



CTE's Drouin, Victoria facility — built and finished on-site.

OPERATING MANUAL

CTE Tiltslide

How to set up, load, secure and maintain your CTE tilt slide.

Applies to all CTE tiltslide builds — current as of the edition date below. Where an option described here isn't fitted to your build, skip that step.

VERSION

1.0 — PDF edition

DATE

October 2026

PREPARED BY

CTE Product Support

APPLIES TO

All CTE tiltslide builds (generic — not build-specific)

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Overview

This manual covers the standard operation of every CTE tilt slide. Keep a copy in the cab, and use the QR codes below any time you need the current digital version or a fast visual refresher.



Digital Operating Manual

Always the current edition



4-Minute Quick Start Video

The fast way to get going

BEFORE YOU START

This manual is a guide, not a substitute for judgement. Tiltslides are used across widely different sites, loads and conditions — always survey the site before you start: check the ground is firm and level, that traffic is controlled or diverted if needed, and that there is enough clear space behind and beside the unit for the full loading sequence.

Wear the PPE your site requires (high-vis, steel-capped boots and gloves as a minimum) and keep bystanders clear of the tray, winch line and slide path for the entire operation.

Our policies

Warranty Policy	ctequip.com.au/warranty/
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Terms & Conditions	ctequip.com.au/terms-and-conditions/
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Privacy Policy	ctequip.com.au/privacy-policy/
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FOLLOW CTE

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Thank you for choosing CTE

Congratulations on your new CTE tilt slide, and thank you for putting your trust in us. Every unit that leaves our Drouin facility carries two decades of purpose-built engineering, and we're proud of what goes into it. We look forward to backing you and your business for the long haul, however you put this unit to work.

About CTE

CTE — Custom Transport Equipment Pty Ltd is an Australian manufacturer specialising in bespoke tilt slide truck bodies and semi-trailers for the heavy equipment transport sector. Founded in 2007 and recognised as Australia's tilt slide specialist, we control the entire process end-to-end — in-house engineering through to full production — at our purpose-built facility in Drouin, Victoria.

Our success rests on a simple foundation: a high-quality, reliable product backed by service that delivers real outcomes for our customers. Beyond manufacturing, we support operators throughout the life of their equipment with maintenance, repairs, full refurbishment, and a dedicated spare parts department. CTE is Australian owned and Australian made, supported by a fully Australian-based supply chain.

2007 Company established	1000+ Tilt slides & trailers delivered	End-to-end In-house engineering to production	100% Australian owned & made
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“We measure our success by the success of the people around us. When our customers, our suppliers and our own team thrive, so do we — and that belief shapes how we build, who we partner with, and the standards we hold.”

What drives us

Reliability	We build equipment our customers can depend on, every time.
Accountability	We take ownership of our work and lead by example.
Safety	We protect our people and everyone who uses what we build.
Collaboration	We work as one team — with each other and alongside our customers.
Innovation	We set the standard and never stop improving.

Troubleshooting

The two most common calls we get, answered up front. For anything not covered here, call CTE on (03) 5625 5408.

Replacing your remote batteries

Open the battery cartridge on the back of the remote. All four batteries must be removed and replaced together — do not mix old and new batteries. Fit four new high-quality batteries of the size specified on the cartridge, matching polarity, then close the cartridge and test the green power button before returning to work.

Pairing a new remote

-
- | | |
|----|---|
| 01 | At the hydraulic valve bank, locate the loader remote receiver box positioned near the valve bank. |
| 02 | Ensure the emergency-stop button is pushed in. |
| 03 | Set the hydraulic operation selector to REMOTE. |
| 04 | Release the emergency-stop button by twisting or pulling it out. |
| 05 | Check the receiver box. A red LED in the top-left corner should now be flashing, indicating that the receiver is ready to pair. |
| 06 | While the red LED is flashing, press and hold the following two buttons on the handheld remote at the same time: Green ON button and F1 – Winch In button . |
| 07 | Confirm that the red LED on the handheld remote remains solid while both buttons are being held. |
| 08 | Continue holding both buttons for approximately 20 seconds, then release both buttons. The remote should now be paired with the receiver. |
-

TESTING THE REMOTE

Carefully test the remote by briefly operating the winch or tray functions. Ensure each button operates the correct function and stop immediately if the equipment responds unexpectedly.

IF THE REMOTE DOES NOT PAIR

Push the emergency-stop button in, wait several seconds and repeat the programming procedure. Ensure both remote buttons are held continuously for the full 20 seconds.

Initial setup

Depending on the options fitted to your build, some steps below may not apply — if an option you don't have is described, skip it and move to the next step.



Tray flat and stowed — starting position

- 01 Position the rear of the tiltslide approximately 4 metres from the object being loaded.
- 02 Apply the handbrake and activate hazard lights, rotating beacons and strobes (if fitted) to warn traffic of the loading manoeuvre.
- 03 **Manual transmission only:** depress the clutch, shift to neutral, engage the P.T.O. (switch or lever) to ON, then release the clutch.
- 04 Proceed to the control bank, normally behind the passenger-side rear wheel. The instruction plate mounted under the control levers shows the designation and direction of each lever.
- 05 If fitted with the remote option, turn the rotary cam switch at the valve bank to “Local” to operate from the control bank, or “Remote” to use the handheld remote — the sequence is identical either way (see Loading Sequence).



WARNING

Failure to depress the clutch when engaging or disengaging the P.T.O. will cause serious damage to the P.T.O. Never drive the vehicle with the P.T.O. engaged — this will damage the hydraulic pump and/or gearbox.

Loading sequence

The valve bank and the remote drive the exact same hydraulics — every step below happens the same way whichever you use. Each phase shows both side by side.



WARNING

At the valve bank there is a clearly marked Emergency Stop button (the red button on the remote does the same job). If hydraulic operation ever needs to stop — or you notice a hydraulic leak — hit it immediately to divert oil back to the tank.

1. Prepare the truck



Tray flat, ready to prepare

- 01 For the best load angle, release air from the suspension if a dump valve is fitted.
- 02 If fitted, lower both hydraulic stabiliser legs from the control bank — these cannot be controlled from the remote.

VALVE BANK (LOCAL)

Lower the stabiliser legs using the control-bank levers. No remote equivalent — stabiliser legs are control-bank only.

REMOTE

Not applicable — stabiliser legs must be lowered from the control bank even when the rotary switch is set to Remote.

2. Slide back and tilt up



Tray fully slid back, tilted and extended to the ground

- 01 Hold SLIDE in “BACK” until the tray has moved roughly ½ metre — this clears the safety locks on the sub-frame.
- 02 Hold TILT in “UP” until the tray has lifted roughly 1 metre above the sub-frame.
- 03 Hold SLIDE “BACK” again — adjust the throttle control (if fitted) to speed up the slide. The tray runs out and stops automatically at full extension.
- 04 Hold TILT “UP” until the end of the tray touches the ground.

VALVE BANK (LOCAL)

Levers marked SLIDE and TILT at the control bank. Throttle control (if fitted) adjusts engine RPM to control slide speed — do not exceed the hydraulic pump's or truck's maximum RPM.

REMOTE

The same SLIDE and TILT functions are mapped to clearly marked buttons on the remote.

3. Winch the load on



Winching the load up the tray at a low angle

- 01 The tray is now at a low angle, ready to winch. DISENGAGE the winch clutch (air switch at the control bank) so the winch freewheels — pull the rope out to the object by hand.
- 02 ENGAGE the winch clutch: gently push WINCH to “IN” and wait for it to engage. Take up slack slowly and watch the load start moving onto the tray.
- 03 Winch the load forward, leaving enough room to tie it down correctly — exact position depends on the load's weight and the truck's permissible axle loads.

VALVE BANK (LOCAL)

Air switches at the control bank engage/disengage the winch clutch; lever marked WINCH controls direction.

REMOTE

A dedicated button disengages/engages the winch clutch; the WINCH function is mapped to a remote button in the same IN/OUT sense as the lever.

4. Lower, slide forward and secure



Load nearly forward, tray levelling out

- 01 Move TILT to “DOWN” just enough to stop the tray dragging on the ground, then hold SLIDE “FWD” until the tray is roughly halfway forward.
- 02 Hold TILT “DOWN”, releasing before the tray is horizontal. Secure the REAR of the load now, while the tray is still inclined — this stops a wheeled load rolling forward into the winch and headboard.
- 03 Hold TILT “DOWN” until the tray rests on the slide frame, then hold SLIDE “FWD” until the tray is all the way forward under the safety body locks.
- 04 Secure the front of the load with chains or other approved devices. **Never use the winch cable to secure a load for transport.**

VALVE BANK (LOCAL)

All four lever functions above (TILT, SLIDE) at the control bank, exactly as in phases 1–3.

REMOTE

Same TILT and SLIDE buttons as phases 1–3 — no new controls are introduced in this phase.

Before you drive off

When loading a container, do not fit pins until the tray is slid all the way forward, and remove pins before sliding the tray rearward.

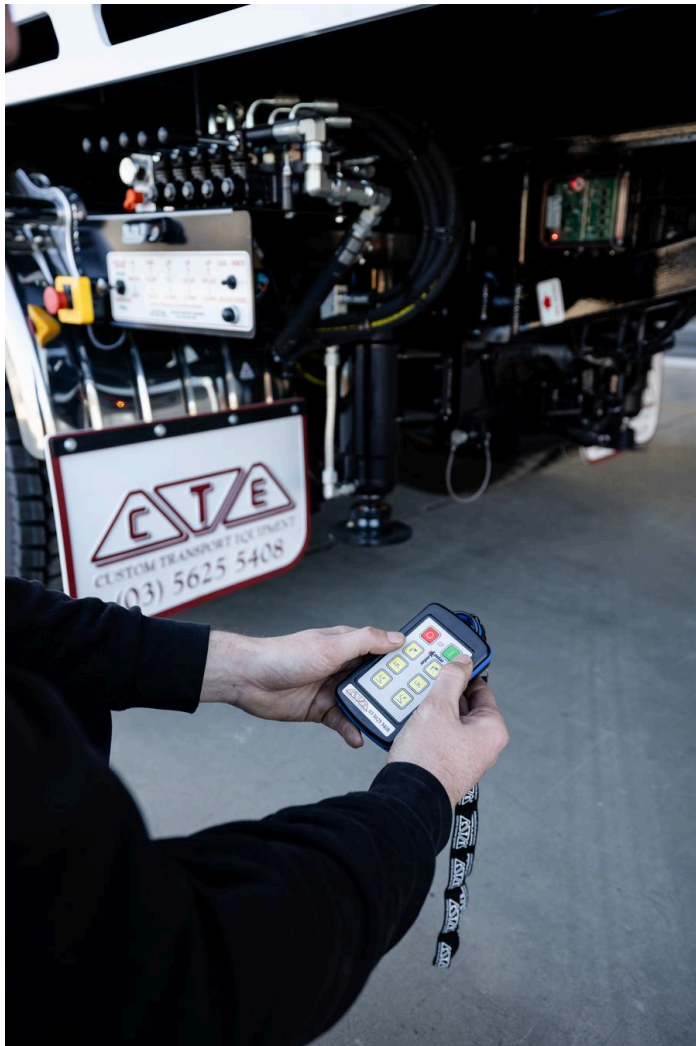
Raise the truck to ride height if necessary. Manual transmission: depress the clutch, disengage the P.T.O., release the clutch. Switch off hazard lights, beacons and strobes — it is illegal to travel with strobe lights on.



Secured flat, ready to travel

Remote operation

A Toggle switch at the hydraulic valve bank chooses which one is live. Turn it to “Local” to use the control-bank levers as described on the previous pages, or “Remote” to use the handheld unit — every step, and every warning, is identical either way. Only the stabiliser legs stay control-bank only.



The valve bank and handheld remote, side by side

- The red button on the remote does exactly the same job as the Emergency Stop push-button at the valve bank.
- Each remote button is labelled to match its corresponding lever at the control bank — the instruction plate under the levers shows the same designations.
- When changing batteries, remove all four from the cartridge together and replace with four matching high-quality batteries — never mix old and new.
- If the remote stops responding, see Troubleshooting for battery and pairing guidance before calling CTE.

Optional add-ons

CTE builds are customised — not every unit has every option below. This section grows as detailed photos and step-by-step guidance are confirmed for each add-on.

TIE DOWNS

The keyhole chain-down points on the tray support a maximum lashing capacity of 3 tonnes per point. The chain must sit at no more than 45° to the deck — exceeding that angle reduces the point's effective rated capacity and is not covered by this rating.

Wheel lift operations

The under-body wheel lift is designed to tow cars and trailers. It is rated with both a lift capacity and a rated towing capacity — do not exceed the maximum of either limit. Towing limits are as per the rating plates fitted to the unit (see below); it is the operator's responsibility to ensure the car being towed is suitable for towing with this equipment.



Under-body wheel lift and tow bar assembly, stowed at the rear of the unit



Safety pin at the wheel lift lock — must be installed at all times while in transit

WHEEL LIFT LOCK

- 01 Ensure the wheel lift mechanical lock is released before operating the wheel lift in and out.
- 02 Ensure the wheel lift mechanical lock is released before operating the wheel lift up and down.
- 03 Ensure the mechanical locks are re-instated prior to driving.

Loading a vehicle on the wheel lift

- 01 Using the hydraulic controls, extend the wheel lift boom out to maximum reach when transporting cars only.
- 02 Lower the wheel lift to the ground.
- 03 Slide out the support arms.
- 04 Locate the car over the wheel lift.
- 05 Locate the rear support arms as close as possible to the rear of the tyres.
- 06 Using the hydraulics, lift the wheel lift to the desired travel height.
- 07 Fit safety straps to ensure the vehicle is secure and safe, using 2500kg-rated straps and ratchets.
- 08 Release the car's hand brake.
- 09 Leave the car in neutral if it is towed on its driven wheels. If the vehicle is not towed on the driven wheels, engage gears and hand brake instead.
- 10 Ensure the extension lock is engaged at all times when in transit, whether retracted or extended.
- 11 When using the tow bar, the wheel lift must be fully retracted with both mechanical pins installed.



Tow bar / wheel lift assembly, fully retracted with mechanical pins fitted



WHEEL LIFT — SAFETY WARNINGS

- 01 DO NOT ALLOW ANY PART OF YOUR BODY UNDER THE WHEEL LIFT OR CAR WHEN IN THE RAISED POSITION.
- 02 ENSURE MECHANICAL LOCKS ARE ENGAGED WHILE IN TRANSIT.
- 03 THE EXTENSION LOCK MUST BE ENGAGED EVERY TIME THE WHEEL LIFT IS LOADED WITH A VEHICLE OR TOWING A TRAILER.
- 04 THE WHEEL LIFT IS NOT TO BE USED FOR RECOVERY OR SALVAGE WORK.
- 05 DO NOT EXCEED RATED WEIGHT CAPACITIES.
- 06 THE OPERATOR MUST ALWAYS ENSURE THAT LOCKS ARE ENGAGED AND DISENGAGED CORRECTLY WHEN OPERATING THE WHEEL LIFT.
- 07 DO NOT ATTEMPT TO OVERRIDE MANUALLY AS THIS COULD CAUSE DANGERS.

Rating plates

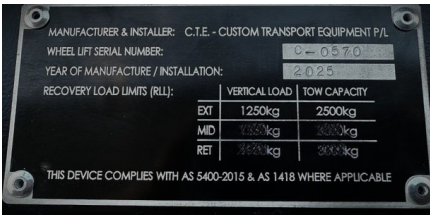
Read the rating plates fitted to your specific unit before towing — the figures below are examples from a representative unit and may not match your build's serial number or capacities.



Tow bar rating plate — VSG16 ratings



Tow bar rating plate — ATM, vertical load and D-value



Wheel lift rating plate — serial number and recovery load limits

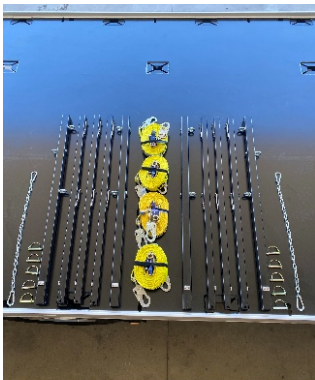
Fall protection installation (optional)

If your tilt tray has the fall protection provision and the fall protection kit, installation is quick and easy. The fall protection poles are stored in a dedicated storage space underneath the tray, and the remaining components (straps and chains) are stored in the toolbox.



Fall protection installed along the tray

- 01 Secure all poles into the designated fall protection provisions in the floorsheet, and lock each pole in place with its pin.
- 02 Once all poles are in place, thread the strap through the holes in the poles and tighten. Do not over-tighten.
- 03 At the front step, secure the chain from the final pole to the headboard to close off the tray entry point.



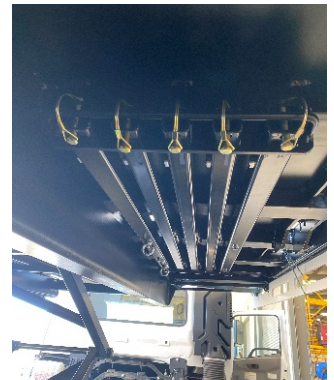
Kit laid out: poles, straps and chains



Strap secured through the poles



Pole storage space under the tray



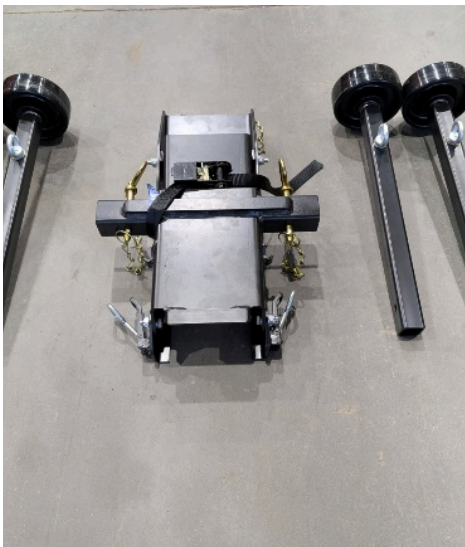
Poles stored in their brackets

Motorcycle dolly (optional)

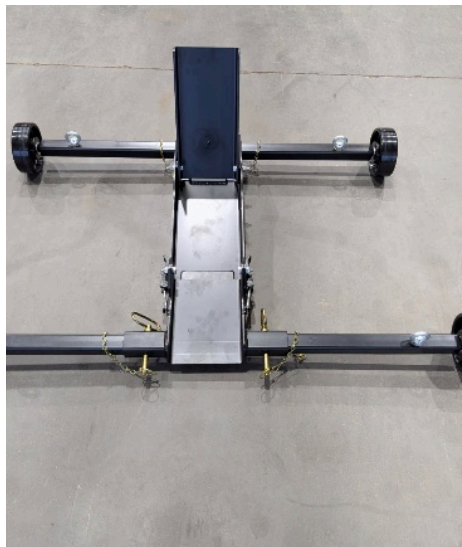
If your tilt tray has the optional motorcycle dolly, follow the steps below to remove it from the chassis mount and set it up.

- 01 Remove the securing pins and slide the dolly out of the chassis mount.
- 02 Collect the four dolly legs, which are stored underneath the tray behind the toolbox (for security purposes). You should have 4 legs and the dolly package.
- 03 Fold open the dolly and secure it in the open position.
- 04 Insert and secure the four legs with wheels.
- 05 To secure a motorcycle to the dolly, use the strap to secure the front wheel.
- 06 Tie the dolly down securely to the tray.

Storage: depending on your chassis layout, the dolly can be stored either horizontally or vertically on the chassis mount.



Dolly and its four legs



Dolly open with legs fitted



Dolly stored on the chassis mount

Safety & service information

Underbody prop

If working under the body or tray, use the safety prop provided before the vehicle is turned off, in case of hydraulic or mechanical failure. The prop is for use on an UNLADEN tray only, and locates into the angle stopper that is only accessible once the tray is fully extended and lifted. Remove any load from the tray before propping.

Hydraulic system

- Hydraulic oil: ISO 68 or equivalent — approximately 90 litres.
- Change the oil filter cartridge after the first six months of operation, then once a year.
- Drain all oil and replace every second year.



WARNING

Check the hydraulic oil level after the first week of operation, with the tray in travelling position and all cylinders closed.

Lubrication

- Winch gearbox oil is required on APE winches only — SAE 80W/140, refer to the winch manual for volume.
- Tray pivot: 2 grease nipples. Underbody stabilisers: 4 grease nipples. Hydraulic stabiliser legs: 1 grease nipple per leg. Check the winch itself for its own grease points (varies by brand).



WARNING

Slide the body all the way back to reach these points — do NOT lift the tray up to access them. If working under the body/tray, the safety prop must always be used and the vehicle turned off in case of hydraulic or mechanical failure.

PTO & PUMP

All PTO and pump mounting bolts must be re-torqued at the first service — failure to do so can cause a malfunction. See the owner's manual for torque specifications.

TOW BAR

The tow bar must be retracted before operating the tilt tray. Not doing so will bend and jam the tow bar.

References

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- 01 **WorkSafe WA — Industry guidance for the safe operation of tilt-tray vehicles**
<https://www.commerce.wa.gov.au/publications/industry-guidance-safe-operation-tilt-tray-vehicles>
-
- 02 **National Heavy Vehicle Regulator — Load Restraint Guide**
<https://www.nhvr.gov.au/road-access/loading/load-restraint-guide>
-
- 03 **WA Work Health and Safety (General) Regulations 2022**
https://www.legislation.wa.gov.au/legislation/statutes.nsf/law_s53267.html
-
- 04 **AS/NZS 3775.2–2004 — Chain slings, grade T, part 2: Care and use**
Purchase via Standards Australia — saiglobal.com (no free public copy available)
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- 05 **SafeWork NSW — safety alert: super tilt & heavy vehicle recovery trucks and trailers**
<https://www.safework.nsw.gov.au/safety-alerts/safety-alerts/working-with-super-tilt-heavy-vehicle-recovery-trucks-and-trailers,-safety-alert>
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Take the time to read the guidance above, along with any information or regulations set by your own state or territory authority — requirements vary by jurisdiction.



There's no substitute.