

**THE  AWNING CO**

**MADE IN BRITAIN**

# MTU ASSEMBLY INSTRUCTIONS

**Walk-in Awning & Drive-by Awning**







# CONTENTS

|              |                                 |
|--------------|---------------------------------|
| PAGE 4       | SPECIFICATIONS                  |
| PAGE 5       | AWNING POLE PLAN                |
|              | VEHICLE PARKING SET UP          |
| PAGE 6       | STEP 1                          |
|              | WALK IN AWNING                  |
| PAGE 7       | STEP 2                          |
| PAGE 7       | STEP 3                          |
| PAGE 8       | STEP 4                          |
| PAGE 8       | STEP 5                          |
| PAGE 8       | STEP 6                          |
| PAGE 9       | STEP 7                          |
| PAGE 9       | STEP 8                          |
| PAGE 9       | STEP 9                          |
| PAGE 10      | STEP 10                         |
| PAGE 10      | STEP 11                         |
| PAGE 11      | STEP 12                         |
| PAGE 11 - 12 | STEP 13                         |
| PAGE 13      | STEP 14                         |
| PAGE 14      | STEP 15                         |
| PAGE 14      | STEP 16                         |
|              | MTU BALLAST BAG DEPLOYMENT      |
| PAGE 15      | STEP 1                          |
| PAGE 15      | STEP 2                          |
| PAGE 16      | STEP 3                          |
| PAGE 16      | STEP 4                          |
|              | MTU DEPLOYMENT OF WATER BALLAST |
| PAGE 17      | STEP 1                          |
| PAGE 17      | STEP 2                          |
| PAGE 18      | STEP 3                          |
| PAGE 18      | STEP 4                          |
| PAGE 19      | DRIVE BY AWNING                 |
| PAGE 19      | DISMANTLING                     |
| PAGE 19      | SAFETY AND MAINTENANCE          |

# | SPECIFICATIONS

## Vehicle-Renault Master

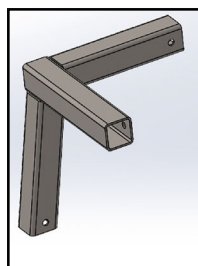
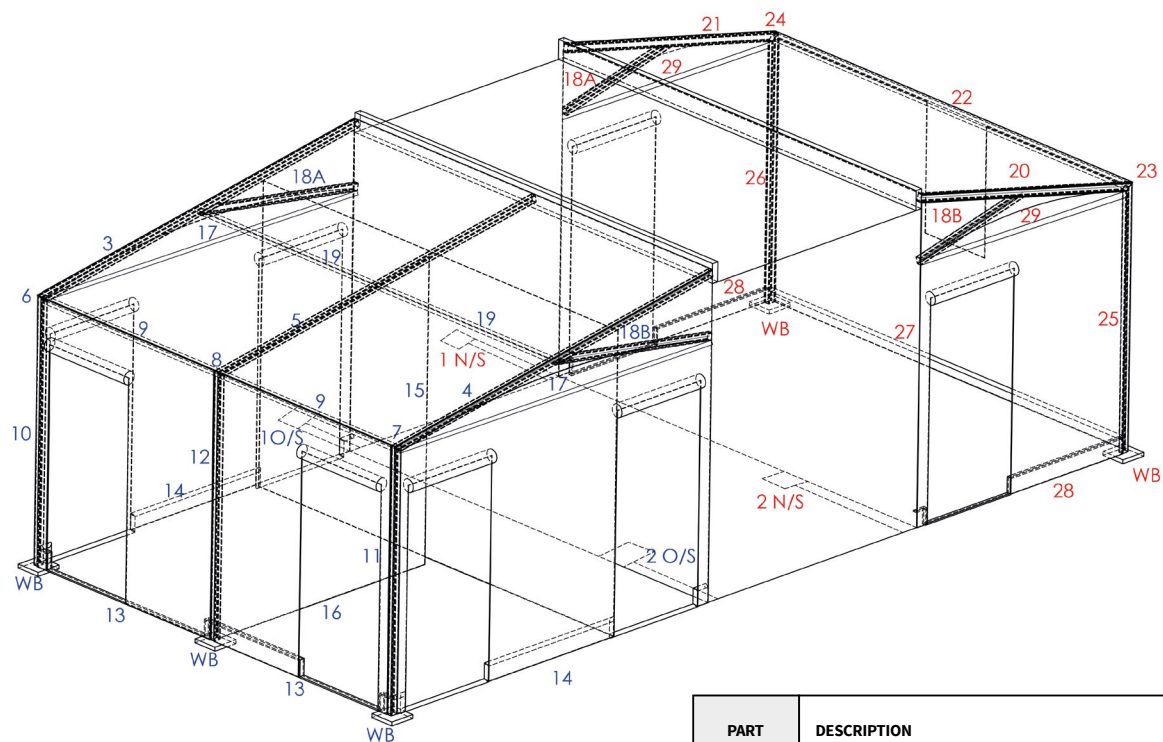
**3.5m OD**

**3.0m Projection**

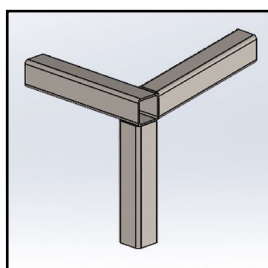
Includes two walk-in 'customer' cubicles with 2 roll up doors and clear dividers to separate corridor. Clear dividers with iPad tablet pockets, 2 mirror pockets and 2 flaps with PVC handles.



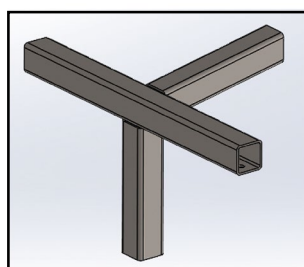
# AWNING POLE PLAN



6 - LH Knuckle



7 - RH Knuckle



8 - Centre Knuckle

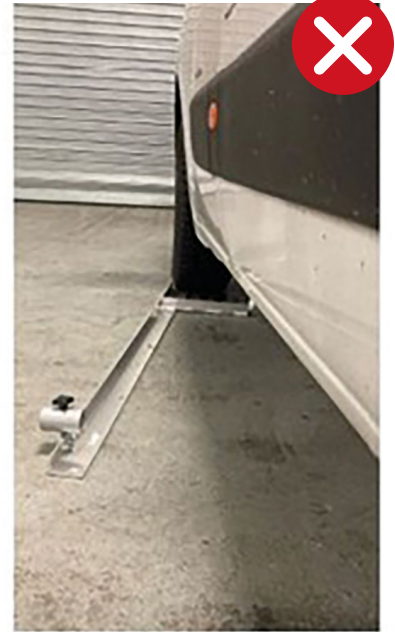
| PART  | DESCRIPTION                |
|-------|----------------------------|
| 1 O/S | Drive on Plate Front O/S   |
| 1 N/S | Drive on Plate Front N/S   |
| 2 O/S | Drive on Plate Rear O/S    |
| 2 N/S | Drive on Plate Rear N/S    |
| 3     | Roof Rail LHS              |
| 4     | Roof Rail RHS              |
| 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)      |
| 15    | Internal Divider Leg       |
| 16    | Internal Divider Baseframe |
| 17    | Figure 8 Apex (Pair)       |
| 18A   | Storm Bar                  |
| 18B   | Storm Bar                  |
| 19    | Purlin (Pair)              |
| 20    | Roof Rail LHS              |
| 21    | Roof Rail RHS              |
| 22    | Front Fascia Rail          |
| 23    | Steel Knuckle LHS          |
| 24    | Steel Knuckle RHS          |
| 25    | Corner Post LHS            |
| 26    | Corner Post RHS            |
| 27    | Front Baseframe            |
| 28    | Side Baseframe (Pair)      |
| 29    | Figure 8 Apex (Pair)       |
| WB    | Weighted Base              |



# | VEHICLE PARKING SET UP

## STEP 1

Reverse vehicle onto the wheel anchor plates 1, 2, 3 & 4. Ensure the plates are in line with the wheels.



**Correct position in line with vehicle**



# | WALK IN AWNING

All poles labelled  
blue, all sheeting  
labelled blue.

## STEP 2

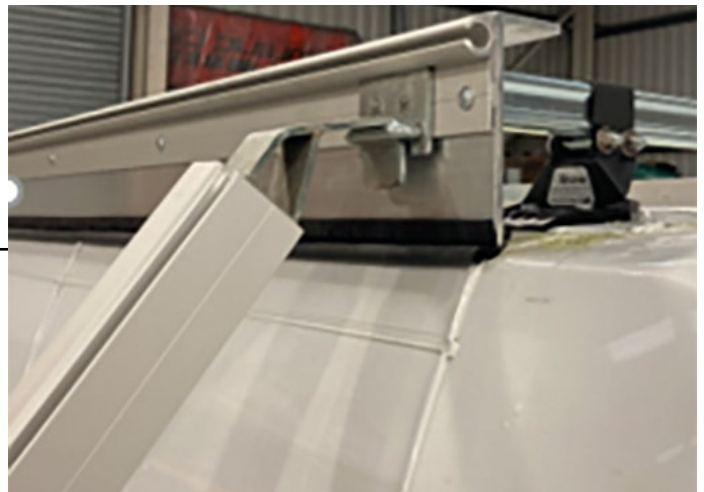
Lay out all the awning poles so everything is easy to hand. Ensure all the numbered poles are laid out in their correct position as illustrated in Pole Plan.



## STEP 3

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

Left & Right



Centre



# STEP 4

Align all aluminium beams with the steel knuckles, these are the three pictures labelled on page 5. 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 5

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 6

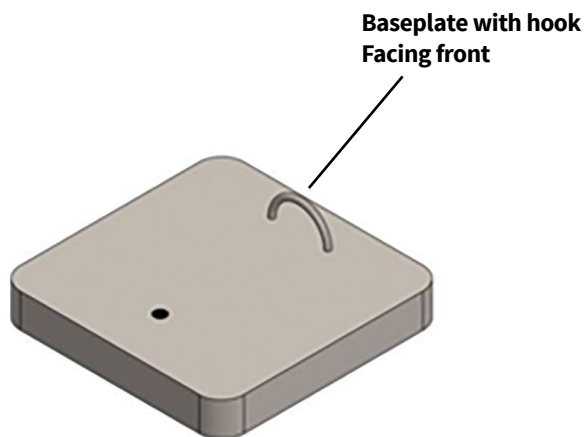
Offer the front Facia assembly into the roof rails 3, 4 & 5. Note- if 3 people are assembling the Awning this is the easiest option as all 3 roof rails need to be simultaneously received into the steel knuckles. If just 2 people are assembling, then you will have to start at one end and work across placing 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 7

(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 8

Locate the weighted base plates (WB) onto the bottom of the corners posts 10 & 11 and centre post 12. Ensure the welded half eye ring is on the outside edge of the structure, this is to locate the hook on the ratchet straps later in the assembly process.

# STEP 9

Assemble the remaining framework including all base frame components 13,14,15. Ensure all base frame tubes including door plates are positioned in the correct place, see Pole plan for correct layout.



# STEP 10

Locate the internal divider leg 15 into the receiver on the centre roof rail 5. You will find this will only locate one way.



# STEP 11

Fit baseframe 16. Take a visual look at the assembled framework and ensure the corner posts are vertical.

**DO NOT FIT THE STORM BARS UNTIL THE WHOLE AWNING IS ASSEMBLED.**

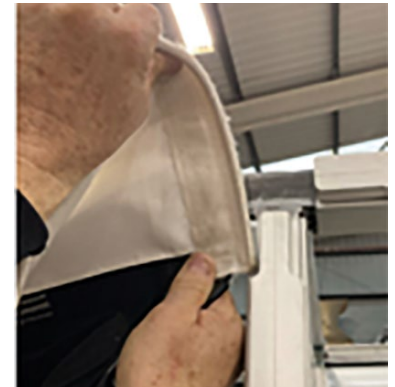
Once the base frame is located and secured in place, then the awning is ready for all PVC sheeting to be attached.



# | ATTACHING PVC SHEETING

## STEP 12

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 13

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.

The apex sheet element of the roof sheet is held in place against the vehicle with built in magnets but secure the roof sheet temporarily in place using the ratchet on to the front valance D Rings.

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



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 weighted basefoot and front valance D ring with large carabini hook.

Please Note- do not clip this onto the Apex D ring at this stage as this will hinder fitting of the side sheets and Apex rail 17.



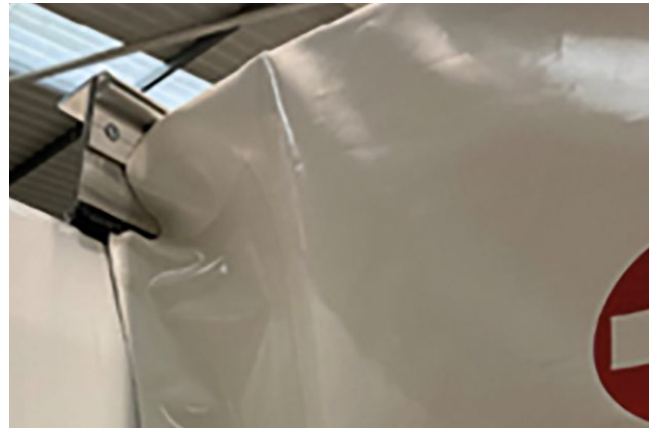
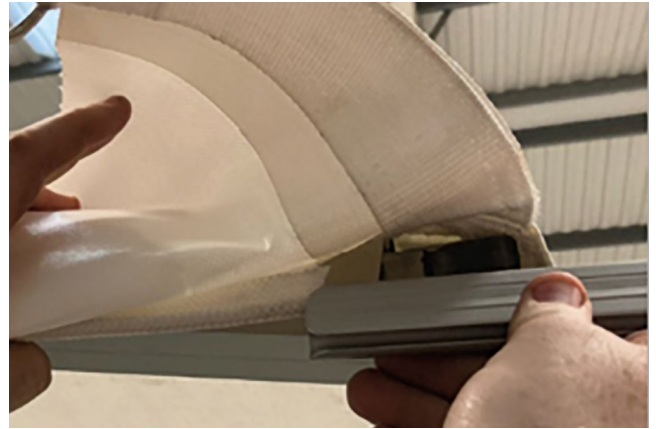
# STEP 14

Slide the Apex Rail (Pair) 17 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.

This is tensioned down to the drive on anchor plates with a short ratchet strap.

Repeat the process on the rear end sheet. Tension all the sheets down using the cam buckle straps on the inside of the awning.



# STEP 15

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 19 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 15 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 15.



# STEP 16

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

Then finally fit the pair of storm bars 18a & 18b to the vehicle side using the M8 handwheel.

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



# MTU BALLAST BAG DEPLOYMENT

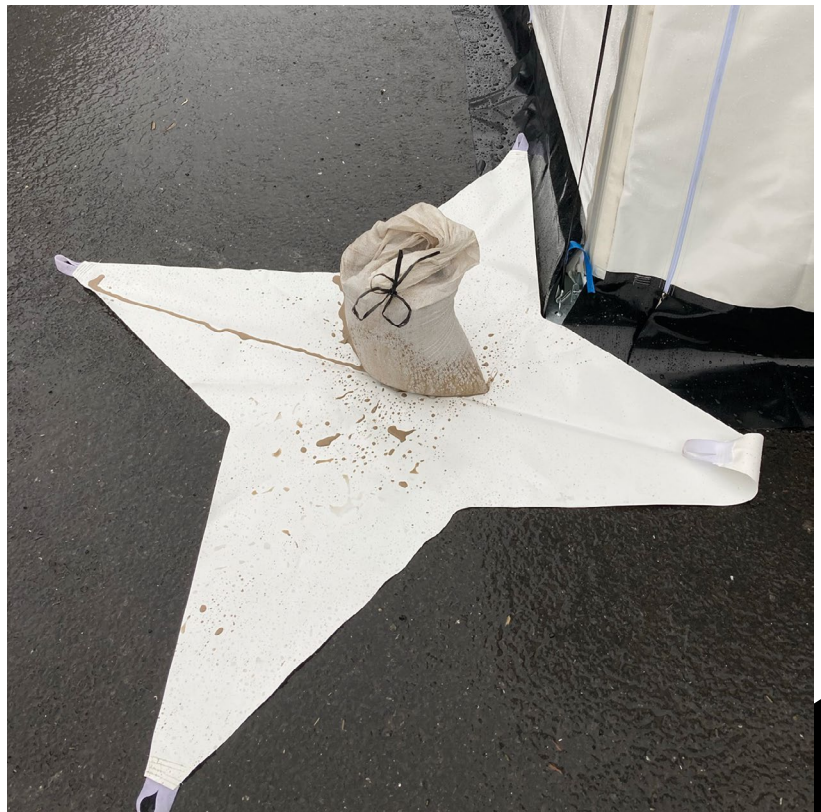
## STEP 1

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

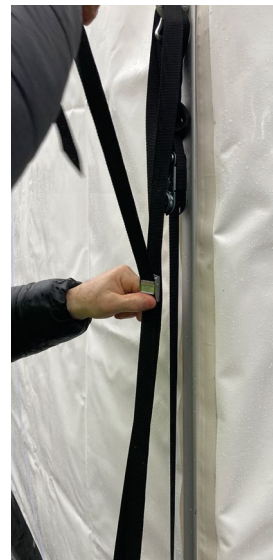
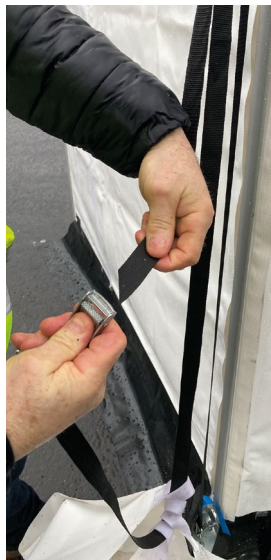
List all 4 corners up to one point and thread the 2.5m strap through the 4 loops.



# 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.





# MTU DEPLOYMENT OF WATER BALLAST

Study the 'Wind Management' / 'Ballast table' and decide on the suitable ballast weight required to secure the awning.

## Water Source

- Standpipe/Hose Pipe
- Water Ballast Tank
- 25L Plastic Refillable Drum

## STEP 1

### Filling a 25kg PVC Water Ballast:

After deciding on the method of filling, place the PVC Water ballast bladder at the base of each of the corner posts. You can partially fill the bladder at the source of the water or fill it in situ. **CAUTION:** The maximum permissible weight one person should lift is 25kg but consult your risk assessment and Health & Safety manual for further guidance.



## STEP 2

If only 25kg, one person can lift the bladder into place manually. If you have the use of a trolley, this can be used to partially or fully filled bladder into position.



**ALL CORNER POSTS HAVE TO HAVE BALLAST,**  
as per the 'Wind Management' / 'Ballast Table'

## STEP 3

Using the 2.5m cam buckle strap, threaded one end through loops on the 25kg bag or eyelet on the 50kg ballast bag.



## STEP 4

Thread the strap through the eye ring on the corner post and tension. Tidy up excess strapping by wrapping it around the strap.

# | DRIVE BY AWNING

All poles labelled red, all sheeting labelled red.

## | 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.



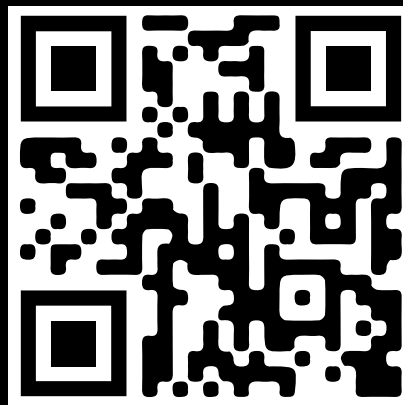
### Periodic Inspections

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.



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



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