 100kg centre
8	39 to 46	Fresh Gale	210kgs	50kg corner / 110kg centre

Mobile testing Lab – MTL Ballast Table for 3.3 x 3.0m awning

Partial open, closed facing wind, Storm Bars fitted

Beaufort Number	Wind Speed mph	Term	Ballast Required	Ballast per Leg
0	Under 1	Calm	None	None
1	1 to 3	Light Air	None	None
2	4 to 7	Light Breeze	None	None
3	8 to 12	Gentle Breeze	None	None
4	13 to 18	Moderate Breeze	None	None
5	19 to 24	Fresh Breeze	60kgs	20kgs
6	25 to 31	Strong Breeze	120kgs	30kg corner / 60kg centre
7	32 to 38	Moderate Breeze	150kgs	30kg corner / 90kg centre
8	39 to 46	Fresh Gale	180kgs	40kg corner / 100kg centre

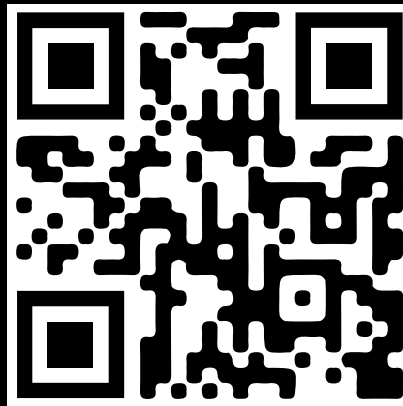
Periodic Inspections

A competent person should carry out periodic inspections. These inspections are to ensure the components are not unduly worn and that there is no damage to the structure or to the PVC sheeting.



 **MADE IN BRITAIN**

For further instructions and advice
contact our friendly team, or
scan the QR code to watch our
instructional video.



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