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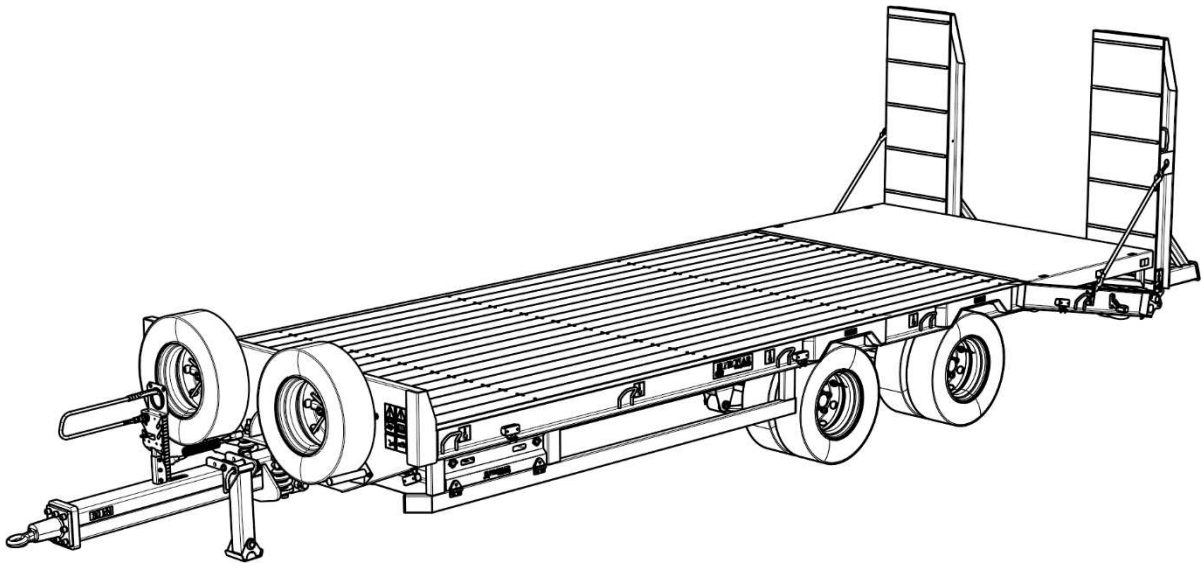
OPERATOR'S MANUAL

AGRICULTURAL TRAILER

PRONAR RC2100-2

TRANSLATION OF THE ORIGINAL INSTRUCTIONS



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EN

Thank you for purchasing our trailer. In the interests of your safety and care for the reliability and durability of the machine, we ask that you familiarise yourself with the content of this manual.

Remember!!!

Before using the trailer for the first time, check if the wheels are properly tightened!!! Regularly check the technical condition of the machine in accordance with the attached schedule.

INTRODUCTION

Information contained herein is current at date of publication. As a result of improvements, some numerical values and illustrations contained in this publication may not correspond to the factual specification of the machine supplied to the user. The manufacturer reserves the right to introduce design changes in machines produced that facilitate operation and improve the quality of their work, without making minor amendments to this Operator's Manual.

This Operator's Manual is an integral part of the machine's documentation. Before using the machine, the user must carefully read this Operator's Manual and observe all recommendations. This guarantees safe operation and ensures malfunction free work of the machine. The machine is designed to meet obligatory standards, documents and legal regulations currently in force.

The manual describes the basic safety rules and operation of trailer Pronar RC2100-2.

If the information stated in the Operator's Manual needs clarification then the user should refer for assistance to the sale point where the machine was purchased or to the Manufacturer.

MANUFACTURER'S ADDRESS:

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SYMBOLS APPEARING IN THIS OPERATOR'S MANUAL

Information, descriptions of danger and precautions and also recommendations and prohibitions associated with user safety instructions are marked:

and also preceded by the word **"DANGER”.** Failure to observe the instructions may endanger the machine operator's or other person's health or life.

Particularly important information and instructions, the observance of which is essential, are distinguished in the text by the sign:

and also preceded by the word **"ATTENTION".** Failure to observe the instructions may lead to damage to the machine as a result of improper operation, adjustment or use.

In order to focus the user's attention on the need to perform maintenance, the relevant section of the Operator's Manual is marked with the pictogram:

Additional tips and advice for machine operation are marked:

and also preceded by the word **"TIP".**

DIRECTIONS USED IN THIS OPERATOR'S MANUAL

Left side – side to the left hand of the operator facing in the direction of machine's forward travel.
Right side – side to the right hand of the operator facing in the direction of machine's forward travel.

REQUIRED SERVICE ACTIONS

Service actions described in the manual are marked: ➡

Result of service/adjustment actions or comments concerning the performance of actions are marked: ⇨

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EC DECLARATION OF CONFORMITY OF THE MACHINERY

PRONAR Sp. z o.o. declares with full responsibility, that the machine:

Description and identification of the machinery	
Generic denomination and function:	**AGRICULTURAL TRAILER**
Type:	**RC2100**
Model:	- - - - -
Serial number:	
Commercial name:	**AGRICULTURAL TRAILER PRONAR RC2100** **AGRICULTURAL TRAILER PRONAR RC2100-1** **AGRICULTURAL TRAILER PRONAR RC2100-2**

to which this declaration relates, fulfills all the relevant provisions of the Directive **2006/42/EC** of The European Parliament and of The Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (Official Journal of the EU, L 157/24 of 09.06.2006).

The person authorized to compile the technical file is the Head of Research and Development Department at PRONAR Sp. z o.o., 17-210 Narew, ul. Mickiewicza 101A, Poland.

This declaration relates exclusively to the machinery in the state in which it was placed on the market, and excludes components which are added and/or operations carried out subsequently by the final user.

Z-CA DYREKTORA
d/s technicznych
członek zarządu
Roman Omelianiuk

Narew, the 1.12.2014

Place and date

Full name of the empowered person position, signature

CONTENTS

SECTION

1

BASIC INFORMATION

1.1 IDENTIFICATION

1.1.1 TRAILER IDENTIFICATION

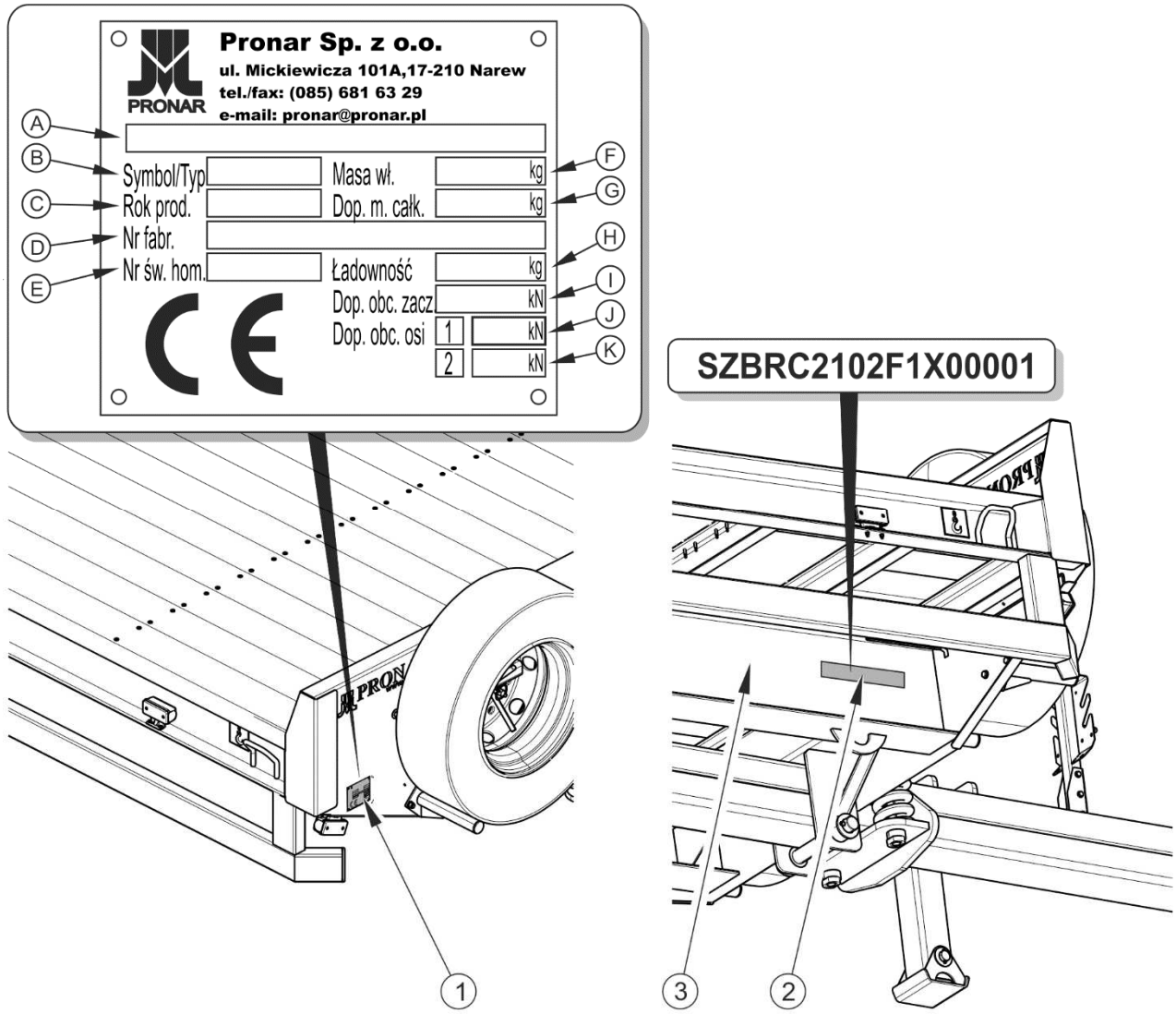


FIGURE 1.1 Location of the data plate and serial number

(1) data plate, (2) example of serial number, (3) right longitudinal member of lower frame

The trailer is marked with data plate (1), located on the trailer's front wall and with serial number (2) located on a gold painted rectangle. The serial number is stamped on the right longitudinal member of the frame. When buying the trailer check that the serial numbers on the machine agree with the number written in the *WARRANTY BOOK*, in the sales documents and in the *OPERATOR'S MANUAL*.

TABLE 1.1 Markings on data plate

ITEM	MARKING
A	General description and purpose
B	Symbol / type of trailer
C	Trailer's year of manufacture
D	Seventeen digit serial number (VIN)
E	Official certificate number
F	Tare weight
G	Maximum gross weight
H	Carrying capacity
I	Permissible hitching system loading
J	Permissible front axle load
K	Permissible rear axle load

1.1.2 AXLE IDENTIFICATION

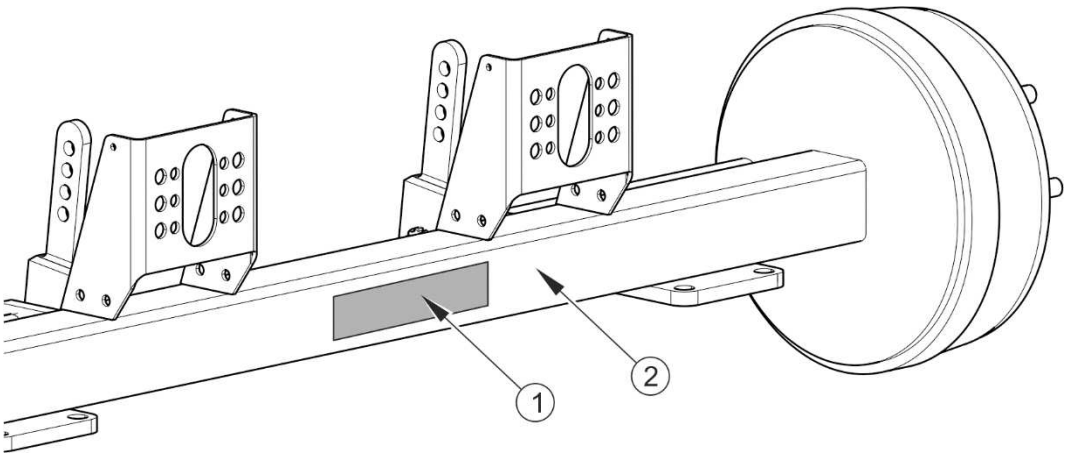


FIGURE 1.2 Location of the axle data plate

(1) data plate, (2) wheel axle

The factory number of the axle shaft and its type are stamped onto the data plate (2) secured to the axle shaft beam (1) – figure (*1.2*).

1.1.3 LIST OF SERIAL NUMBERS

TIP

If spare parts have to be ordered or if problems occur, it is very often necessary to give the factory numbers of parts or the VIN number of the trailer. Therefore, it is recommended that these numbers are inscribed in the table (1.2).

TABLE 1.2 List of factory numbers

VIN																
S	**Z**	**B**	**R**	**C**	**2**	**1**	**0**	**2**			**X**					
AXLE FACTORY NUMBER																

1.2 INTENDED USE

The trailer is designed for transporting agricultural and construction machines and the loads which can be properly secured against moving during travel (loads placed in boxes, containers, on pallets etc.). Transporting people, animals, bulk and hazardous materials is prohibited and regarded as contrary to the intended purpose of the trailer. During the use of the machine comply with all road traffic regulations and transport regulations in force in the given country, and any breach of these regulations is regarded by the Manufacturer as use contrary to its intended purpose.

ATTENTION

The trailer must not be used for purposes other than those for which it is intended. The user MUST NOT:

- **transport people, animals, hazardous materials, chemically aggressive loads that will corrode the structural elements of the trailer (causing corrosion of steel, destruction of paint coat, dissolving plastic elements and destruction of rubber elements etc.),**
- **transport incorrectly secured load, which during travel may cause contamination of the road and natural environment,**
- **transport incorrectly secured load, which during travel may change its position on the load platform or fall out of the load platform,**
- **transport load whose centre of gravity may destabilise the trailer and threaten safety during travel,**
- **transport loads, which have uneven load distribution and/or overload axles and suspension elements.**

The trailer is designed according to current safety requirements and engineering standards. The brake system and the light and indicator system meet the requirements of road traffic regulations. The maximum speed of the trailer on public roads in Poland is 30 km/h (pursuant to Traffic Law Act of June 20th 1997, article 20). In the countries where the trailer is used, the limits stipulated by the road traffic legislation in force in a given country must be observed. The trailer speed must not, however, be greater than the maximum design speed of 60 km/h.

Using it as intended also involves all actions connected with the safe and proper operation and maintenance of the machine. Due to the above, the user is obliged to:

- carefully read the *OPERATOR'S MANUAL* of the trailer, *WARRANTY BOOK* and comply with the recommendations contained in these documents,
- understand the trailer's operating principle and how to operate it safely and correctly,
- adhere to the established maintenance and adjustment plans,
- comply with general safety regulations while working,
- prevent accidents,

- comply with the road traffic regulations in force in a given country, in which the trailer is used,
- carefully read the Operator's Manual and comply with its recommendations,
- only hitch the trailer to an agricultural tractor which fulfils all the requirements specified by the trailer's Manufacturer.

The trailer may only be used by persons, who:

- are familiar with the contents of this publication and with the contents of the agricultural tractor Operator's Manual,
- have been trained in trailer operation and work safety,
- have the required authorisation to drive carrying vehicles and are familiar with the road traffic regulations and transport regulations.

TABLE 1.3 Requirements for agricultural tractor

CONTENTS	UNIT	REQUIREMENTS
Brake system - sockets		
Hydraulic system		sockets compliant with ISO 7421-1
Double conduit pneumatic system		according to PN-ISO 1728
Nominal pressure of the system		
Hydraulic system	bar / MPa	150 / 15
Double conduit pneumatic system	bar / KPa	6.5/ 650
Electrical system		
Electrical system voltage	V	12
Connection socket	-	7-pole compliant with ISO 1724
Hydraulic system		
Hydraulic oil	-	L HL 32 Lotos
Maximum system pressure	bar / MPa	160 / 16
Tractor hitches		
Type	-	Transport hitch
Minimum lift capacity (vertical load) of the hitching system	kg	3,000

CONTENTS	UNIT	REQUIREMENTS
Other requirements		
Minimum tractor power demand	kW(hp)	76.4 (104)

ATTENTION

Use of other oil is permitted on condition that it may be mixed with the oil used in the trailer. Detailed information can be found on the product information card.

1.3 EQUIPMENT

TABLE 1.4 RC2100-2 trailer equipment

EQUIPMENT	STANDARD	ADDITIONAL	OPTION
THE OPERATOR'S MANUAL	•		
WARRANTY BOOK	•		
Connection lead for the electrical system	•		
Floor planks (coniferous wood planks)	•		
Single conduit hydraulic braking system	•		
Double conduit pneumatic braking system with ALB regulator			•
1-line pneumatic system with ALB regulator			•
2-line pneumatic system with manual regulator			•
Combined braking system (double conduit pneumatic braking system + hydraulic system)			•
Combined braking system (double conduit pneumatic braking system + hydraulic braking system with mechanical safety valve)			•

EQUIPMENT	STANDARD	ADDITIONAL	OPTION
Combined braking system (double conduit pneumatic braking system + hydraulic braking system with electrical safety valve and braking force regulator)			•
Drawbar set with rotating drawbar eye ∅50	•		
Drawbar set with ball drawbar eye ∅80			•
Drawbar set with fixed drawbar eye ∅50			•
Drawbar set with fixed drawbar eye ∅40			•
Ramp folding mechanism	•		
Hydraulic system of the ramps			•
Widened ramps			•
Lateral protections (shields)	•		
Fixing lugs	•		
Mechanical support foot	•		
Support leg, hydraulic			•
Water tank		•	
Toolbox		•	
Slow-moving vehicle warning sign		•	
Reflective warning triangle		•	
Spare wheel (1 or 2 pcs)		•	
Ramp floor insert		•	
Rear under-run protective device		•	
Rear under-run protective device (widened ramps)		•	

1.4 TERMS & CONDITIONS OF WARRANTY

PRONAR Sp. z o.o. Narew guarantees the reliable operation of the machine when it is used according to its intended purpose as described in the *OPERATOR'S MANUAL*. The repair period is specified in the *WARRANTY BOOK.*

The warranty does not cover those parts and sub-assemblies of the machine which are subject to wear in normal usage conditions, regardless of the warranty period. Consumables include the following parts/sub-assemblies:

- drawbar hitching eye,
- tyres,
- brake shoes,
- bulbs and LED lamps,
- seals,
- bearings,
- floor planks.

The warranty service only applies to such cases as: mechanical damage which is not the user's fault, factory defects of parts, etc.

In the event of damage arising from:

- mechanical damage which is the user's fault, damage caused by road accidents,
- incorrect use, adjustment or maintenance, use of the trailer for purposes other than those for which it is intended,
- use of damaged machine,
- repairs carried out by unauthorised persons, repairs carried out improperly,
- making unauthorised alterations to machine design,

the user will lose the right to warranty service.

TIP

Demand that the seller carefully and precisely fills out the Warranty Book and guarantee repair coupons. A missing date of purchase or sale point stamp may make the user ineligible for any warranty repair or refund.

The user is obliged to report immediately on noticing any wear in the paint coating or traces of corrosion, and to have the faults rectified whether they are covered by the warranty or not. For detailed Terms & Conditions of Warranty, please refer to the *WARRANTY BOOK* attached to each newly purchased machine.

Modification of the trailer without the written consent of the Manufacturer is prohibited. In particular, do NOT weld, drill holes in, cut or heat the main structural elements of the machine, which have a direct impact on the machine operation safety.

1.5 TRANSPORT

The trailer is ready for sale completely assembled and does not require packing. Packing is only required for the machine's technical documentation and any extra equipment. The trailer is delivered to the user either transported on a vehicle or, after being attached to a tractor, independently (trailer towed with a tractor).

1.5.1 TRANSPORT ON VEHICLE

Loading and unloading of trailer from vehicle shall be conducted using loading ramp with the aid of an agricultural tractor. During work, adhere to the general principles of occupational health and safety (OHS) applicable to reloading work. Persons operating reloading equipment must have the qualifications required to operate these machines. The trailer must be properly connected with the tractor according to the requirements in this Operators Manual. The trailer braking system must be started and checked before driving off or onto ramp.

ATTENTION

When being road transported on a motor vehicle the trailer must be mounted on the vehicle's platform in accordance with the transport safety requirements and the regulations.

Driver of the vehicle should be particularly careful during travel. This is due to the vehicle's centre of gravity shifting upwards when loaded with the machine.

Use only certified and technically reliable securing measures. Carefully read the information contained in the Operator's Manuals for the given securing measures.

The trailer should be attached firmly to the platform of the vehicle using straps or chains fitted with a tightening mechanism. Securing elements should be attached to the transport catches designed for this purpose (1) – figure *(1.3*), or permanent structural elements of the trailer (longitudinal members, crossbars etc.) Transport catches (hooks and eyes) are welded to upper longitudinal frame (2), with one pair on each side of the trailer. Use certified and technically reliable securing measures. Worn straps, cracked securing catches, bent or corroded hooks as well as elements damaged in a different way may be unsuitable for use. Carefully read the information contained in the Operator's Manual for the given securing measure. Chocks, wooden blocks or other objects without sharp edges should be placed under the wheels of the trailer to prevent it from rolling. Trailer wheel blocks must be nailed to the low platform planks of the vehicle or secured in another manner preventing their movement. The number of securing elements (cables, straps, chains and stay etc.) and the force necessary for their tensioning depends on a number of things, including weight of the trailer, the construction of vehicle carrying trailer, speed of travel and other conditions. For this reason it is impossible to define the securing plan precisely. A correctly secured trailer does not change its position with regard to the transport vehicle. The securing elements must be selected according to the guidelines of the Manufacturer of these elements. In case of doubt apply a greater number of securing straps in order to immobilise the trailer. If necessary, sharp edges of trailer should be protected at the same time protecting the securing straps from breaking during transport.

During reloading work, particular care should be taken not to damage parts of the machine's equipment or the paint coating. The tare weight of the trailer in condition ready for travel is given in table *(3.1).*

DANGER

Incorrect use of securing measures may cause an accident.

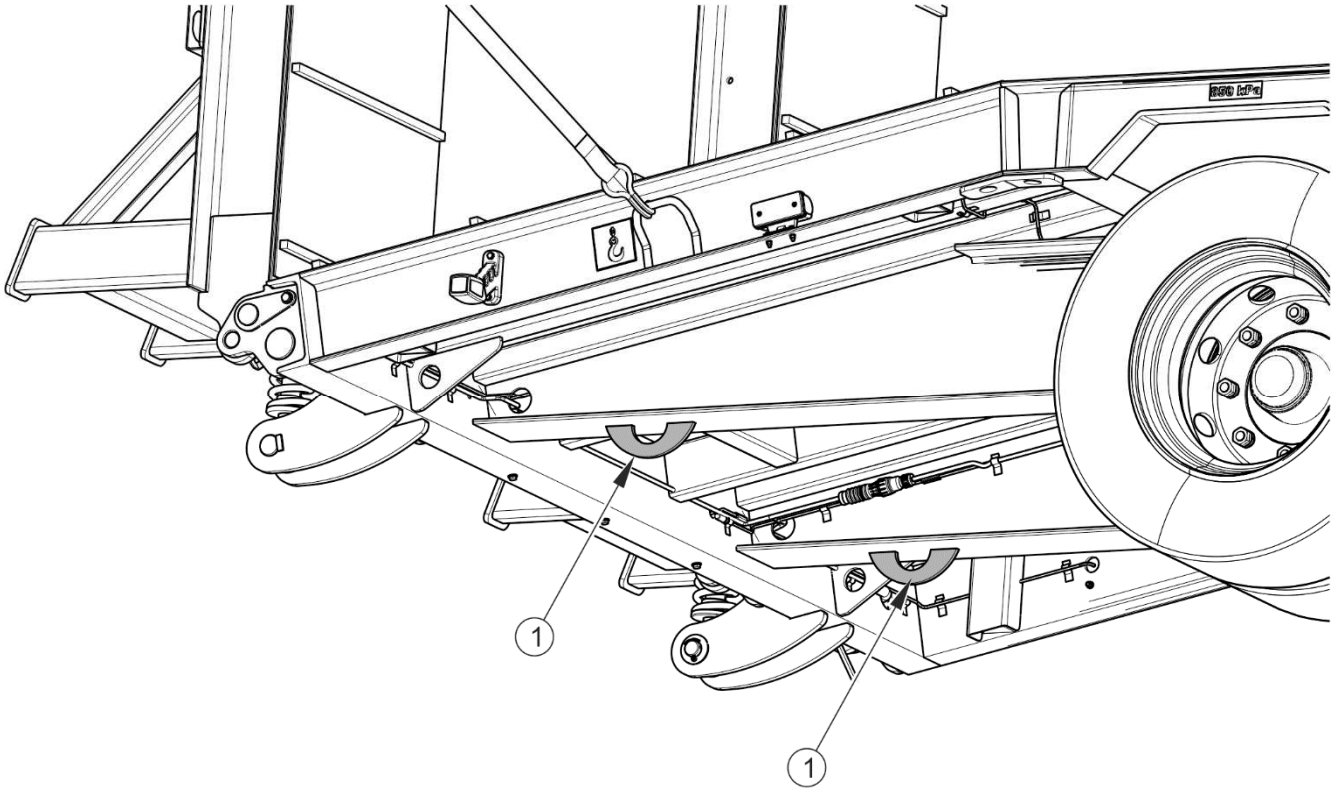


FIGURE 1.3 Positioning of transport lugs

(1) transport lug

1.5.2 INDEPENDENT TRANSPORT BY THE USER

In the event of independent transport by the user after purchase of the trailer, the user must read the trailer Operator's Manual and adhere to the recommendations contained therein. Transport of the trailer by the user involves towing the trailer with own agricultural tractor to destination. During transport adjust travel speed to the prevailing road conditions, but do not exceed the maximum design speed.

ATTENTION

Before transporting independently, the tractor driver must carefully read this operator's manual and observe its recommendations.

1.6 ENVIRONMENTAL HAZARDS

A hydraulic oil leak constitutes a direct threat to the natural environment owing to its limited biodegradability. The negligible solubility of hydraulic oil in water does not cause extreme toxicity of organisms living in the aquatic environment. The formation of a film of oil on the water may be the direct cause of physical action on organism, perhaps causing change of oxygen values in the water because of lack of direct contact of air with the water. An oil leak into water reservoirs may however lead to a reduction of the oxygen content.

While carrying out maintenance and repair work, which involves the risk of an oil leak, this work should take place on an oil resistant floor or surface. In the event of oil leaking into the environment, first of all contain the source of the leak, and then collect the leaked oil using available means. Remaining oil should be collected using sorbents, or by mixing the oil with sand, sawdust or other absorbent materials. The oil pollution, once gathered up, should be kept in a sealed, marked, hydrocarbon resistant container. The container should be kept away from heat sources, flammable materials and food.

DANGER

Used hydraulic oil or gathered remains mixed with absorbent material should be stored in a precisely marked container. Do not use food packaging for this purpose.

Used oil or oil unsuitable for further use due to loss of its properties should be stored in its original packaging in the conditions described above. Waste oil should be taken to the appropriate facility dealing with the re-use of this type of waste. Waste code: 13 01 10. Detailed information concerning hydraulic oil may be found on the product's Material Safety Data Sheet.

TIP

The hydraulic system of the trailer is filled with L-HL32 Lotos hydraulic oil.

ATTENTION

Waste oil should only be taken to the appropriate facility dealing with the re-use of this type of waste. Do NOT throw or pour oil into sewerage or water tanks.

1.7 WITHDRAWAL FROM USE

In the event of decision by the user to withdraw the trailer from use, comply with the regulations in force in the given country concerning withdrawal from use and recycling of machines withdrawn from use. Before commencing dismantling, totally remove the oil from the hydraulic system and reduce air pressure completely in the pneumatic braking system (e.g. using air tank drain valve).

DANGER

During dismantling, use the appropriate tools, equipment (overhead travelling crane, crane or hoist etc.) and use personal protection equipment, i.e. protective clothing, footwear, gloves and eye protection etc.

Avoid contact of skin with oil. Do not allow used hydraulic oil to spill.

Worn out or damaged parts that cannot be reclaimed should be taken to a collection point for recyclable raw materials. Hydraulic oil should be taken to the appropriate facility dealing with the re-use of this type of waste.

SECTION

2

SAFETY ADVICE

2.1 BASIC SAFETY RULES

2.1.1 USE OF TRAILER

- Before using the machine, the user must carefully read this Operator's Manual and the *WARRANTY BOOK*. When operating the machine, the operator must comply with all recommendations contained in the Operator's Manual.
- The trailer may only be used and operated by persons qualified to drive agricultural tractors with a trailer.
- The user is obliged to acquaint himself with the construction, action and the principles of safe usage of the machine.
- If the information contained in the Operator's Manual is difficult to understand, contact the seller who runs the authorised technical service on behalf of the Manufacturer, or contact the Manufacturer directly.
- Careless and incorrect use and operation of the trailer, and non-compliance with the recommendations given in this operator's manual is dangerous to your health.
- Be aware of the residual risk. Use caution when operating this machine and follow all relevant safety instructions.
- The machine must never be used by persons who are not authorised to drive agricultural tractors, including children and people under the influence of alcohol, drugs or other abusive substances.
- Non-compliance with the safety rules of this Operator’s Manual can be dangerous to the health and life of the operator and others.
- The trailer must not be used for purposes other than those for which it is intended. Anyone who uses the trailer other than the way intended takes full responsibility for himself for any consequences of this potentially incorrect use. Use of the machine for purposes other than those for which it is intended by the Manufacturer may invalidate the guarantee.
- The trailer may only be used when all the safety guards and other protective elements are technically sound and correctly positioned. In the event of loss or destruction of the safety guards, they must be replaced with new ones.

- Before lowering the ramps, make certain that there are no bystanders or other obstacles in the ramp lowering zone.
- Be especially careful when lowering or raising the ramps because the ramps are heavy and there is a risk of crushing.

2.1.2 HITCHING AND UNHITCHING FROM TRACTOR

Do NOT hitch the trailer to tractor if the tractor does not fulfil the requirements specified by the Manufacturer (minimum tractor power demand, wrong hitch, etc.) – see table (*1.3*) *REQUIREMENTS FOR AGRICULTURAL TRACTOR*. Before hitching the trailer make certain that oil in external hydraulic system of tractor may be mixed with the hydraulic oil of the trailer.

- Before hitching the trailer check that both machines are in good technical condition.
- While connecting the trailer to the tractor, use the appropriate hitch. After completed hitching of the machines check the safety of the hitch Carefully read the tractor Operator's Manual. If the tractor is equipped with an automatic hitch, make certain that the coupling operation is completed.
- Be especially careful when hitching the machine to the tractor.
- When hitching, there must be nobody between the trailer and the tractor. A person assisting in the trailer hitching should stand in such a place (beyond the area of danger) in which he/she is continuously visible to the tractor driver.
- Hitching and unhitching the trailer may only take place when the machine is immobilised with the parking brake.
- When the trailer hitching is completed, raise the support and set it to transport position.
- While placing the support in transport position or rest position, do not place hand between moving elements of the support. Ensure that the support is properly locked with the use of an interlock.

2.1.3 HYDRAULIC SYSTEM

- The hydraulic system is under high pressure when operating.
- Regularly check the technical condition of the hydraulic connections and conduits. There must be no oil leaks.
- In the event of the hydraulic system malfunction, discontinue using the trailer until the malfunction is corrected.
- When connecting the hydraulic conduits to the tractor, make sure that the hydraulic system of the tractor and the hydraulic system of the trailer are not under pressure. If necessary, reduce residual pressure in the system.
- In the event of injuries being caused by pressurised hydraulic oil, contact a doctor immediately. Hydraulic oil may penetrate the skin and cause infections. In the event of contact of oil with eyes, rinse eyes with a large quantity of water and in the event of the occurrence of irritation consult a doctor. In the event of contact of oil with skin wash the area of contact with water and soap. Do NOT apply organic solvents (petrol, kerosene).
- Use the hydraulic oil recommended by the Manufacturer.
- After changing the hydraulic oil, the used oil should be properly disposed of. Used oil or oil which has lost its properties should be stored in original containers or replacement containers resistant to action of hydrocarbons. Replacement containers must be clearly marked and appropriately stored.
- Do not store hydraulic oil in packaging designed for storing food or foodstuffs.
- Rubber hydraulic conduits must be replaced every 4 years regardless of their technical condition.

2.1.4 LOADING AND UNLOADING

- Loading and unloading work should be carried out by persons experienced in this type of work.
- The load must not protrude further out than the load platform's front wall. The load must be arranged in such a way that it does not threaten the stability of the trailer and does not hinder driving.

- The trailer is not intended for transporting people, animals or hazardous materials, to which separate regulations apply.
- The load must be arranged in such a way that it does not threaten the stability of the trailer and does not hinder driving.
- The arrangement of the load may not cause an overload on the axle or hitch system of the trailer or tractor.
- Do NOT climb on the load platform during loading. Secure the load only when the machine rests on the load platform planks. If the load requires backing (e.g. in order to position the machine properly), ensure that the backing is properly secured against relocation.
- Oversize load may be transported on public roads only if a travel permit is obtained from a competent office.
- Loading equipment may work on the load platform only if the total weight of the loading equipment and the load does not exceed the maximum carrying capacity of the trailer.
- Be especially careful when opening or closing the ramps because there is a risk of crushing.
- Unfolded ramps must adhere to level surface.
- Unfolded ramps must be at the same height.
- Incorrect load distribution and overloading the machine may cause the trailer to tip over or cause damage to its components.
- Unloading and loading of trailer may only take place when the machine is positioned on level and hard surface and connected to tractor. Tractor and trailer must be placed to drive forwards.
- Ensure that there are no bystanders in the unloading or loading zone. Before unfolding the ramps, guarantee proper visibility and make certain that there are no bystanders near the trailer.
- During loading and unloading the trailer the drawbar eye and the tractor hitch are subjected to great vertical loading.

- After completion of loading, make certain that no tools remain on the load platform.
- Ends of load fixing belts, chains or ropes should be secured in such a manner as to ensure that they do not fall down onto road surface and do not become tangled with moving elements of the trailer (wheels – brake drums, hydraulic cylinders etc.).

2.1.5 TRANSPORTING THE MACHINE

- During travel on public roads comply with the road traffic regulations and transport regulations in force in a given country, in which the trailer is used.
- Do not exceed the permitted speed arising from road conditions and design limitations. Adjust travel speed to the prevailing road conditions, trailer load and road traffic regulations limits.
- The machine must NOT be left unsecured. When not connected to the tractor, the trailer must be immobilised with parking brake and protected against rolling with chocks or other objects without sharp edges placed under the front and back trailer wheels.
- Before driving off check that the parking brake is released. The trailer's ramps must be folded and properly secured using ramps' interlocks.
- Travelling with ramps which are unfolded and not secured with ramps' interlocks is prohibited. Before moving off make sure that the support is properly placed in transport position and secured.
- Before moving check that the trailer is correctly hitched to the tractor (in particular check security of hitching pin).
- The trailer with unfolded load platform width extensions may travel on public roads only if a permit to move oversize load is obtained from a competent office in a given country and the requirements concerning travel conditions specified in the road traffic regulations are adhered to. Otherwise, such trailer must not travel on public roads.
- Before using the trailer always check its technical condition, especially in terms of safety. In particular, check the technical condition of the hitch system, the axle

system, the brake system, indicator lights and the connective elements of the hydraulic and electrical systems.

- The trailer is designed to operate on slopes up to 8^0. Driving trailer across ground with steeper slopes may cause the trailer to tip over as a result of loss of stability. Prolonged driving across steep ground may lead to loss of braking efficiency.
- While driving on public roads, the trailer and the tractor must be fitted with a certified or authorised reflective warning triangle.
- Chocks should be placed only under one wheel (one in front of the wheel, the other behind the wheel - figure (*2.1*)).

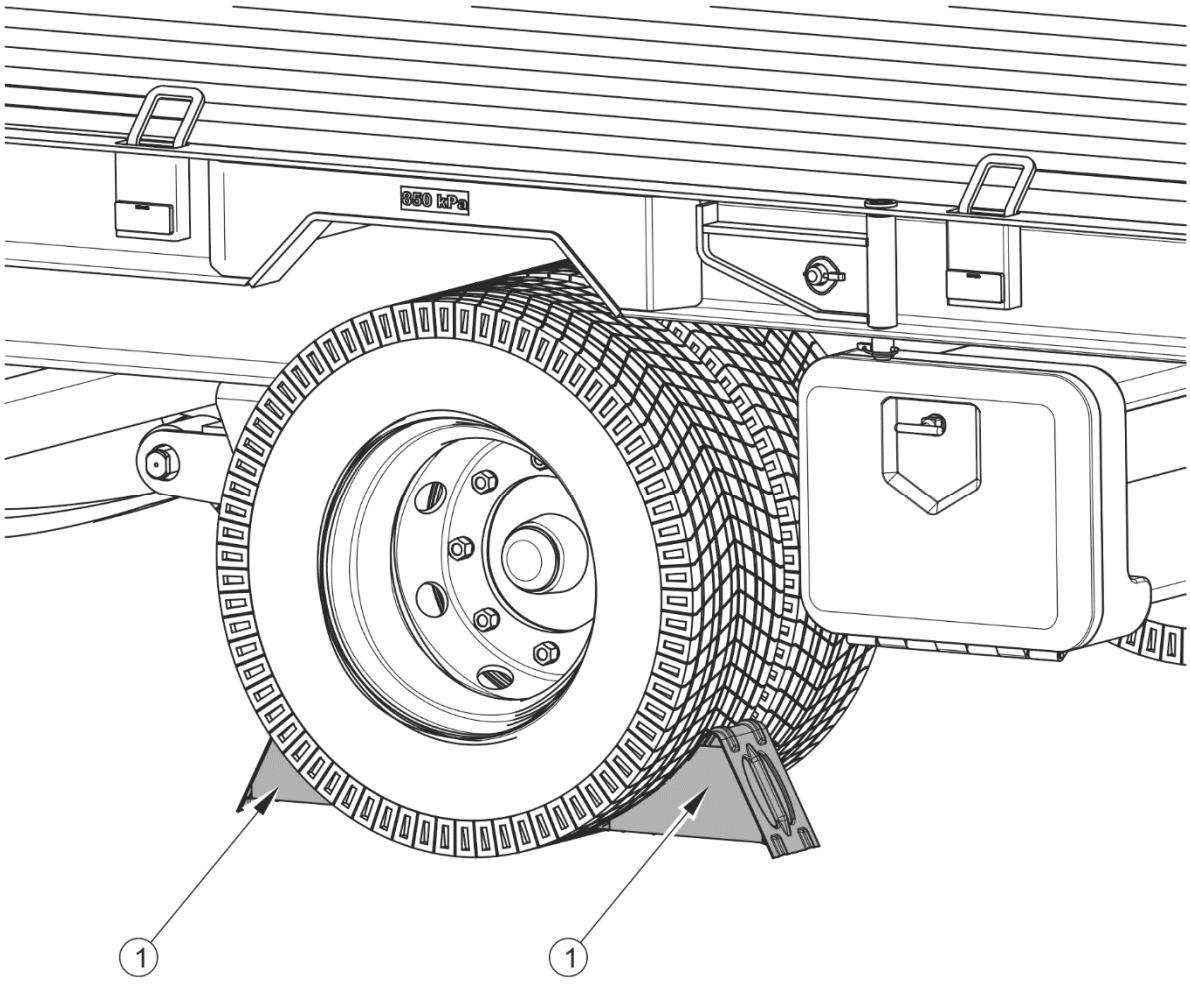


FIGURE 2.1 Method of placing chocks

(1) wheel chock

- Reckless driving and excessive speed may cause accidents.

- A load protruding beyond the edge of the trailer should be marked according to the road traffic regulations. Do NOT transport loads forbidden by the Manufacturer.
- Do NOT exceed the trailer's maximum carrying capacity. Exceeding the carrying capacity may lead to damage to the machine, loss of stability and danger while driving. The brake system is adjusted to the gross weight of the trailer, exceeding the weight limit causes drastic reduction of basic braking effectiveness.

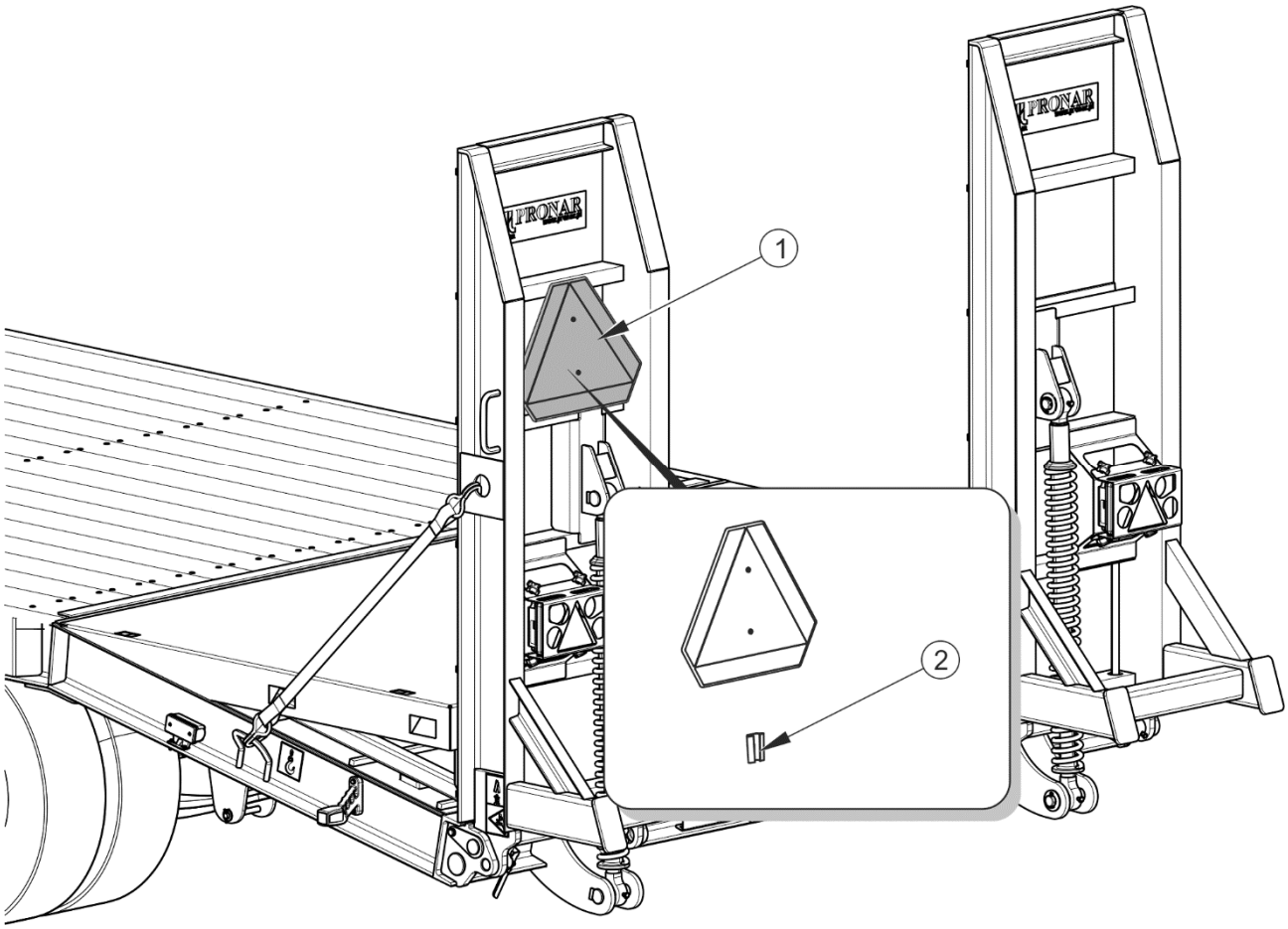


FIGURE 2.2 Mounting place for slow-moving vehicle warning sign

(1) slow-moving vehicle warning sign, (2) attachment point

Before driving on public roads, place the triangular slow-moving vehicle warning sign on the left folded ramp - figure *(2.2).* The triangular warning sign should be attached using the specifically prepared holder (2).

- Load must be uniformly distributed and it must not obstruct visibility or hinder driving. The load must be secured so that it cannot move or fall over. The load

should be fixed using sufficiently strong chains, belts or ropes with a tightening mechanism.

- During reversing one should use the assistance of another person. During manoeuvring the assistant must stay at a safe distance from the danger zone and be visible all the time to the tractor driver.
- Do NOT attempt to enter the trailer load box while travelling.
- Do NOT park the trailer on a steep slope.

2.1.6 TYRES

- When working with tyres, the trailer should be immobilised with parking brake and secured against rolling by placing chocks under wheel. Wheels can be taken off the trailer axle only when the trailer is not loaded.
- Repair work on the wheels or tyres should be carried out by persons trained and entitled to do so. This work should be carried out using appropriate tools.
- Inspect tightness of wheel nuts after the first use of the trailer, every 2 - 3 hours during first month of work and then every 30 hours of use (travel). The inspection should be repeated individually if a wheel has been removed from the wheel axle. Wheel nuts should be tightened according to recommendations provided in section 5 *MAINTENANCE.*
- Avoid potholes, sudden manoeuvres or high speeds when turning.
- Check the tyre pressure regularly. Air pressure in tyres should be also checked during the whole day of intensive work. Please note that higher temperatures could raise tyre pressure by as much as 1 bar. At high temperatures and pressure, reduce load or speed. Do not release air from warm tyres to adjust the pressure or the tyres will be underinflated when temperatures return to normal.
- Protect tyre valves using suitable caps to avoid soiling.

2.1.7 MAINTENANCE

- During the warranty period, any repairs may only be made by the Warranty Service authorised by the Manufacturer. After the expiry of the warranty period it is recommended that possible repairs to the trailer be performed by specialised workshops.
- In the event of any fault or damage, do not use the trailer until the fault has been fixed.
- While performing maintenance work, use proper, close-fitting protective clothing, gloves, protective shoes, protective goggles and appropriate tools.
- Any modification to the trailer frees the manufacturer from any responsibility for damage or detriment to health, which may arise as a result.
- The trailer can only be stood on when it is absolutely motionless and the tractor engine is switched off. Tractor and trailer should be immobilized with parking brake and chocks should be placed under the trailer wheels. Ensure that unauthorised persons do not have access to the tractor cab.
- Service inspections of the trailer should be carried out according to the frequency specified in this Operator's Manual.
- Regularly check the condition of nut and bolt connections, in particular connections of drawbar eye with drawbar and wheel nuts.
- Before beginning repair works on hydraulic systems, reduce oil pressure completely.
- Servicing and repair work should be carried out in line with the general principles of workplace health and safety. In the event of injury, the wound must be immediately cleaned and disinfected. In the event of more serious injuries, seek a doctor's advice.
- Repair, maintenance and cleaning work should be carried out with the tractor engine turned off and the ignition key removed. Tractor and trailer should be immobilized with parking brake and chocks should be placed under the trailer wheels. Ensure that unauthorised persons do not have access to the tractor cab.

- During maintenance or repair work, the trailer may be unhitched from tractor, but it must be secured with chocks and parking brake.
- Should it be necessary to change individual parts, use only those parts indicated by the Manufacturer. Non-adherence to these requirements may put the user and other people's health and life at risk, and also damage the machine and invalidate the warranty.
- Before welding or electrical work, the trailer should be disconnected from the power supply. The paint coating should be cleaned. Burning paint fumes are poisonous for people and animals. Welding work should be carried out in a well lit and well ventilated space.
- During welding work pay attention to flammable or fusible elements (parts of the electrical, hydraulic systems, plastic parts). If there is a risk that they will catch fire or be damaged, they should be removed or covered with non-flammable material before commencing welding work. Before beginning work, prepare a CO_2 or foam extinguisher.
- In the event of work requiring the trailer to be raised, use properly certified hydraulic or mechanical lifts for this purpose. After lifting the machine, stable and durable supports must also be used. Work must not be carried out under a trailer, which has only been raised with a lift or jack.
- The trailer must not be supported using fragile elements (bricks or concrete blocks).
- After completing work associated with lubrication, remove excess oil or grease. The trailer should be kept clean and tidy.
- Be especially careful when climbing on top of the load platform. Do not use mudguards, wheels, toolbox, water tank etc. for climbing on top of the load platform. Before climbing on top of the load platform, immobilise the trailer using parking brake and chocks placed under the wheels.
- Do not make independent repairs of control valve, brake cylinders and braking force regulator. In the event of damage to these elements, repair should be entrusted to authorised service point or elements should be replaced with new ones.

- Do NOT make repairs to drawbar and drawbar eye (by straightening, pad welding or welding). Damaged drawbar eye or drawbar should be replaced.
- Regularly check technical condition and mounting of all guards and protective elements.
- Water tank should be filled only with clean water. Chemicals or other fluids must not be stored in the tank. Water stored in the tank is not potable.

2.2 RESIDUAL RISK

Pronar Sp. z o. o. in Narew has made every effort to eliminate the risk of accidents. There is, however, a certain residual risk, which could lead to an accident, and this is connected mainly with the actions described below:

- using the trailer for purposes other than those for which it is intended,
- being between the tractor and the trailer while the engine is running and when the machine is being attached or hitched to second trailer
- being on the machine while the engine is running,
- not maintaining safe distance during loading or unloading of trailer,
- operation of the trailer by persons under the influence of alcohol,
- making modifications to the machine without the consent of the Manufacturer,
- cleaning, maintenance and technical checks of the trailer,
- operating the trailer with the safety guards removed or faulty,
- presence of persons or animals in areas invisible from the driver's position.

The residual risk can be kept to a minimum by following the recommendations below:

- operate the machine in prudent and unhurried manner,
- reasonably apply all the remarks and recommendations stated in the Operator's Manual,
- maintain a safe distance from forbidden or dangerous places during unloading, loading and hitching trailer,
- carry out repair and maintenance work in line with operating safety rules,

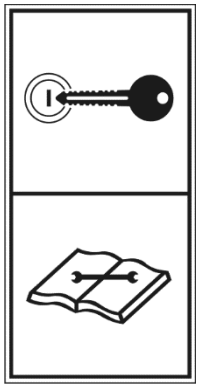
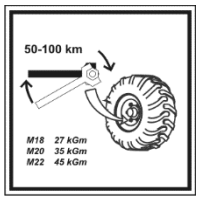
- repair and maintenance work should be carried out by persons trained to do so,
- use close fitting protective clothing and appropriate tools,
- ensure unauthorised persons have no access to the machine, especially children.
- maintain a safe distance from forbidden or dangerous places
- a ban on being on the machine during travel, loading or unloading.

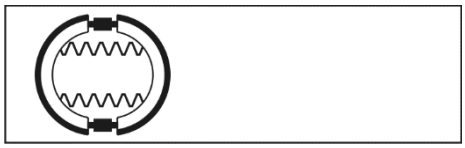
2.3 INFORMATION AND WARNING DECALS

The trailer is labelled with the information and warning decals mentioned in table (*2.1*). The symbols are positioned as shown in figure (*2.3*). Throughout the time it is in use, the user of the machine is obliged to take care that notices and warning and information symbols located on the trailer are clear and legible. In the event of their destruction, they must be replaced with new ones. Safety decals are available from your PRONAR dealer or directly from PRONAR customer service. New assemblies, changed during repair, must be labelled once again with the appropriate safety signs. During trailer cleaning do not use solvents which may damage the coating of information label stickers and do not subject them to strong water jets.

TABLE 2.1 Information and warning decals

NO.	DECAL	MEANING
1		Caution! Before starting work, carefully read the Operator's Manual. **70RPN-00.00.00.04**

NO.	DECAL	MEANING
2		Before beginning servicing or repairs, consult Operator's Manual, turn off engine and remove key from ignition. **70RPN-00.00.00.05**
3		Danger of crushing or severing. Do not place hands between the ramps and the trailer frame. **123RPN-00.00.00.04**
4		Grease the trailer according to the recommendations in the Operator's Manual **104RPN-00.00.00.04**
5		Regularly check if the nuts and bolts fixing the wheels and other components are properly tightened. **104RPN-00.00.00.06**
6	**850 kPa**	Air pressure in the tyres (standard tyres). **208N-00000006**
7	**30 kN**	Permissible hitching system loading. **103RPN-00.00.00.02**

NO.	DECAL	MEANING
8		Marking of mounting points for belts, ropes, chains or other devices for securing load on the platform. **123RPN-00.00.00.13**
9		Manufacturer's decal. **187N-00000016**
10		Trailer version. **437-20000001**
11		Information decal identifying the hydraulic brake connection. **29RPN-00.00.028**

Numbers in the Item column correspond to labels in figure (2.3)

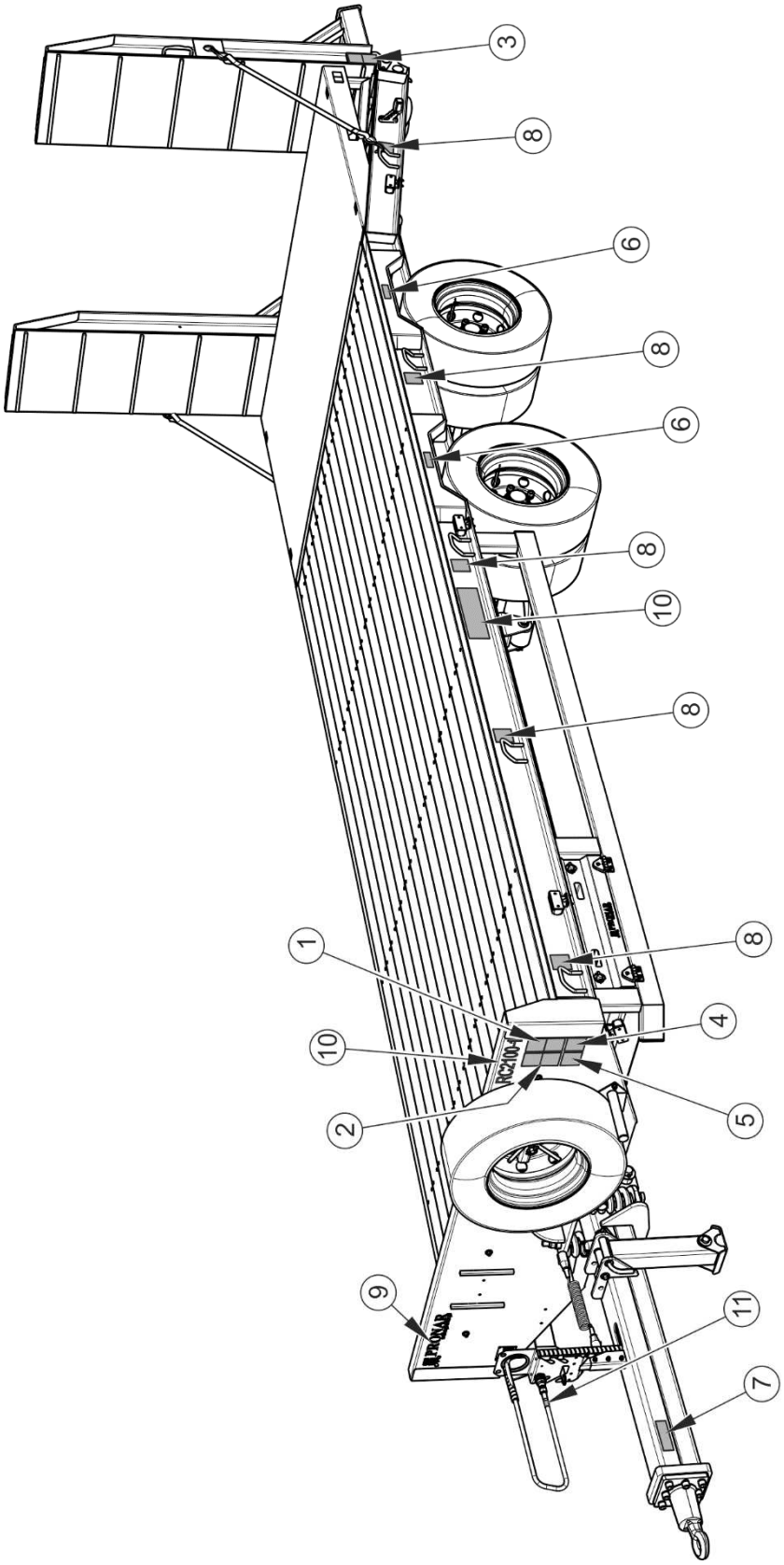


FIGURE 2.3 Locations of information and warning decals

SECTION

3

DESIGN AND OPERATION

3.1 TECHNICAL SPECIFICATION

TABLE 3.1 Basic technical specification of RC2100-2 trailer

CONTENTS	UNIT	DATA
Dimensions		
Length	mm	9 450
Width	mm	2 550
Height (in condition ready for travel)	mm	2 450
Floor width	mm	2 540
Ramps length	mm	1 900
Load platform length	mm	7 020
Wheel track	mm	1 864
Axle base	mm	1 325
Weights		
Maximum gross weight	kg	19 000
Carrying capacity	kg	14 900
Tare weight	kg	4 100
Tyres		
Tyre dimensions	-	215/75R17.5
Air pressure in the tyres	kPa	850
Other parameters		
Lift of load surface	mm	930
Axle load	kg	8 000
Hitch load	kg	3 000
Maximum design speed	km/h	60
Nominal voltage of electrical system	V	12
Noise emission level	dB	below 70

TIP

Carrying capacity and tare weight of the trailer depend on machine configuration.

3.2 TRAILER CONSTRUCTION

3.2.1 CHASSIS AND LOAD PLATFORM

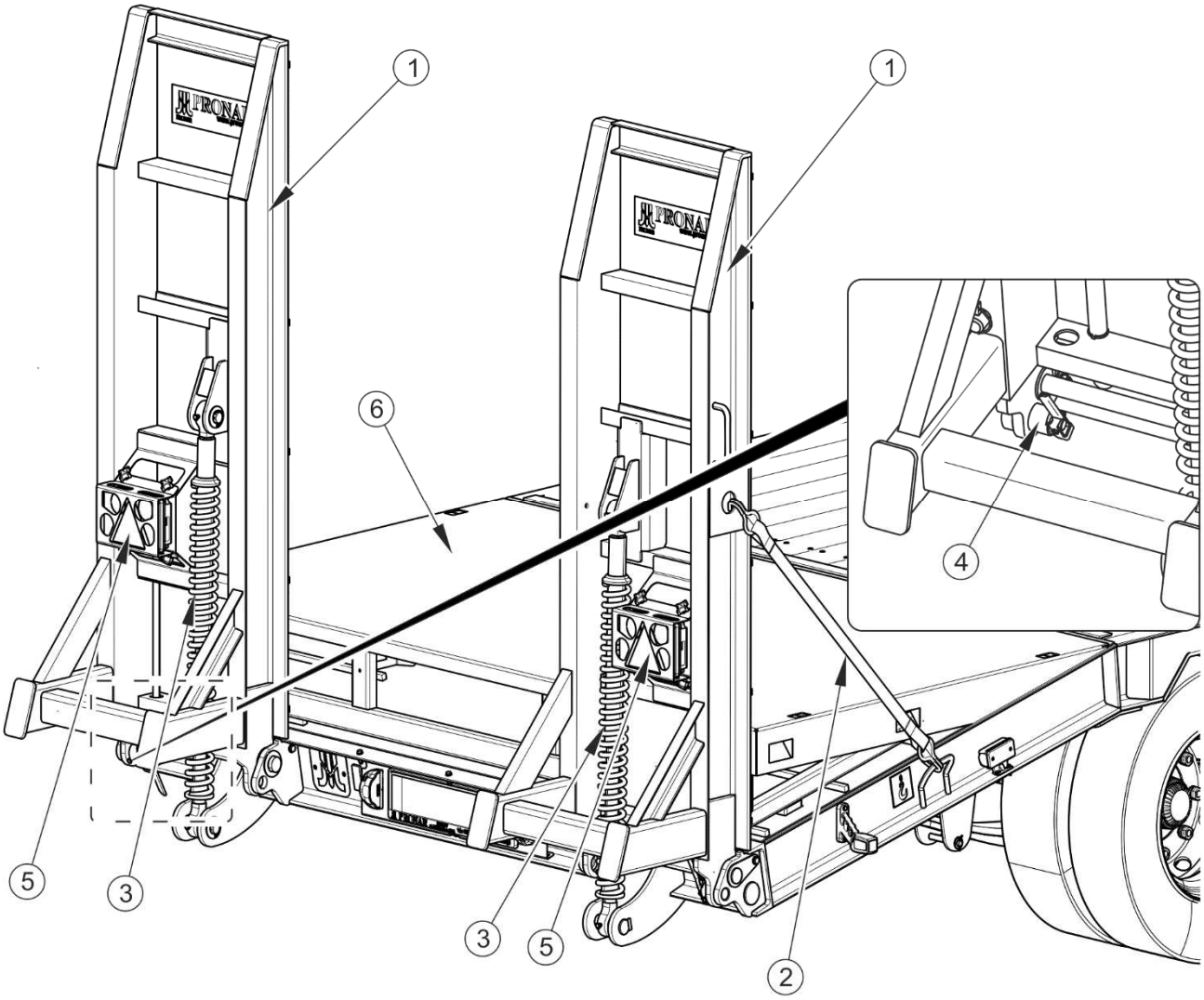


FIGURE 3.1 Rear view

(1) ramp, (2) transport strap, (3) auxiliary spring, (4) locking pin, (5) rear light assemblies, (6) floor insert - additional equipment

Low chassis trailer is a welded structure made from steel profiles. The main support elements are two longitudinal members connected with crossbars. Two ramps (1) equipped with springs (5) are installed in the rear part of the frame. Springs assist in manual lowering and raising the ramps. In the transport position ramps are secured using locking pins (4) and

transport straps (2). Lighting elements and reflective lights are attached to the bottom side of the ramps – rear lamp assemblies (5).

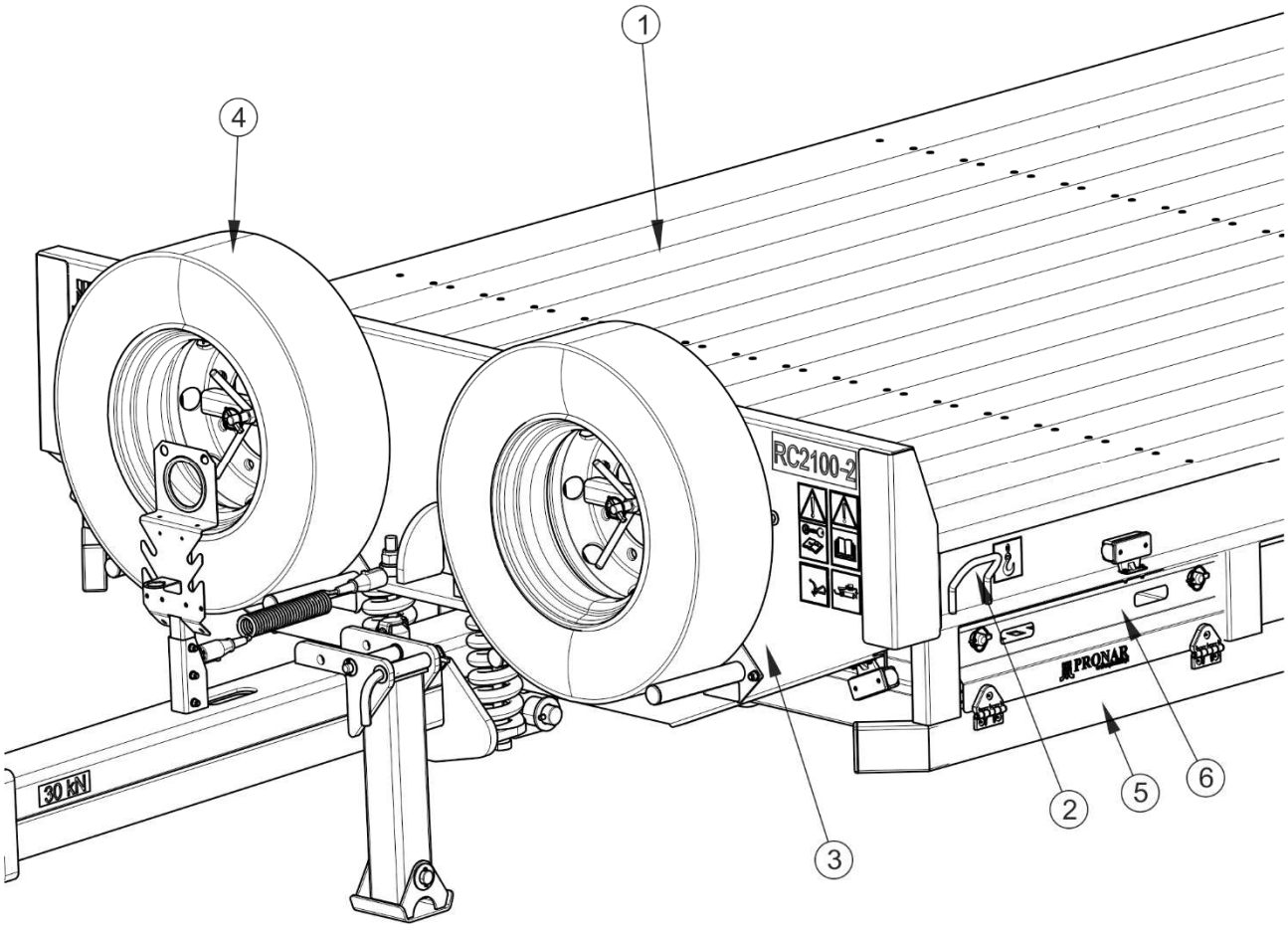


FIGURE 3.2 Front view

(1) floor planks, (2) fixing lugs, (3) front wall, (4) spare wheel, (5) under-run protective device, (6) side holder wall

The load platform floor is made of profiled planks (1) - figure (*3.2*) with a thickness of 45 mm. Load placed on the platform is secured with belts, ropes or chains, which are attached to fixing lugs (2) located along the whole platform, on both sides of the trailer. The fixing lugs are marked with information decals (8) – table (*2.1*). On the front side, the load platform is limited by wall (3) to which spare wheels (4) (optional equipment) are attached.

On the left side of the frame, under-run protective device (5) and floor surface, there is holder (6). The holder is locked and secured with cotter pins.

3.2.2 TRAILER'S DRAWBAR

In the front part of the trailer - figure (*3.3*), there is a drawbar (1) with shock absorbing springs (2). Drawbar hitching eye (3) is bolted to the drawbar faceplate. Depending on configuration, fixed drawbar with a ∅50mm eye, fixed drawbar with a ∅40 mm eye, rotating drawbar with a ∅50 mm eye or K80 ball drawbar can be used. On the left side of the drawbar, there is a parking stand (4) (mechanical or hydraulic). On the upper profile of the drawbar there is a holder for installing bracket for conduit connectors (5).

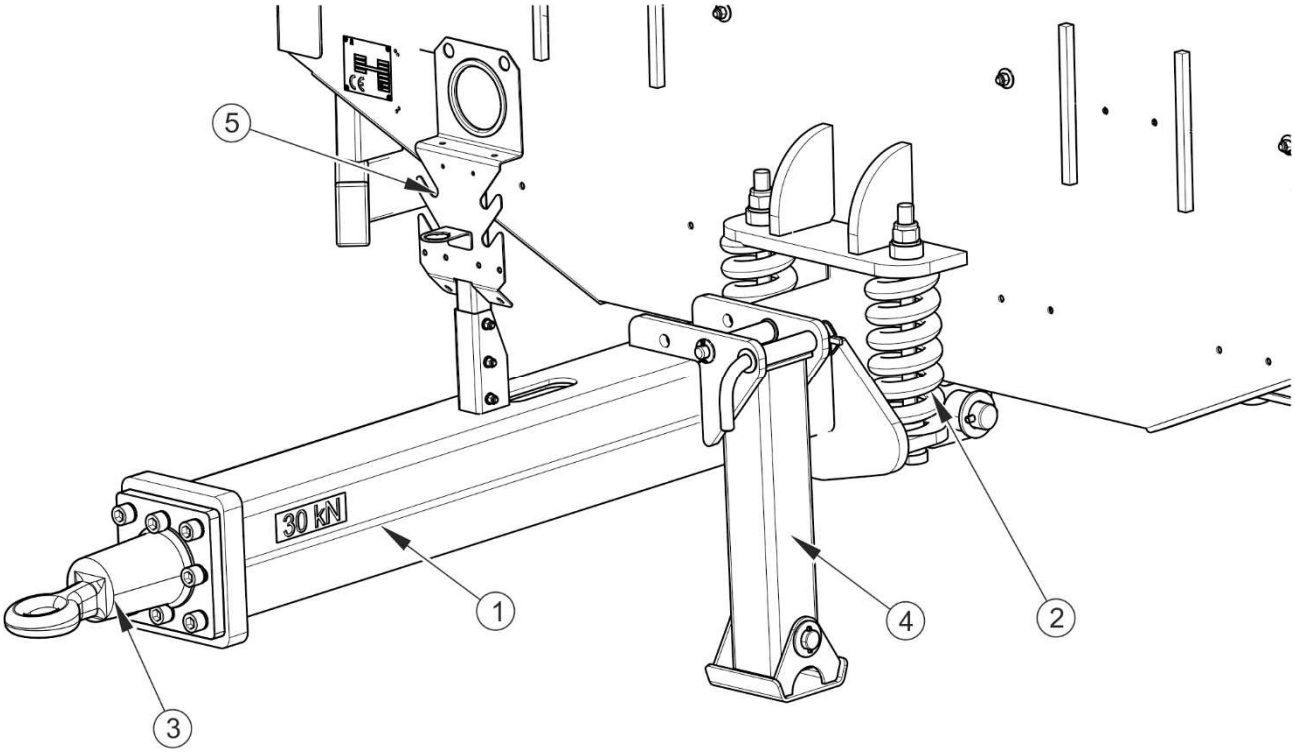


FIGURE 3.3 RC2100-2 trailer drawbar

(1) drawbar, (2) spring, (3) rotating drawbar with a ∅50 eye, (4) parking stand, (5) bracket for conduit connectors

3.2.3 SUSPENSION

Axles (1) – figure (*3.4*) in a tandem arrangement, are attached to parabolic leaf springs (3) using an absorber plate and U bolts. The parabolic leaf springs are connected together by means of rocker arms (2). The complete axle system is connected with the frame by means of fixing brackets welded to the chassis longitudinal members and axle system pins. Axles are made from square bars terminated with pins, on which wheel hubs are mounted on cone

bearings. Brake drums with shoe brakes are activated by mechanical expander cams, which are operated by hydraulic cylinders bolted to axle brackets.

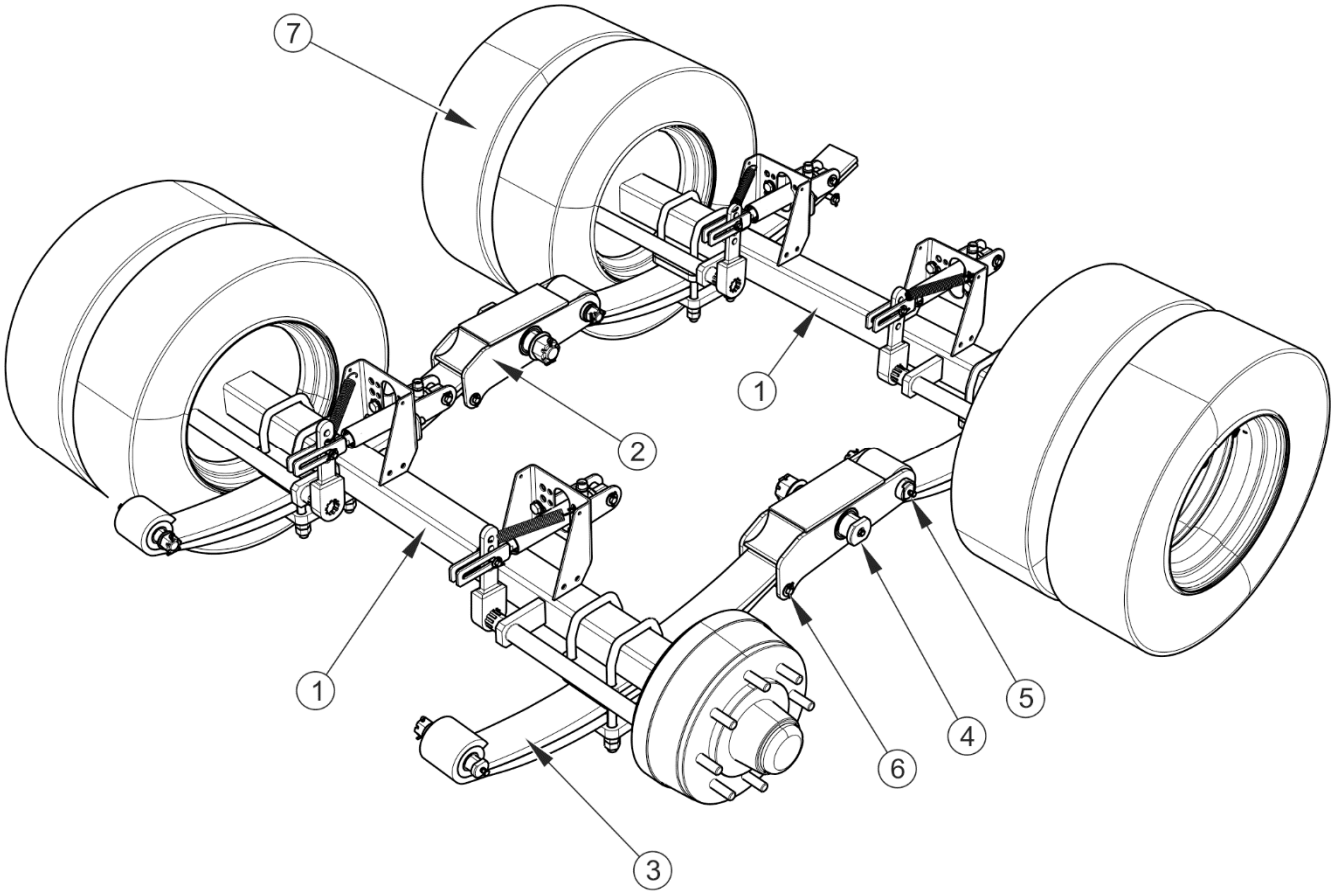


FIGURE 3.4 Tandem suspension

(1) wheel axle, (2) rocker arm, (3) parabolic leaf spring, (4) rocker arm pin, (5) lubricated leaf spring pin, (6) smooth leaf spring pin, (7) twin wheels

3.2.4 MAIN BRAKE

The trailer can be equipped with one of the main brake systems - figure *(3.5) -(3.13).*

The main brake is activated from the tractor driver's cab by pressing on the brake pedal. The system is designed to activate the trailer's brakes when the brake pedal is pressed in the tractor.

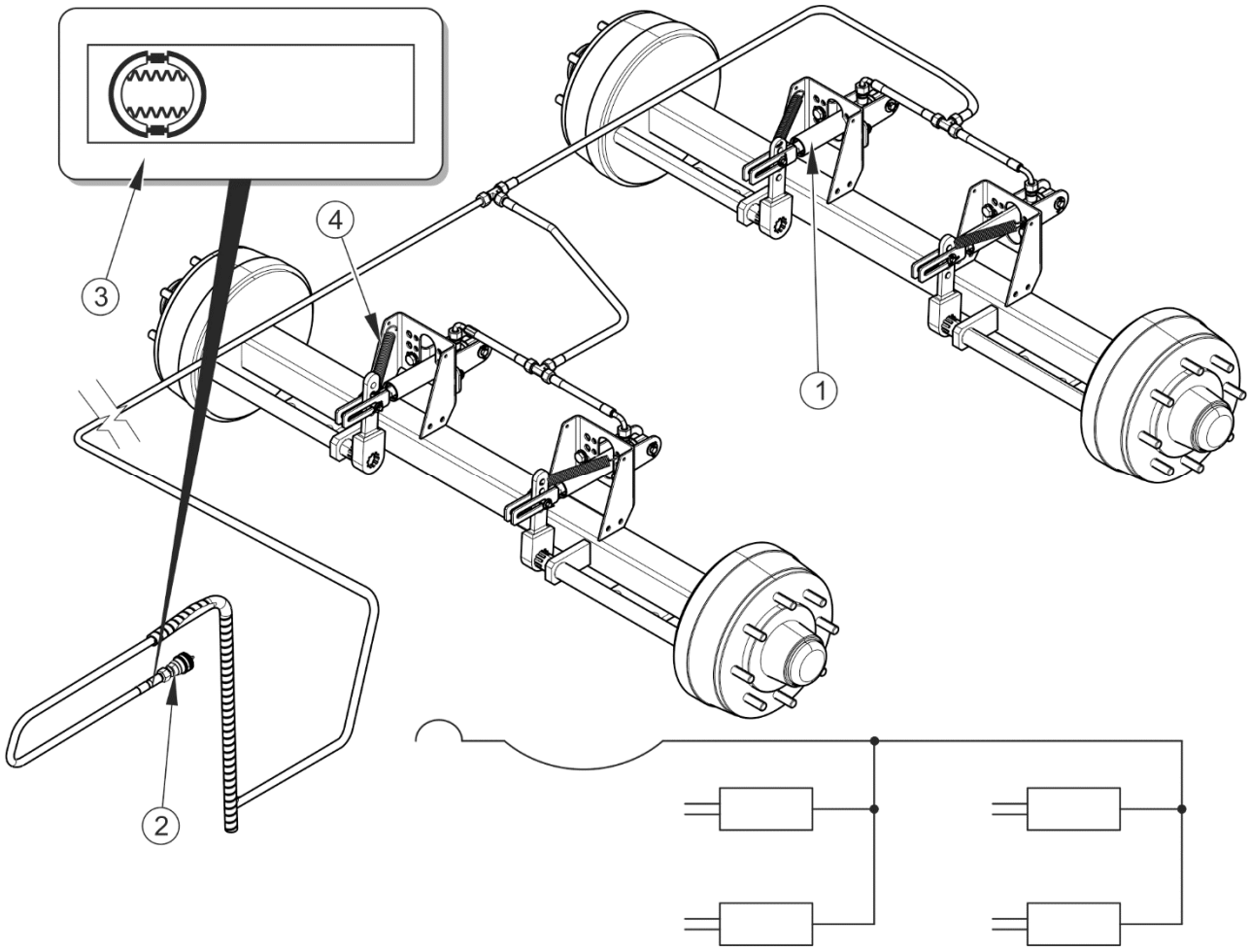


FIGURE 3.5 Design and diagram of the hydraulic braking system

(1) hydraulic cylinder, (2) hydraulic quick coupler, (3) information decal, (4) draw back spring

Brake hydraulic cylinders (1) used in the systems are mounted on specially designed brackets welded to the wheel axles. Oil supplied to cylinder moves the piston rod and rotates axle expander lever. Return of cylinder to neutral position is assisted by draw back springs (4). During normal work it does not require service. Connecting line of the brake system is marked with decal (3) - figure (3.5).

In the pneumatic cylinders, air supplied to cylinder exerts pressure on membrane which in turn moves cylinder piston and rotates to axle expander lever. Return of cylinder to neutral position is assisted by draw back springs.

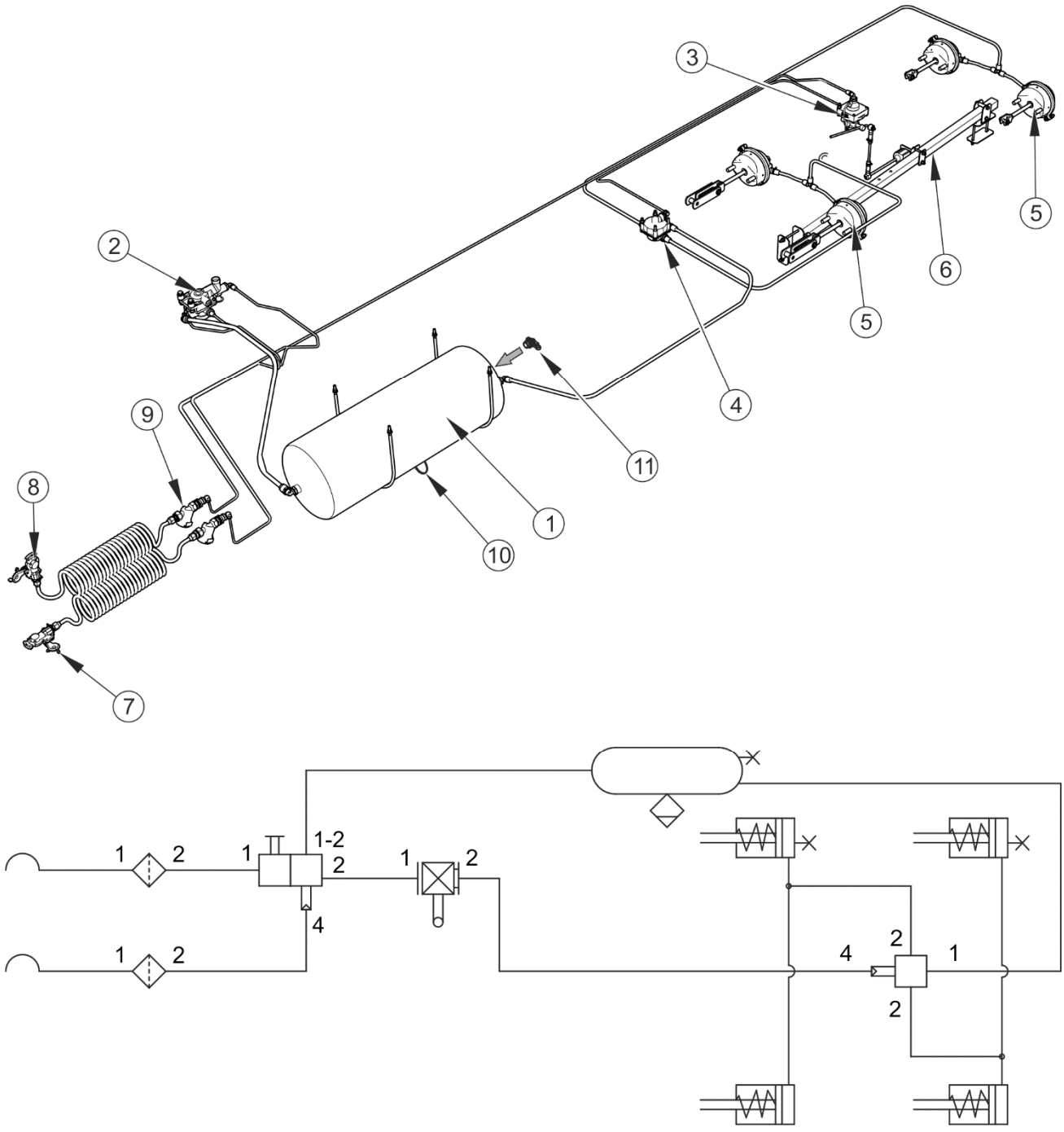


FIGURE 3.6 Design and diagram of double conduit pneumatic braking system with ALB regulator

(1) air tank, (2) control valve, (3) automatic braking force regulator, (4) relay valve, (5) pneumatic cylinder, (6) ALB beam, (7) conduit connector, yellow, (8) conduit connector, red, (9) air filter, (10) drain valve, (11) air tank control connector

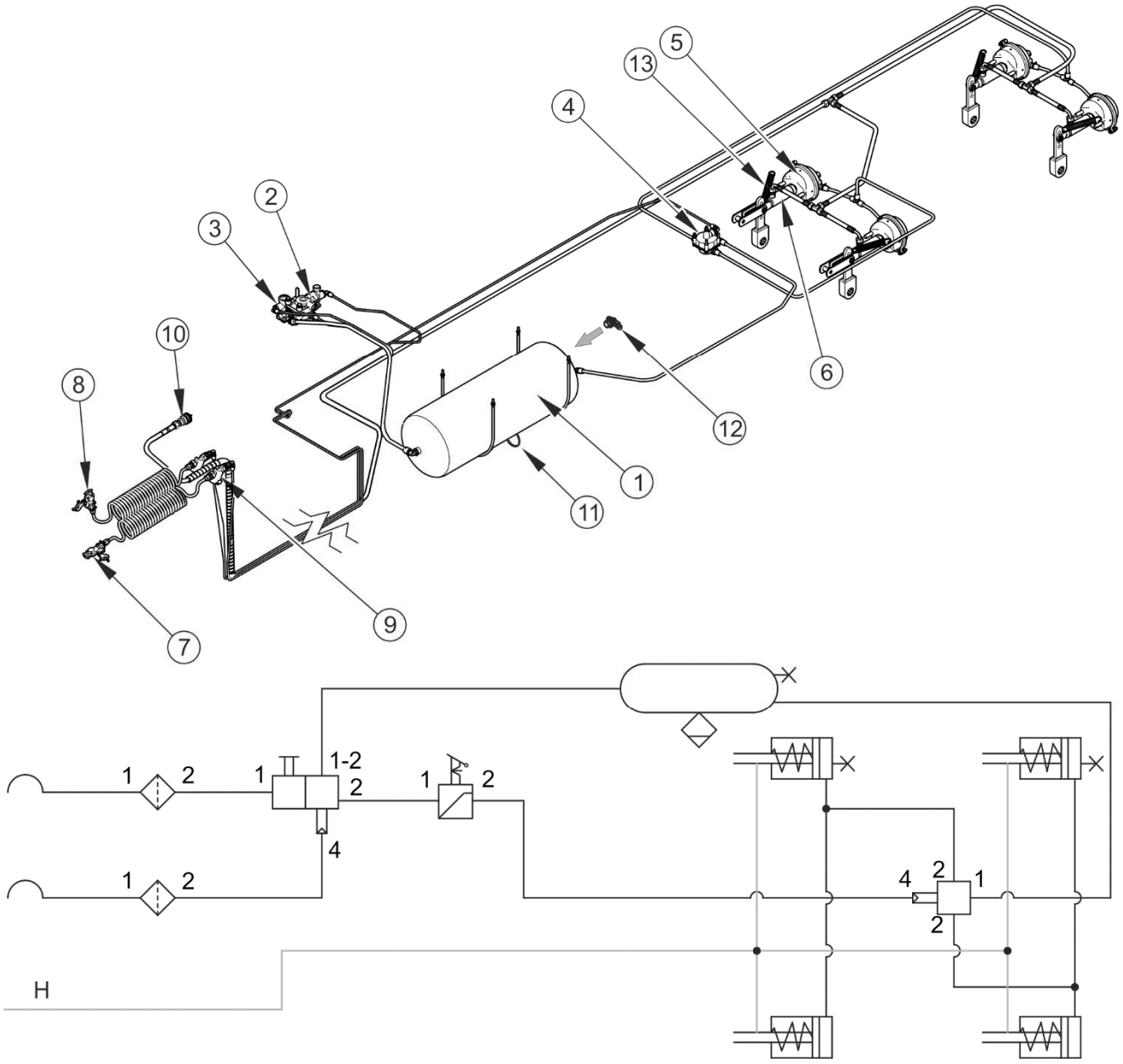


FIGURE 3.7 Design and diagram of combined braking system (double conduit pneumatic braking system + single conduit hydraulic braking system)

(1) air tank, (2) control valve, (3) manual braking force regulator, (4) relay valve, (5) pneumatic cylinder, (6) hydraulic cylinder, (7) conduit connector, yellow, (8) conduit connector, red, (9) air filter, (10) hydraulic quick coupler, (11) drain valve, (12) air tank control connector, (13) spring, (H) hydraulics

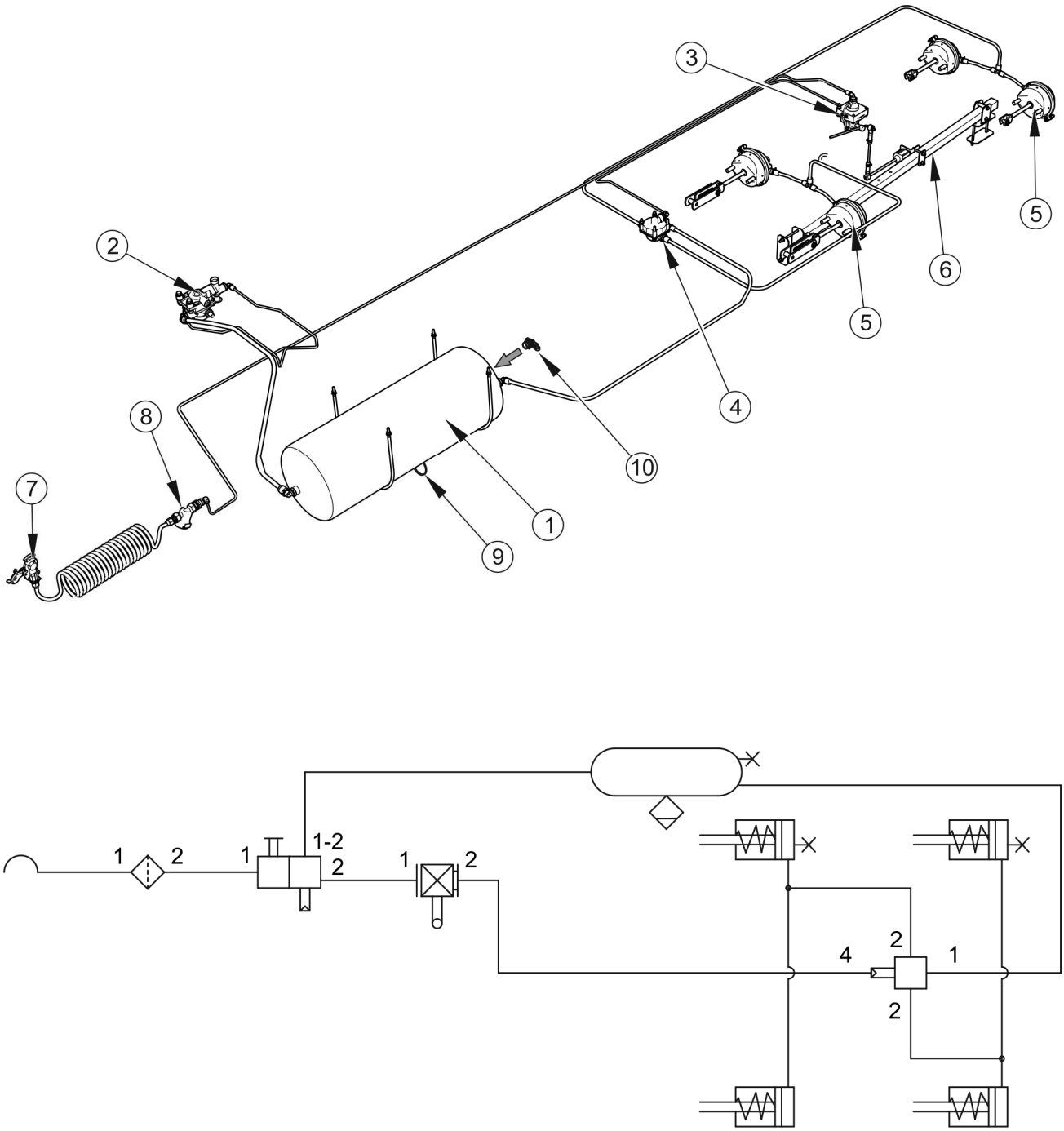


FIGURE 3.8 Design and diagram of single conduit pneumatic braking system with ALB regulator

(1) air tank, (2) control valve, (3) automatic braking force regulator, (4) relay valve, (5) pneumatic cylinder, (6) ALB beam, (7) conduit connector, black, (8) air filter, (9) drain valve, (10) air tank control connector

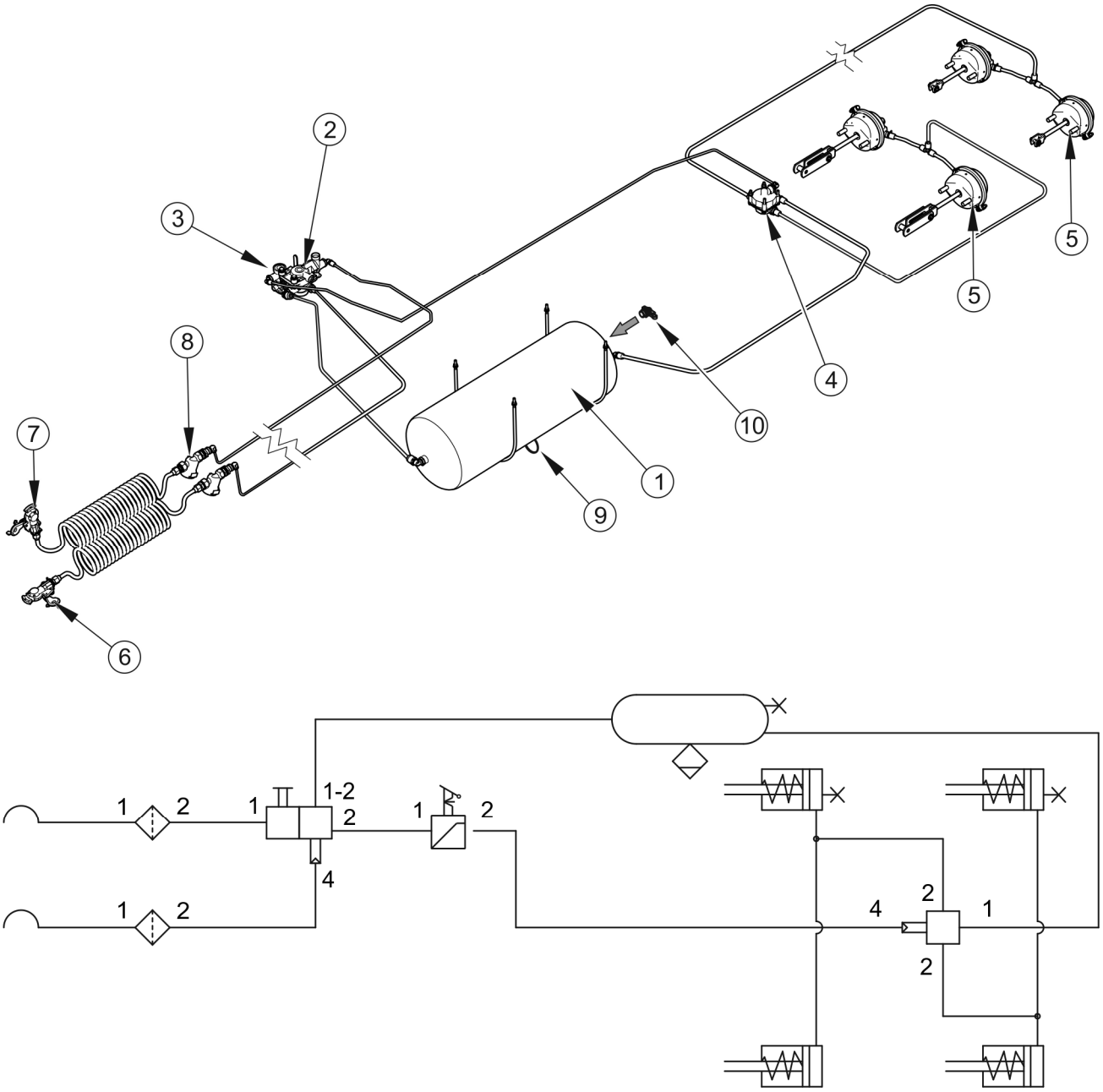


FIGURE 3.9 Design and diagram of double conduit pneumatic braking system with manual braking force regulator

(1) air tank, (2) control valve, (3) manual braking force regulator, (4) relay valve, (5) pneumatic cylinder, (6) conduit connector, yellow, (7) conduit connector, red, (8) air filter, (9) drain valve, (10) air tank control connector

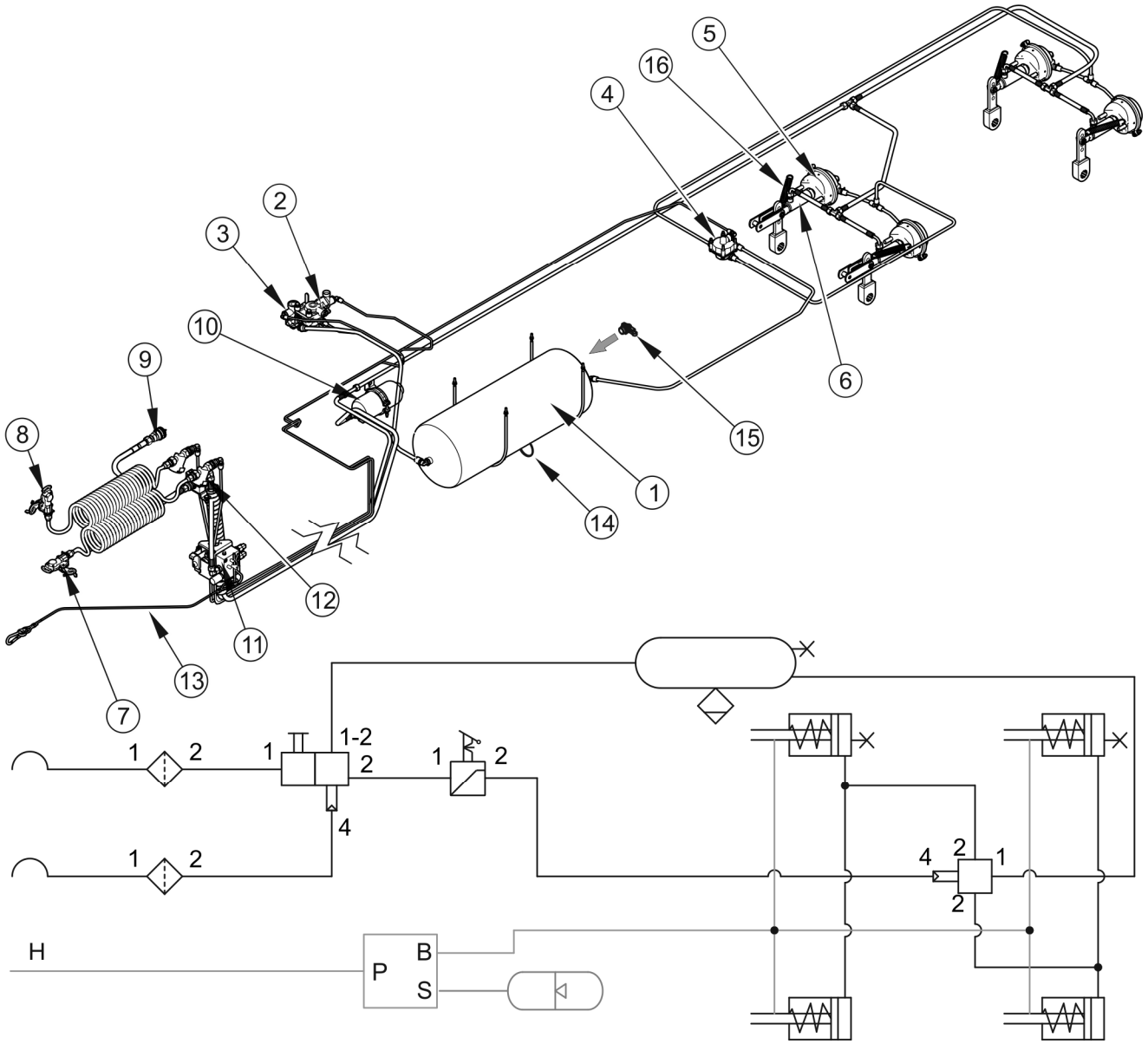


FIGURE 3.10 Design and diagram of combined braking system (double conduit pneumatic braking system + hydraulic braking system with mechanical protection valve)

(1) air tank, (2) control valve, (3) manual braking force regulator, (4) relay valve, (5) pneumatic cylinder, (6) hydraulic cylinder, (7) conduit connector, yellow, (8) conduit connector, red, (9) hydraulic quick coupler, (10) hydraulic accumulator, (11) brake valve block, (12) air filter, (13) cable, (14) drain valve, (15) air tank control connector, (16) spring, (H) hydraulics

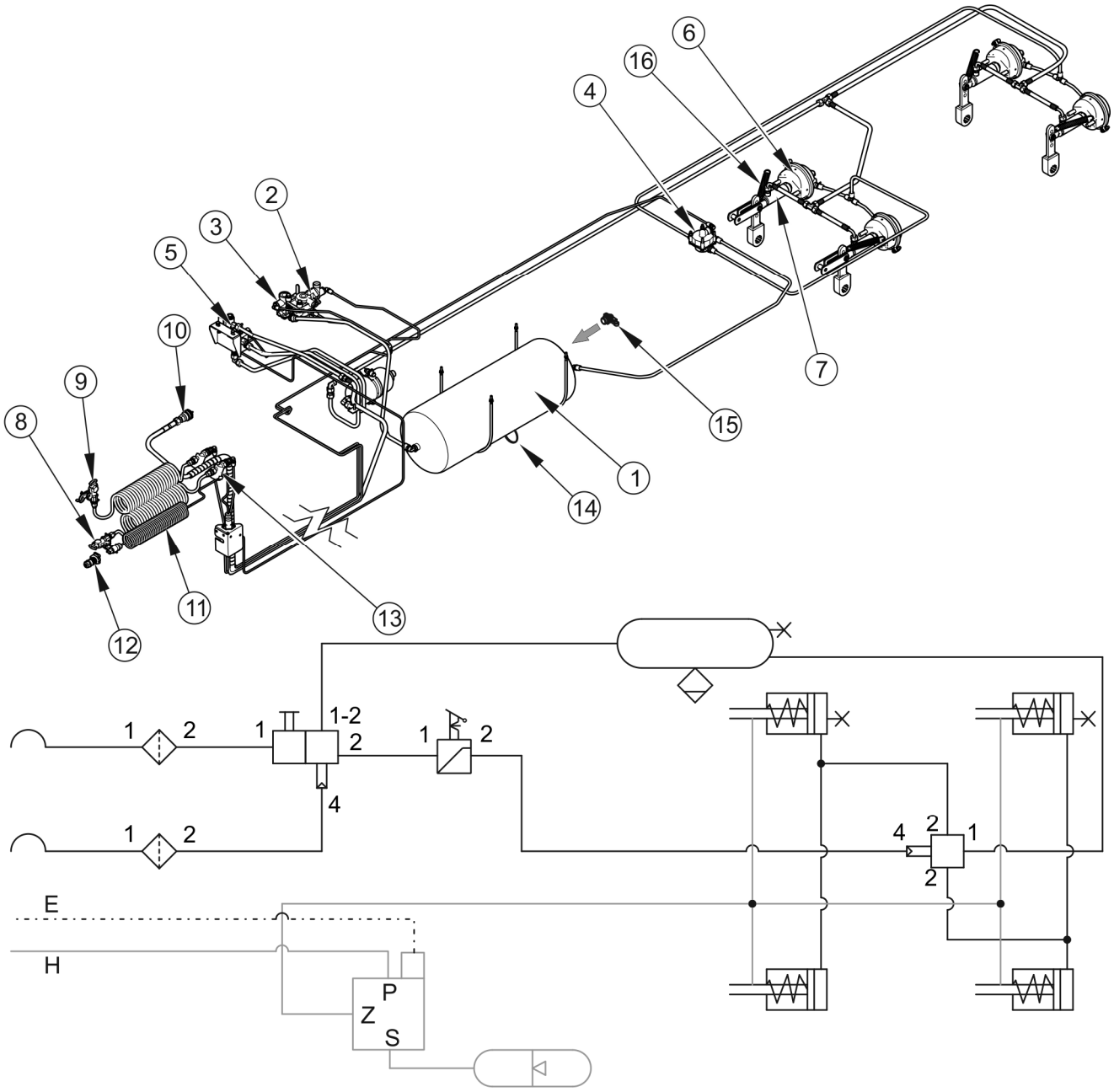


FIGURE 3.11 Design and diagram of combined braking system (double conduit pneumatic braking system + hydraulic braking system with electrical protection valve and braking force regulator)

(1) air tank, (2) control valve, (3) manual braking force regulator, (4) relay valve, (5) electro-hydraulic brake valve, (6) pneumatic cylinder, (7) hydraulic cylinder, (8) conduit connector, yellow, (9) conduit connector, red, (10) hydraulic quick coupler, (11) connection wire, (12) 3-pin socket, (13) air filter, (14) drain valve,

In the trailer equipped with pneumatic brake system, in case of an inadvertent disconnection of the conduit between the trailer and the tractor, the control valve will automatically activate trailer's brakes. Valve used in the system is equipped with a circuit causing the brakes to be applied when trailer is disconnected from the tractor. When compressed air conduit is connected to the tractor, the device automatically applying the brakes changes its position to allow normal brake operation.

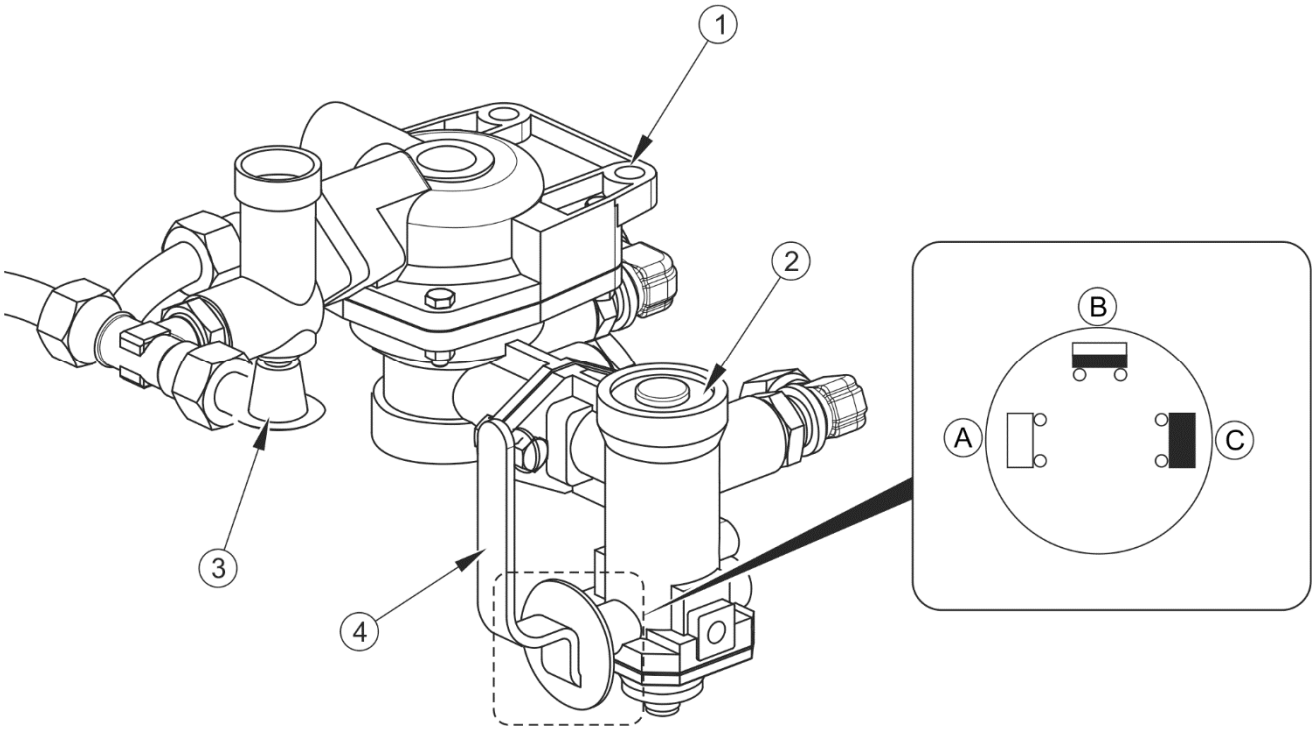


FIGURE 3.12 Control valve and braking force regulator

(1) control valve, (2) braking force regulator, (3) push-button for applying the trailer brakes while standing motionless, (4) regulator working position selection lever, (A) "NO LOAD" position, (B) "HALF LOAD" position, (C) "FULL LOAD" position

Manual three-step braking force regulator (2) - figure *(3.12)*, adjusts braking force depending on setting. Switching to a suitable working mode is done manually by the machine operator using the lever (4) prior to moving off. Three working positions are available: A - "no load", B - "half load" and C - "full load".

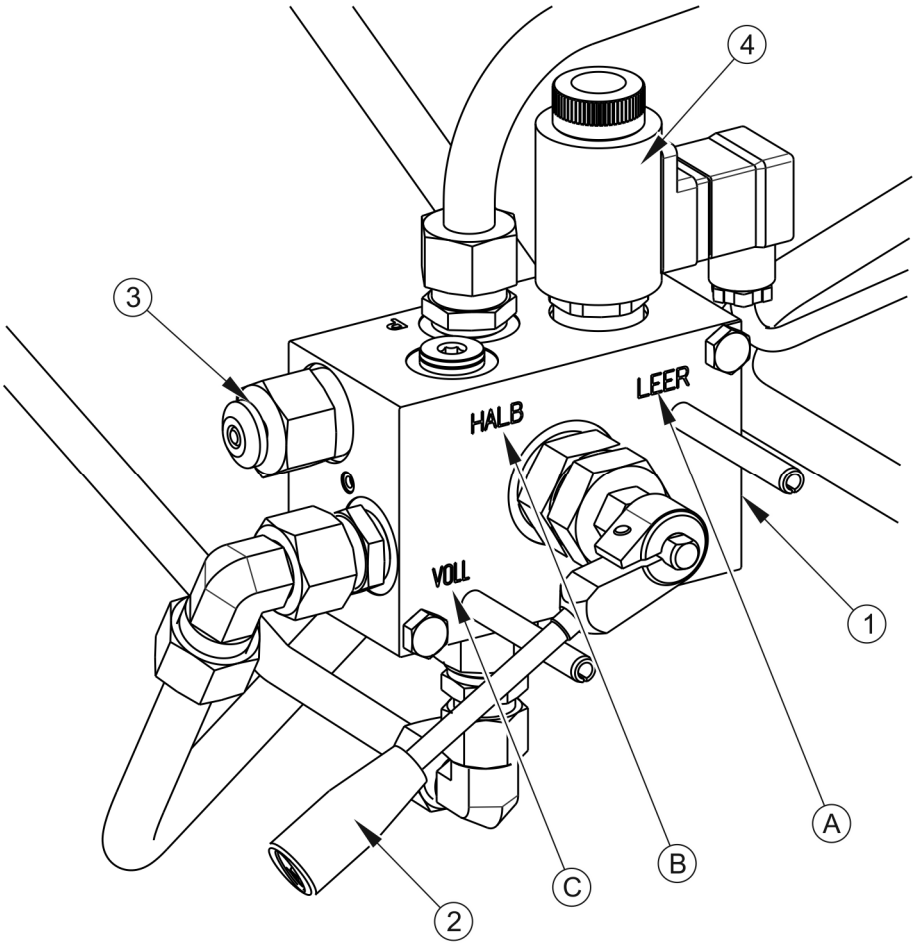


FIGURE 3.13 Electro-hydraulic brake valve

(1) electro-hydraulic valve, (2) valve operation selection lever, (3) release button, (4) electric coil, (A) "NO LOAD" position, (B) "HALF LOAD" position, (C) "FULL LOAD" position

The main hydraulic brake is activated from the tractor driver's cab by depressing the brake pedal. Agricultural tractor equipped with suitable hydraulic system is required to operate the hydraulic braking system. The function of the hydraulic solenoid valve (1) - figure *(3.13)* is to activate the trailer brakes simultaneously with the tractor brakes. Before moving off, perform test braking by pressing brake pedal several times in order to obtain proper pressure in hydraulic accumulator. The connection wire is used for supplying the trailer valve from the tractor electrical system. In case of an inadvertent disconnection of this lead, the brake valve will automatically activate the machine's brakes. The same emergency braking is activated by switching off the tractor engine or deenergizing the solenoid valve.

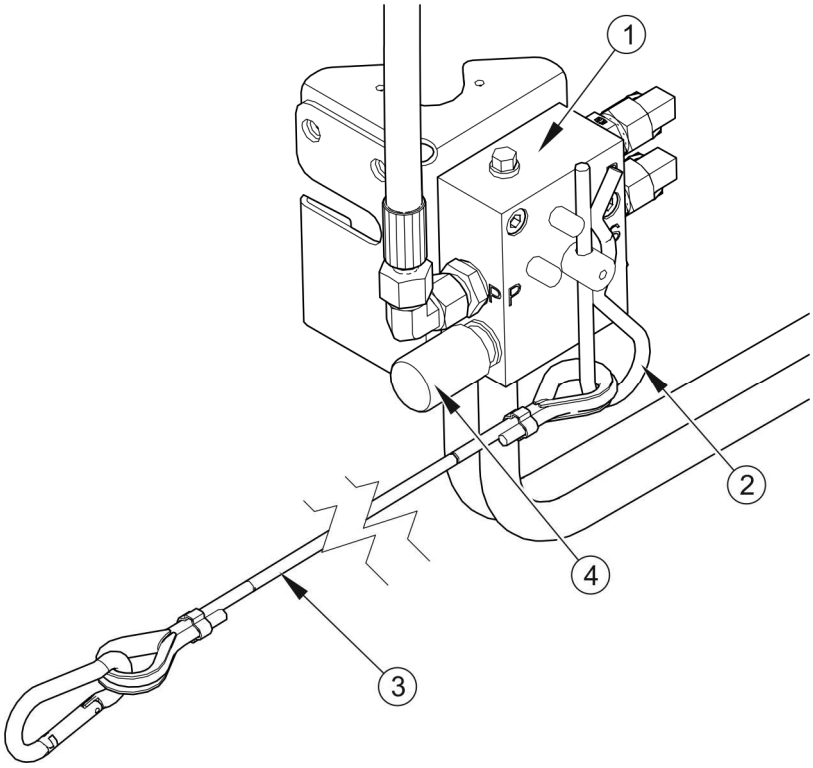


FIGURE 3.14 Hydraulic safety valve

(1) valve block, (2) cotter pin, (3) cable, (4) release button

In the hydraulic braking systems with mechanical protection - figure (3.14), brake valve block (1) – figure (3.14) is connected with cable (3) using cotter pin (2). The other end of the cable is attached to the tractor component. In case of an inadvertent disconnection of the trailer, the cable moves the valve and the trailer brakes are activated.

3.2.5 PARKING BRAKE

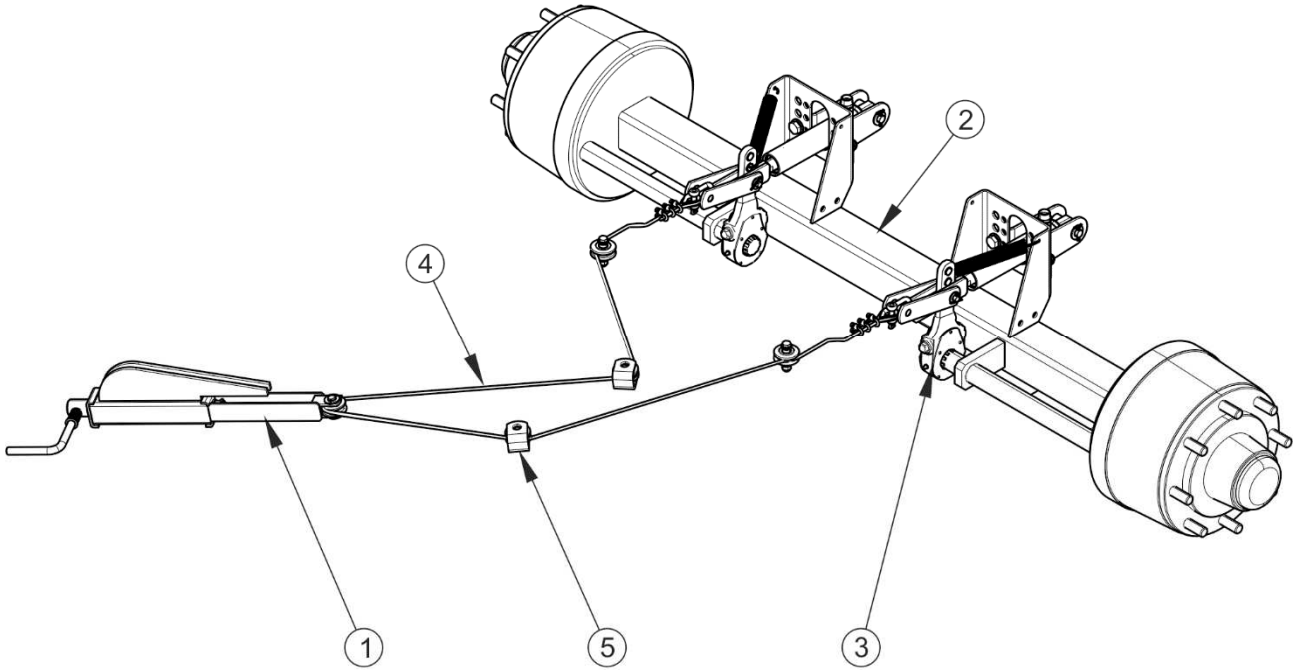


FIGURE 3.15 Parking brake

(1) crank mechanism, (2) wheel axle, (3) expander arm, (4) cable, (5) roller

The parking brake is used for immobilising the trailer while parking. The brake crank mechanism (1) is attached to the right longitudinal member of the lower frame. Steel cable (4), routed through guide rollers (5), is connected with expanded levers (3) of front axle (2). Tightening the cable causes tilting of the expander arms, which part the brake shoes immobilising the trailer while standing motionless.

3.2.6 LIGHTING SYSTEM

The trailer's electrical lighting system is designed to be supplied from direct current source of 12 V. The trailer's electrical system should be connected to the tractor using an appropriate connection lead that is a part of the trailer's standard equipment.

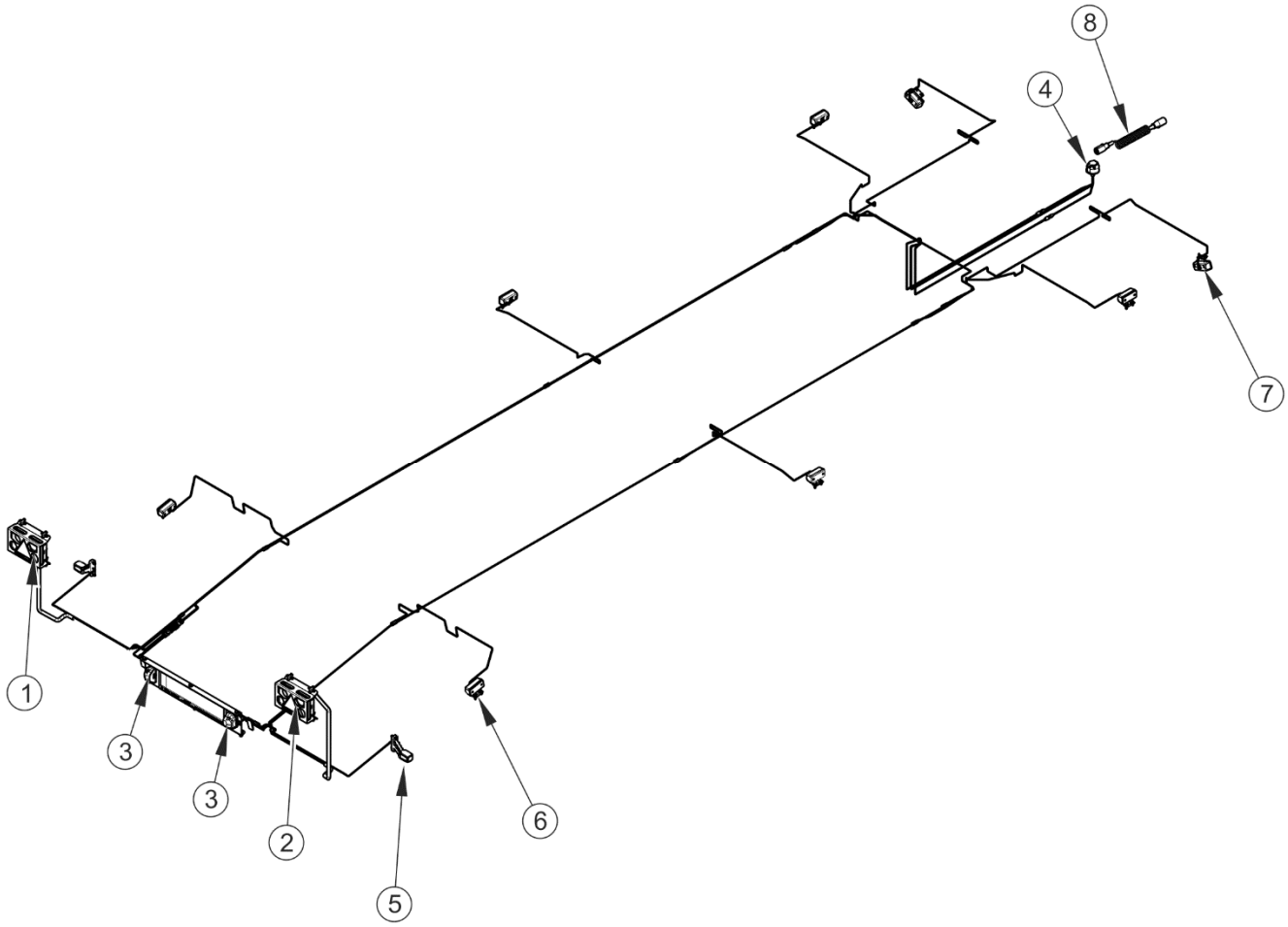


FIGURE 3.16 Electrical system design

(1) rear left lamp assembly, (2) rear right lamp assembly, (3) license plate light, (4) 7-pin socket, (5) rear clearance lamp, (6) side clearance lamp, (7) front clearance lamp, (8) connecting line

3.3 HYDRAULIC SYSTEM OF THE SUPPORT (OPTION)

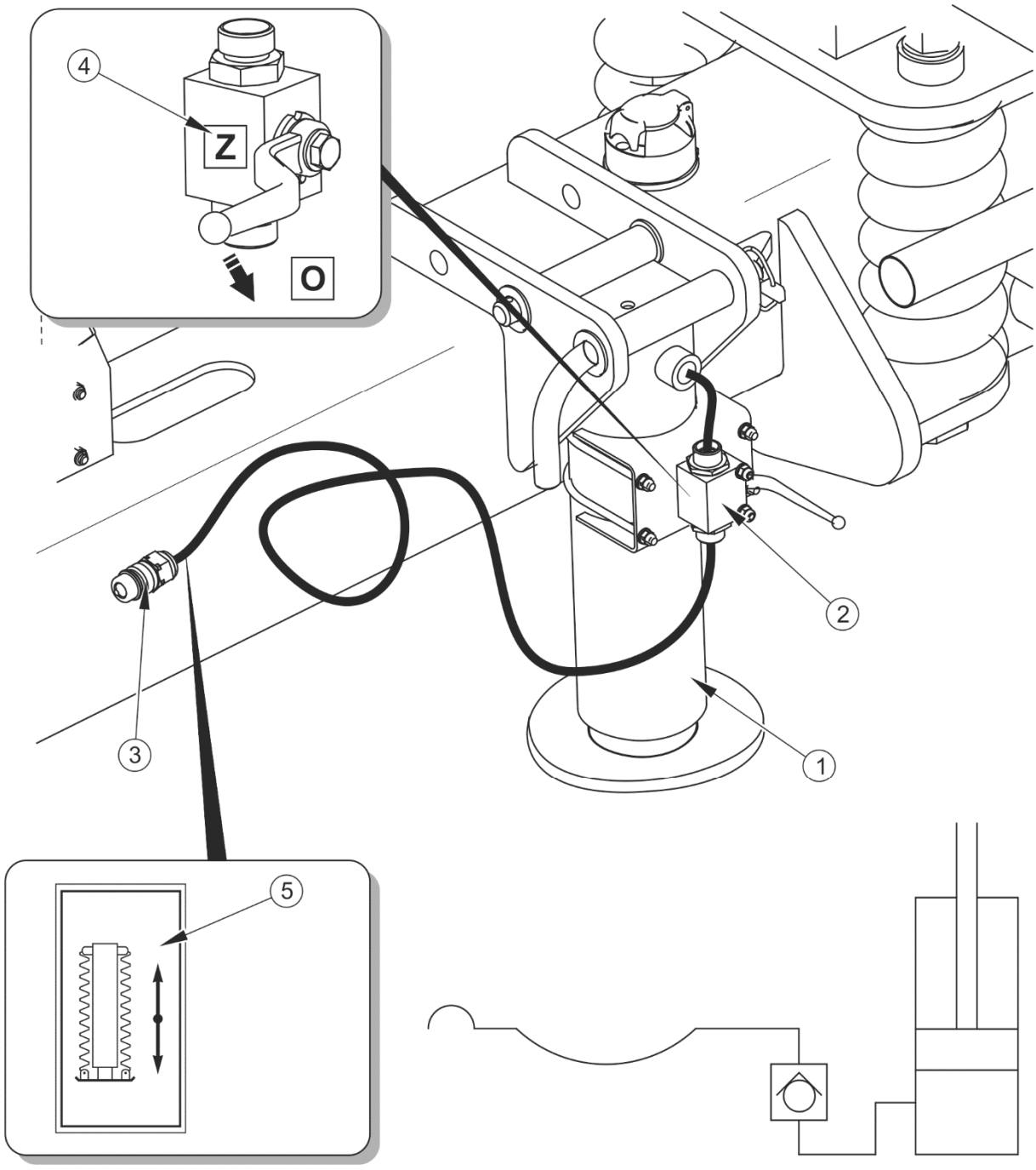


FIGURE 3.17 Design and diagram of hydraulic support system

(1) straight hydraulic support, (2) cut off valve, (3) hydraulic coupler, (4) information decal, (5) information decal

Design of the control system for the hydraulic support is shown in figure (*3.17*). The hydraulic system is equipped with a support with a single acting cylinder. The support foot return is accomplished by the tensioning springs located inside the support body. Supply conduit is marked with information decal (5). The supply of hydraulic oil to the support is possible only when cut-off valve (2) is set to „O" position (open). When towing the trailer, the support must be folded to transport position and secured with a cotter pin. The cut-off valve must be set to „Z" position (closed).

3.4 HYDRAULIC SYSTEM OF THE RAMPS (OPTION)

Design of the hydraulic system for folding and unfolding the ramps is shown in figure (*3.18)* and on concept diagram – figure (3.19).

The ramps are controlled (raised / lowered) by means of double-acting cylinders, through a single-section hydraulic distributor (1) located in the rear part of the frame, on the right side of the trailer. The system is supplied from the external hydraulic system of the tractor. To ensure correct connection, the supply conduit and the return conduit are marked with information decals (7) and (8).

Hydraulic distributor (9) - (option) has a floating section that enforces free movement of hydraulic cylinder pistons in order to facilitate operation.

Working positions of hydraulic distributor

(0) Neutral position,

(1) Rising the ramps - spring loaded lever automatically returns to its vertical position,

(2) Lowering the ramps - spring loaded lever automatically returns to its vertical position,

(3) Floating position – lever on latch (option).

DANGER

Before lowering or rising the ramps, make certain that there are no bystanders or other obstacles in the ramp lowering or rising zone.

Be especially careful when lowering or raising the ramps because the ramps are heavy and there is a risk of crushing.

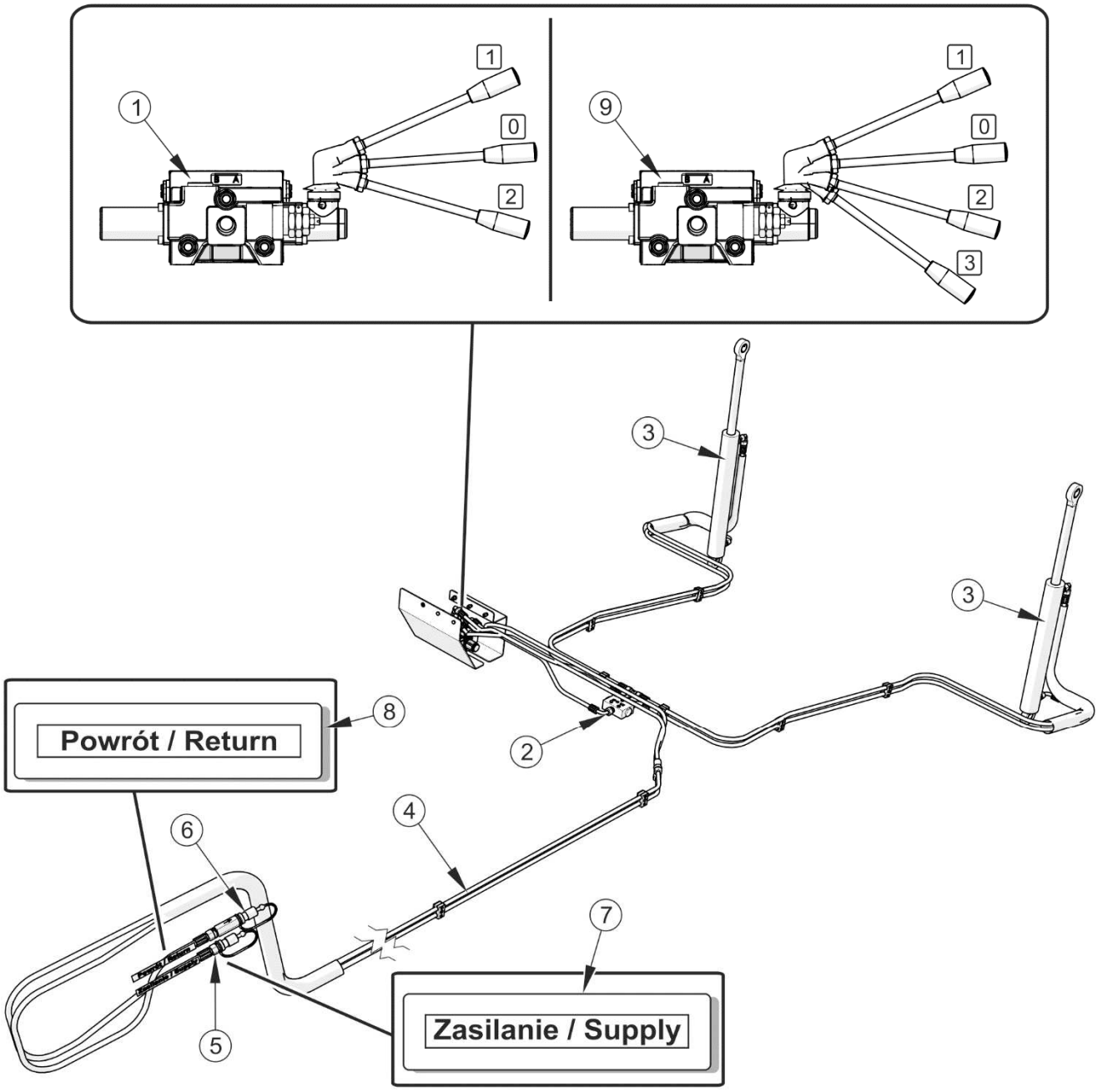


FIGURE 3.18 Design of the ramps' hydraulic system

(1) hydraulic distributor, (2) flow divider, (3) ramp cylinder, (4) hydraulic pipe, (5) quick coupler - plug (supply), (6) quick coupler - plug with return valve (return), (7) information decal, (8) information decal, (9) hydraulic distributor with floating position (option)

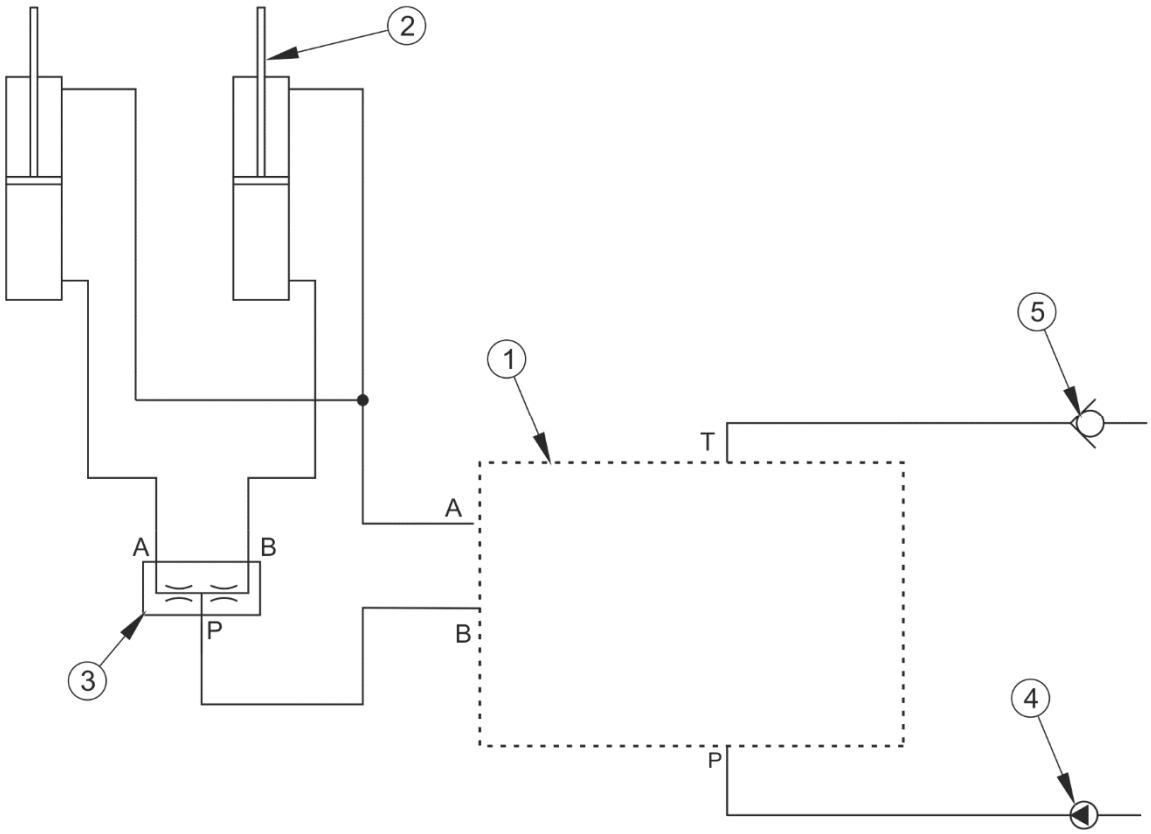


FIGURE 3.19 Concept diagram of the ramps' hydraulic system

(1) hydraulic distributor, (2) cylinder, (3) flow divider, (4) supply, (5) return

TIP

The hydraulic system of the ramps is filled with L-HL32 Lotos hydraulic oil.

Oil demand - 5l.

ATTENTION

Before unfolding the ramps, remove the transport straps and unlock spring catches.

Travelling with ramps which are unfolded and not secured with spring catches and straps is prohibited.

When loading or unloading the platform, the ramp legs and lower supporting elements must adhere tightly to level ground. Lower the ramps until they fully rest on the ground.

Switch the hydraulic distributor to floating position (3) only when at least one of the ramps touches the ground.

3.5 HYDRAULIC BRAKING SYSTEM WITH EMERGENCY BRAKE (OPTION)

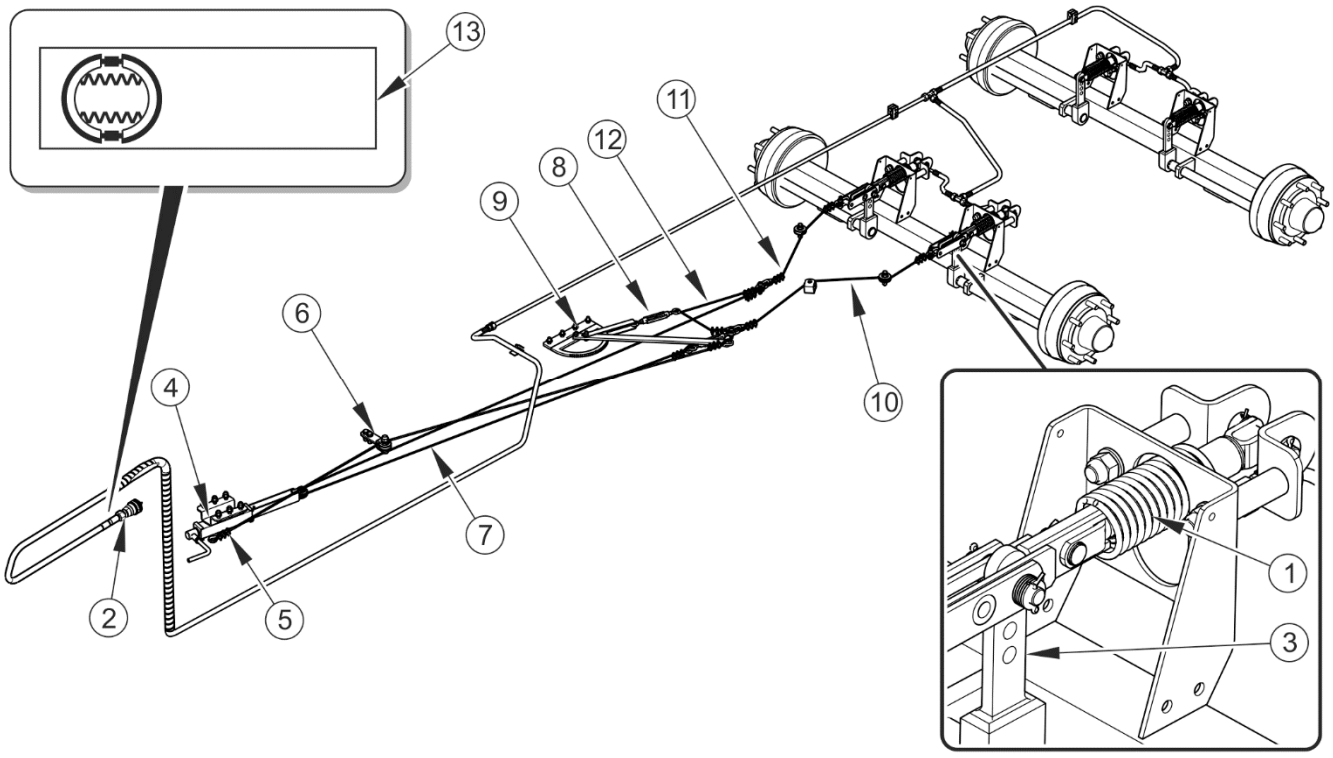


FIGURE 3.20 Braking system with emergency brake

(1) brake cylinder, (2) hydraulic quick coupler, (3) expander lever, (4) brake crank mechanism, (5) emergency brake cable, (6) guide roller, (7) handbrake cable, (8) bottle screw, (9) lever, (10), (11) (12) steel cables, (13) decal

The RC2100/2 trailer can be equipped with hydraulic braking system with emergency lever brake - figure *(3.20).* The system is connected to tractor by means of connection conduit terminated with quick coupler (2) and marked with decal (13). The main brake is activated from the tractor driver's cab by pressing on the brake pedal. Return of hydraulic brake cylinders (1) to neutral position is assisted by springs installed in cylinders.

The emergency brake immediately stops the trailer in case of its disconnection from the tractor. Attach the cable thimble (5) to a fixed element of the tractor; the other end of the cable is attached to lever (9). When disconnecting the trailer, the moving lever tightens the cables (10) - (12) and the bottle screw (8). Consequently, the levers of the front axle's expanders (3) tilt and the trailer's brakes are activated.

ATTENTION

Connect the cable (5) to tractor in such a manner as not to activate the trailer's brakes.

3.6 REAR UNDER-RUN PROTECTIVE DEVICE (OPTIONAL EQUIPMENT)

The trailer can be optionally equipped with a rear under-run protective device. During travel on public roads, the under-run protective device protects other road users in an event of a rear collision with the trailer. Rear under-run protective device is fixed to the overrun beam – Figure (3.21).

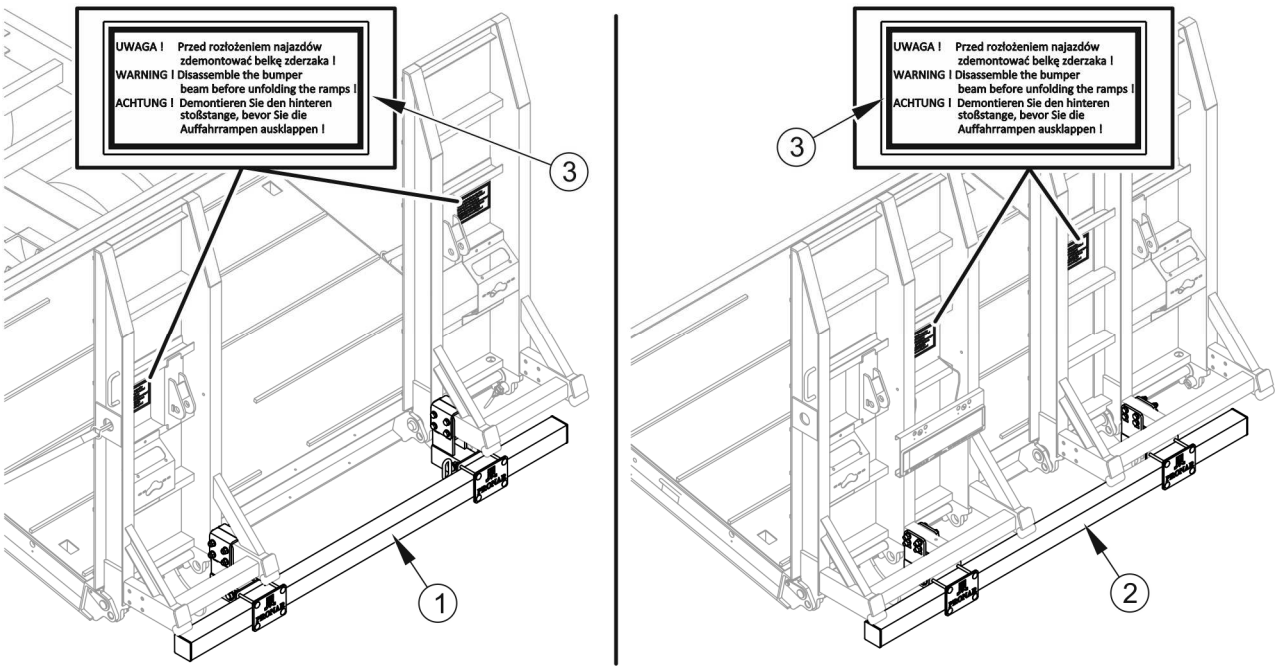


FIGURE 3.21 Rear under-run protective device

(1) rear under-run protective device (normal ramps), (2) rear under-run protective device (widened ramps)

Two versions of rear under-run protective device are available:

- for normal ramps
- for widened ramps

NOTE

Before unfolding the ramps dismantle rear under-run protective device.

Before driving on public roads dismantle rear under-run protective device.

SECTION

4

CORRECT USE

4.1 PREPARING FOR WORK BEFORE THE FIRST USE

4.1.1 CHECKING THE TRAILER AFTER DELIVERY

The manufacturer guarantees that the trailer is fully operational and has been checked according to quality control procedures and is ready for normal use. This does not release the user from an obligation to check the machine's condition after delivery and before first use. The machine is delivered to the user completely assembled.

Before commencing work, machine operator must inspect the technical condition of the trailer and prepare it for the first start-up. The user must carefully read this Operator's Manual and observe all recommendations, understand the design and the principle of machine operation.

ATTENTION

Before hitching to tractor and using the trailer, the user must carefully read this Operator's Manual and observe all recommendations.

External inspection

- Check completeness of machine (standard and optional equipment).
- Check condition of protective paint coat and load platform planks.
- Inspect trailer's individual components for mechanical damage resulting from incorrect transport (dents, piercing, bent or broken components).
- Check technical condition of tyres and tyre pressure.
- Check technical condition of elastic hydraulic conduits.
- Check technical condition of pneumatic conduits.
- Check that there are no hydraulic oil leaks.
- Check electric lamps.

4.1.2 PREPARING THE TRAILER FOR THE FIRST HITCHING TO TRACTOR

Preparation

- ➡ Check all the trailer's lubrication points, lubricate the machine as needed according to recommendations provided in section 5.
- ➡ Check if the nuts and bolts fixing the wheels are properly tightened.
- ➡ Drain the air tank of the pneumatic braking system.
- ➡ Ensure that pneumatic, hydraulic and electrical connections in agricultural tractor are according to the requirements (table 1.3), if not the trailer should not be hitched to the tractor.
- ➡ Adjust the height of the drawbar or position of upper transport hitch.
    - ⇨ A detailed description can be found in section 5.

Test drive

If all the above checks have been performed and there is no doubt as to the trailer's good technical condition, it can be connected to tractor. Start the tractor, check all systems and conduct test run of trailer without load (no load in load box). It is recommended that the inspection is conducted by two people, one of which should always remain in the tractor cab. Test drive should be conducted according to the sequence shown below.

- ➡ Connect the trailer to appropriate hitch on agricultural tractor.
- ➡ Connect brake system and electrical system lines.
- ➡ Switch on individual lights, check correct operation of electrical system.
- ➡ When moving off check if the main brakes operate correctly.
- ➡ Perform test drive.

If during test run worrying symptoms occur such as:

- noise and abnormal sounds originating from the abrasion of moving elements of the trailer design,
- hydraulic oil leak,
- pressure drop in braking system,
- incorrect operation of hydraulic and/or pneumatic cylinders,

or other faults, find the cause of the problem. If a fault cannot be rectified or the repair could void the guarantee, please contact the dealer for additional clarifications or to make a repair.

DANGER

Careless and incorrect use and operation of the trailer, and non-compliance with the recommendations given in this operator's manual is dangerous to your health.

The trailer must never be used by persons who are not authorised to drive agricultural tractors, including children and people under the influence of alcohol or other drugs.

Non-compliance with the safety rules of this Operator's Manual can be dangerous to the health and life of the operator and others.

After completion of test drive check tightness of wheel nuts.

4.2 HITCHING AND UNHITCHING THE TRAILER FROM TRACTOR

Ensure that all connections (electric, hydraulic) and the hitch of agricultural tractor meet the requirements of the low chassis trailer Manufacturer. Otherwise, the trailer should not be hitched to the tractor.

In order to hitch the trailer to the tractor, perform the actions below in the sequence presented. Machine must be immobilised by parking brake.

Hitching to tractor

- ➡ Immobilise trailer with parking brake.
- ➡ Position agricultural tractor directly in front of drawbar eye.
- ➡ Adjust the hight of tractor hitch to enable hitching the trailer (support leg).
- ➡ Connect the conduit marked with decal (7) – figure (*4.2*) to socket in tractor – supply of the support's hydraulic system (hydraulic support).
- ➡ Set hydraulic valve (5) to „O" position (hydraulic support).
- ➡ Adjust the height of the drawbar with regard to the tractor hitch using distributor of the tractor's hydraulic system (by lowering or sliding the support foot) (hydraulic support).

DANGER

When hitching, there must be nobody between the trailer and the tractor. When hitching the machine, tractor driver must exercise caution and make sure that nobody is present in the hazard zone.

Be especially careful when hitching the machine.

When connecting the hydraulic conduits to the tractor, make sure that the hydraulic system of the tractor and the hydraulic system of the trailer are not under pressure.

- Reverse tractor, hitch trailer to appropriate hitch on tractor, check hitch lock protecting machine against accidental unhitching.
  - ⇨ If the agricultural tractor is equipped with an automatic coupler, ensure that the hitching operation is completed and that drawbar eye is secured.
- Raise support foot, turn it to transport position and secure it with pin and cotter pin.
  - ⇨ Read subsection (4.3), (4.4).
  - ⇨ Set hydraulic valve (5) to „Z” position (hydraulic support).
- Turn off tractor engine. Ensure that unauthorised persons do not have access to the tractor cab.
- Connect the braking system conduits.
  - ⇨ Connect pneumatic conduit marked yellow with yellow socket in tractor (pneumatic system).
  - ⇨ Connect pneumatic conduit marked red with red socket in tractor. (pneumatic system).
  - ⇨ Connect the conduits of the hydraulic brake system. (hydraulic system).
- Connect main lead supplying electrical lighting system.
- Connect conduits of the hydraulic ramp control system (optional equipment).
  - ⇨ Ramp control system conduits are marked with decals which indicate correct direction of oil flow in the system.

ATTENTION

Low chassis trailer may only be hitched to a tractor which has the appropriate connection sockets for brake system, hydraulic system and electrical system. Hydraulic oil in both machines must be of the same type and the tractor hitch must be capable of withstanding the drawbar's vertical load of correctly loaded trailer.

ATTENTION

When hitching is completed, secure the electrical leads and braking system lines in such a way that they do not become entangled in tractor's moving parts and are not at the risk of breaking or severed when making turns.

Unhitching the trailer

In order to unhitch the trailer from the tractor follow these steps.

- ➡ Immobilise tractor and trailer with parking brake.
- ➡ Lower the support to parking position.
  - ⇨ Read subsection (4.3).
- ➡ Turn off tractor engine. Ensure that unauthorised persons do not have access to the tractor cab.
- ➡ Possibly, disconnect the conduits of the hydraulic system of the support and the ramps from the tractor.
- ➡ Disconnect braking system conduits from the tractor.
- ➡ Disconnect electrical lead.
- ➡ Protect hydraulic conduit ends with covers. Place all conduit plugs in sockets and bracket connectors on the trailer drawbar.
- ➡ Place chocks under trailer wheel.
  - ⇨ Wheel chocks shall be so placed that one of them is in front of the wheel and the second is behind it.
- ➡ Disconnect drawbar from the tractor's hitch and move the tractor forward.

DANGER

Exercise caution when unhitching the trailer from the tractor. Ensure good visibility. Unless it is necessary, do not go between tractor and trailer.

Before disconnecting conduits and drawbar eye, close tractor cab and secure it against access by unauthorised persons.

4.3 SUPPORT LEG OPERATION

DANGER

While placing the support in driving position, exercise caution and do not place fingers between the support mounting socket and the support. Danger of severing or crushing.

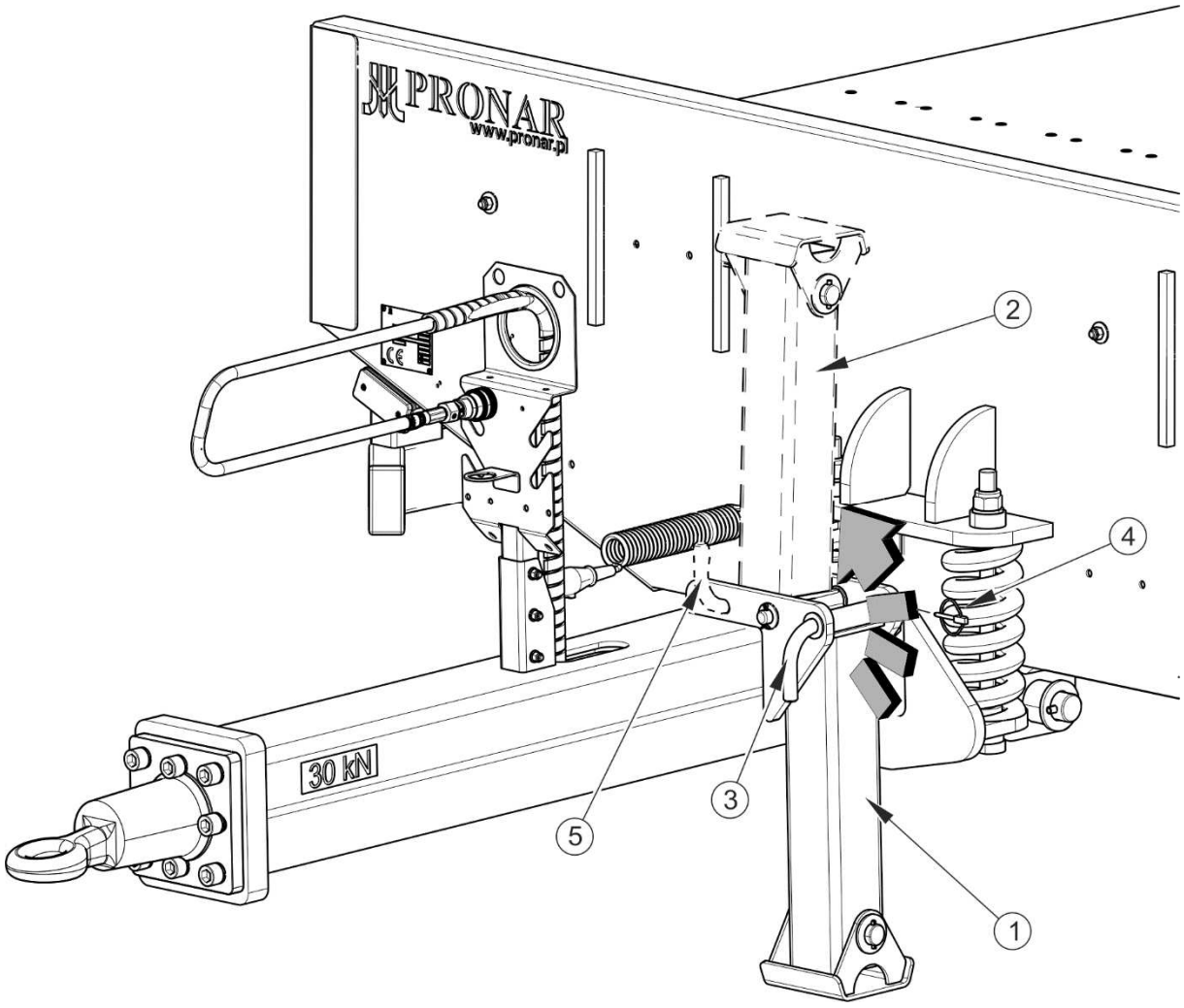


FIGURE 4.1 Support operation

(1) support in parking position, (2) support in driving position, (3) safety pin in parking position, (4) cotter pin, (5) safety pin in driving position

Setting the support to driving position

- ➡ Immobilise tractor and trailer with parking brake.
  - ⇨ The tractor must be connected with the trailer before the support foot is raised.
- ➡ Unlock the cotter pin (4) and remove the safety pin from the parking position (3).
- ➡ Turn support foot (1) to position (2).
- ➡ Insert safety pin in position (5) and secure it with cotter pin (4).
- ➡ Prior to moving off, release trailer's parking brake.

ATTENTION

Do NOT move off or drive with the support in parking position Be sure to change support to the driving position.

Do NOT travel with the trailer if the support securing elements are damaged or lost – safety pin (3) and R-clip (4).

Setting the support to rest position

- ➡ Immobilise tractor and trailer with parking brake.
- ➡ Unlock the cotter pin (4) and remove the safety pin from the driving position (5) – figure (*4.1*).
- ➡ Turn the support to position (1) – parking position.
- ➡ Insert safety pin to parking position (3) and secure it with cotter-pin (4).

DANGER

Danger of crushing. Be especially careful when lowering the support – this refers to bystanders or helpers.

4.4 HYDRAULIC SUPPORT OPERATION

Setting the support to driving position

- ➧ Immobilise tractor and trailer with parking brake.
- ➧ Open valve (5).
  - ⇨ Shift valve lever in the direction of „O” – decal (6).
- ➧ Operate selective control valve in the tractor in order to raise the support foot.
  - ⇨ The tractor must be connected with the trailer before the support foot is raised.
  - ⇨ Hydraulic conduit marked with decal (7) – figure (*4.2*) must be connected to the hydraulic socket in tractor. The trailer must be hitched to the tractor.
- ➧ Close valve (5).
  - ⇨ Shift valve lever to „Z” position – decal (6).
- ➧ Remove R-clip (4) from safety pin, remove safety pin (3).

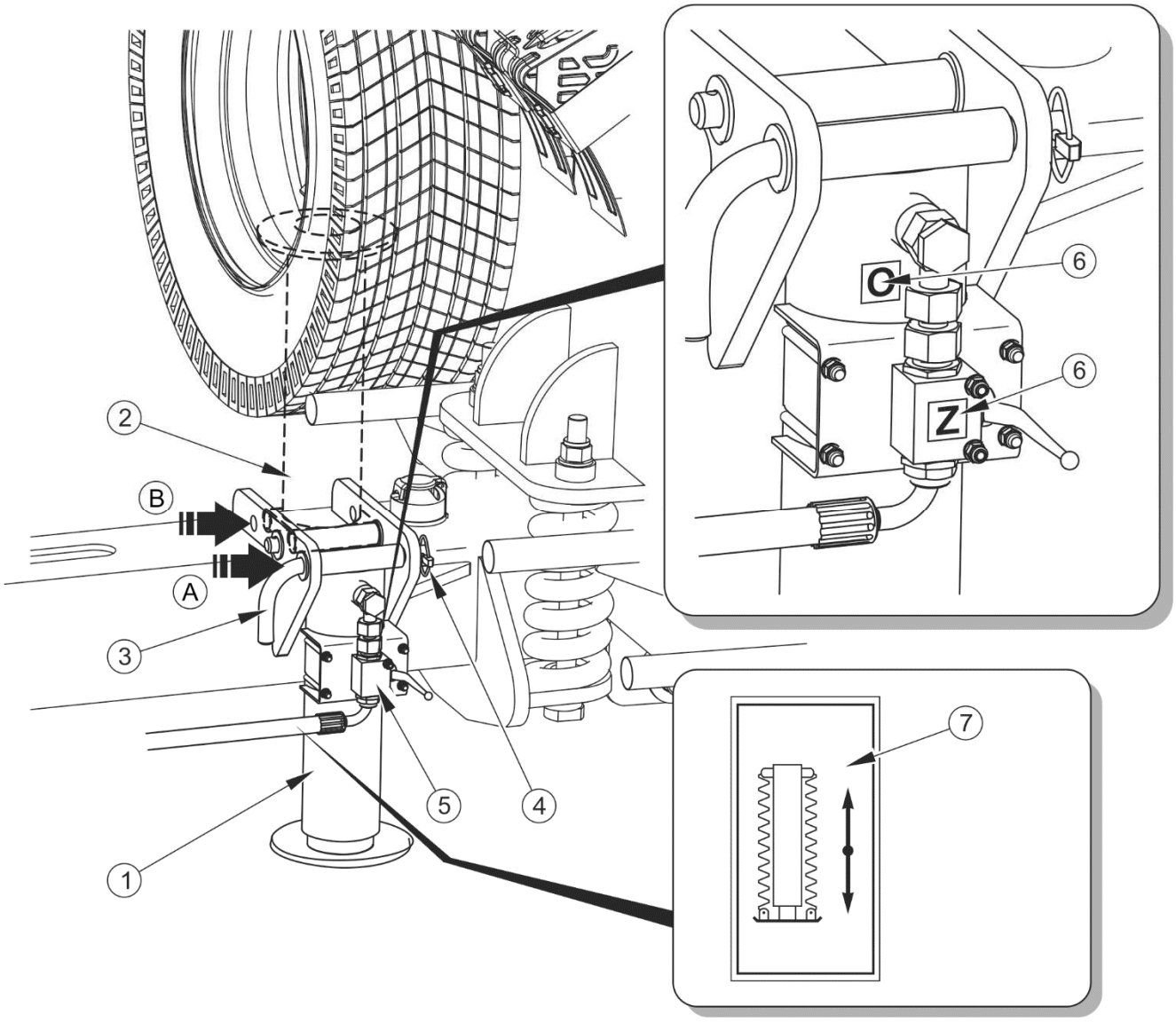


FIGURE 4.2 Support operation

(1) support in parking position, (2) support in driving position, (3) safety pin, (4) R-clip of safety pin, (5) cut off valve, (6) information decal „O/Z”, (7) information decal, (A), (B) safety pin sockets

➡ Turn support foot to position (2).

DANGER

While placing the support in driving position, exercise caution and do not place fingers between the support mounting socket and the support. Danger of severing or crushing.

➡ Insert safety pin (3) to socket (B) and secure it with R-clip (4).

➡ Prior to moving off, release trailer's parking brake.

ATTENTION

Do NOT move off or drive with the support raised only by means of the hydraulic cylinder. The support must be set to driving position.

Do NOT travel with the trailer if the support securing elements are damaged or lost – safety pin (3) and R-clip (4).

Setting the support to rest position

➡ Immobilise tractor and trailer with parking brake.

➡ Remove cotter pin (4) of safety pin (3) – Figure (*4.2*).

➡ Turn the support to position (1) – parking position.

➡ Insert safety pin (3) to socket (A) and secure it with R-clip (4).

➡ Set cut off valve (5) to „O" position.

➡ Operate selective control valve in the tractor in order to lower the support foot.

⇨ Drawbar hitching eye should be slightly raised with regard to the tractor hitch in order to facilitate unhitching the trailer.

➡ Set valve (5) to „Z" position.

DANGER

Danger of crushing. Be especially careful when lowering the support – this refers to bystanders or helpers.

4.5 LOADING AND UNLOADING THE TRAILER

4.5.1 STANDARD SIZE LOADS

Standard size loads are all loads permitted for transport, whose dimensions do not exceed allowable dimensions specified by the road traffic regulations in force in the country where the trailer is used. Load must not extend beyond the outline of the load platform.

Loading of trailer may only take place when the machine is hitched to tractor. The load must be arranged in such a manner that it does not overload the axle or hitch system of the tractor and trailer.

DANGER

Do NOT exceed the trailer's maximum carrying capacity.

People or animals and loads not permitted by the Manufacturer must not be carried on the trailer.

Loading the trailer

- Tractor and trailer must be placed to drive forwards.
- Immobilise tractor and trailer with parking brake.
- Switch off tractor engine, secure the cab to prevent unauthorised access.
- Unlock and remove the transport straps of the ramps.
- Unlock the spring catches and lower the ramps to the ground (manually or using the hydraulic system distributor – depending on trailer equipment).
- Place the load on the trailer platform.
- Fold the ramps.
- Install transport straps and lock locking pins.
- Secure the load.

Hoisting crane or overhead crane of proper lifting capacity or additional agricultural tractor may be used for loading the trailer.

ATTENTION

Lower the ramps until they fully rest on the ground. Otherwise, when a machine is driven onto the load platform, the trailer will have a tendency to raise the drawbar, which may cause damage to the tractor hitch or drawbar.

Unfolded ramps must be at the same height. Do not place the ramps in such a manner that one of the ramps is supported on an obstacle (e.g. stone, curb etc.).

When using a tractor for loading the trailer, remember to ensure that the gross weight (tractor + loaded machine) does not exceed the trailer's maximum carrying capacity. Otherwise, the ramps, drawbar or other elements of the low chassis trailer may get damaged.

Before loading, ensure enough space and very good visibility.

DANGER

Do NOT stand within the danger zone, i.e. keep a distance of approximately 5 meters from each side of the trailer.

If loading takes place on soft or muddy ground, place thick planks, strong plates or other materials under the ramps to prevent them from sinking into the ground.

4.5.2 OVERSIZE LOADS

Oversize loads are the loads whose dimensions exceed allowable dimensions specified by the road traffic regulations in force in the country where the trailer is used.

Oversize loads may be transported on public roads only if the requirements specified by the road traffic regulations are met and a travel permit is obtained from a competent office. Driving on non-public roads is not limited by road traffic regulations.

DANGER

Do NOT exceed the trailer's maximum carrying capacity.

People or animals and loads not permitted by the Manufacturer must not be carried on the trailer.

4.5.3 UNLOADING THE TRAILER

- ➡ Tractor and trailer must be placed to drive forwards.
  - ⇨ Ensure enough space for unloading.
- ➡ Unlock and remove the transport straps of the ramps.
- ➡ Unlock spring catches and manually lower the ramps on the ground.
- ➡ Switch off tractor engine, secure the cab to prevent unauthorised access.
- ➡ Remove all load fastening devices.

➡ Unload the trailer using overhead crane, hoisting crane or another tractor.

ATTENTION

Lower the ramps until they fully rest on the ground. Otherwise, when a machine is driven off the load platform, the trailer will have a tendency to raise the drawbar, which may cause damage to the tractor hitch or drawbar.

If unloading takes place on soft ground, place planks, plates or other materials under the ramps to prevent them from sinking into the ground.

4.6 RAMPS' PROTECTIONS

The trailer's ramps are protected by means of transport straps and a spring catch. The transport strap (1) – figure (*4.3*) is attached to the ramp element on the outside and to the transport lug (2) located in the lower frame.

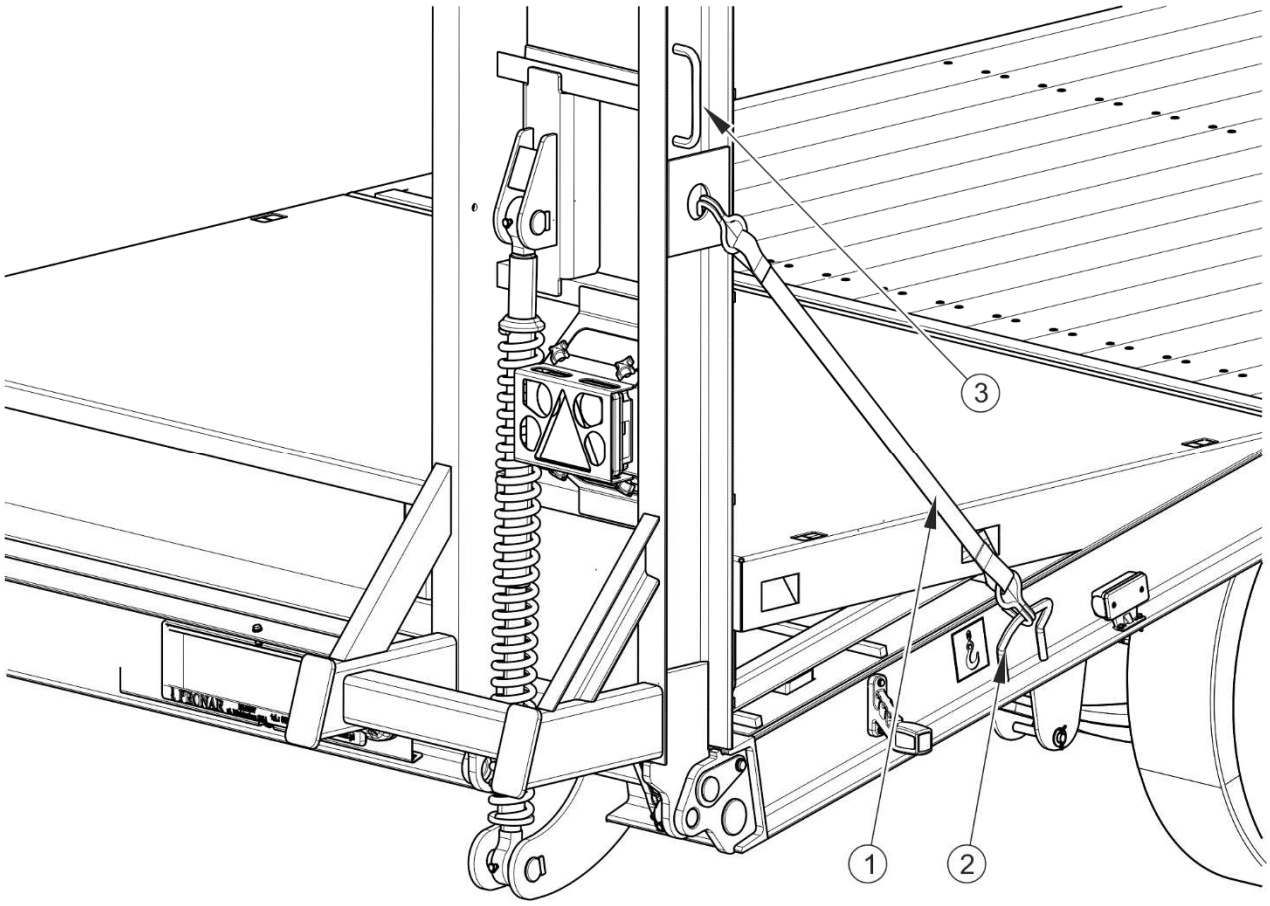


FIGURE 4.3 Ramps' interlock

(1) transport strap, (2) transport lug, (3) ram handle

Spring catches (1) Figure (*4.4*) are mounted near the ramp rotation pin. Pull out the lever to position (2) in order to release the catch. In this position, the catch lever can not be automatically closed. After releasing the interlock, the ramps can be lowered to working position.

After finishing work and folding the ramps, check whether the spring catches have automatically returned to locking position. Otherwise, set the levers to correct position - position (1) – Figure (*4.4*).

ATTENTION

After finishing ramps folding, make sure that spring catches are in ramp locking position.

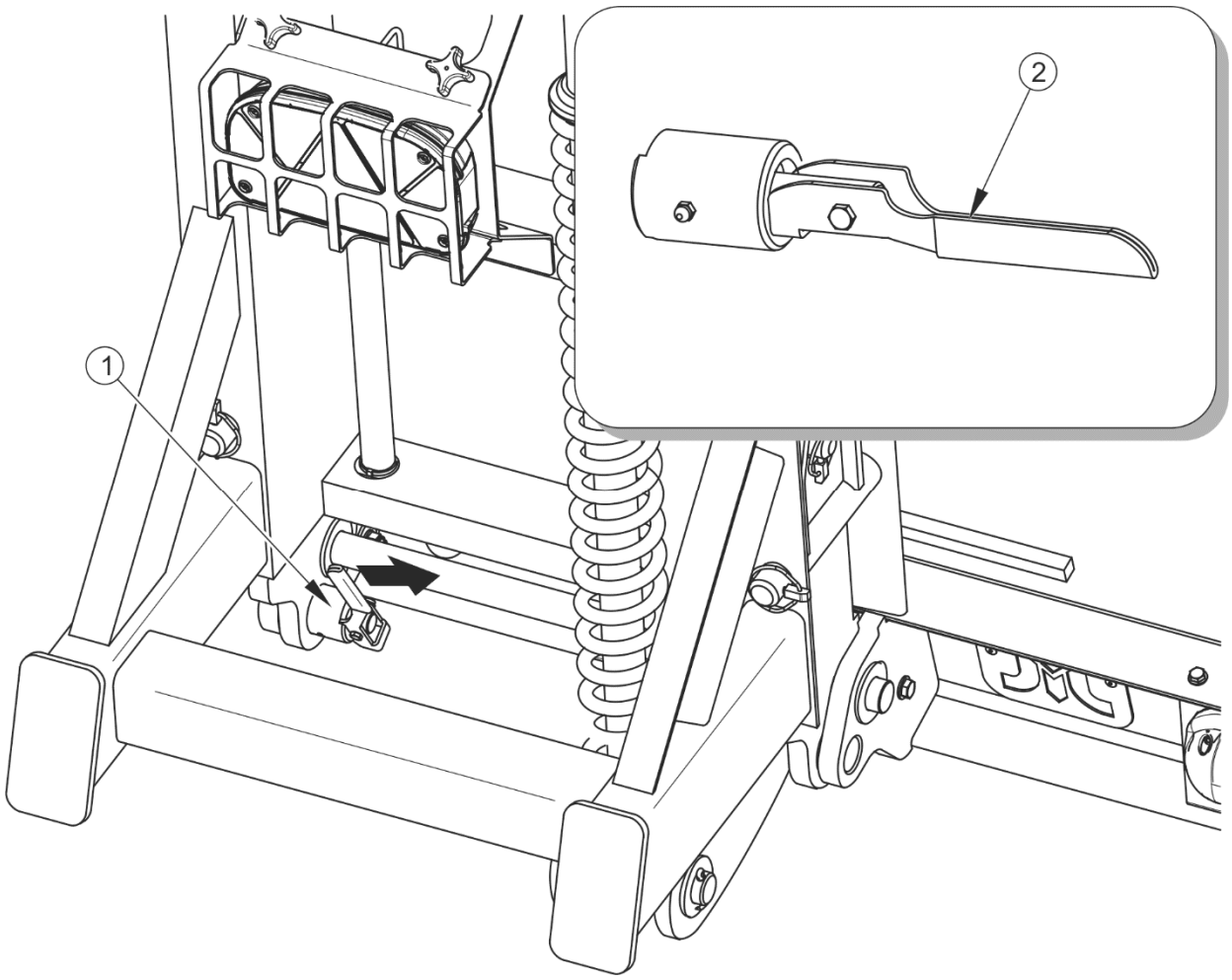


FIGURE 4.4 Spring catch

(1) catch lever in ramp locking position, (2) catch lever in ramp releasing position

4.7 SECURING LOAD

Regardless of the type of load carried, the user is obliged to secure it in such a manner that the load is unable to move freely on the load platform and pose a threat to other road users during transport.

Securing the load involves its correct attaching to load platform by means of belts, ropes, chains or other devices equipped with a tensioning mechanism. Information provided in this section do not describe all possibilities of load securing. Important instructions are only given concerning correct load fixing methods and risks are indicated which may occur if proper procedures are not followed.

Properly secured load must not have a tendency to tilt on the load platform when making turns and must not slide on the trailer floor planks. For this reason, sufficient securing measures should be applied to prevent these unfavourable phenomena. It is additionally recommended that chocks or other objects without sharp edges should be placed under the load wheels (if the load has wheels) in order to prevent load relocation.

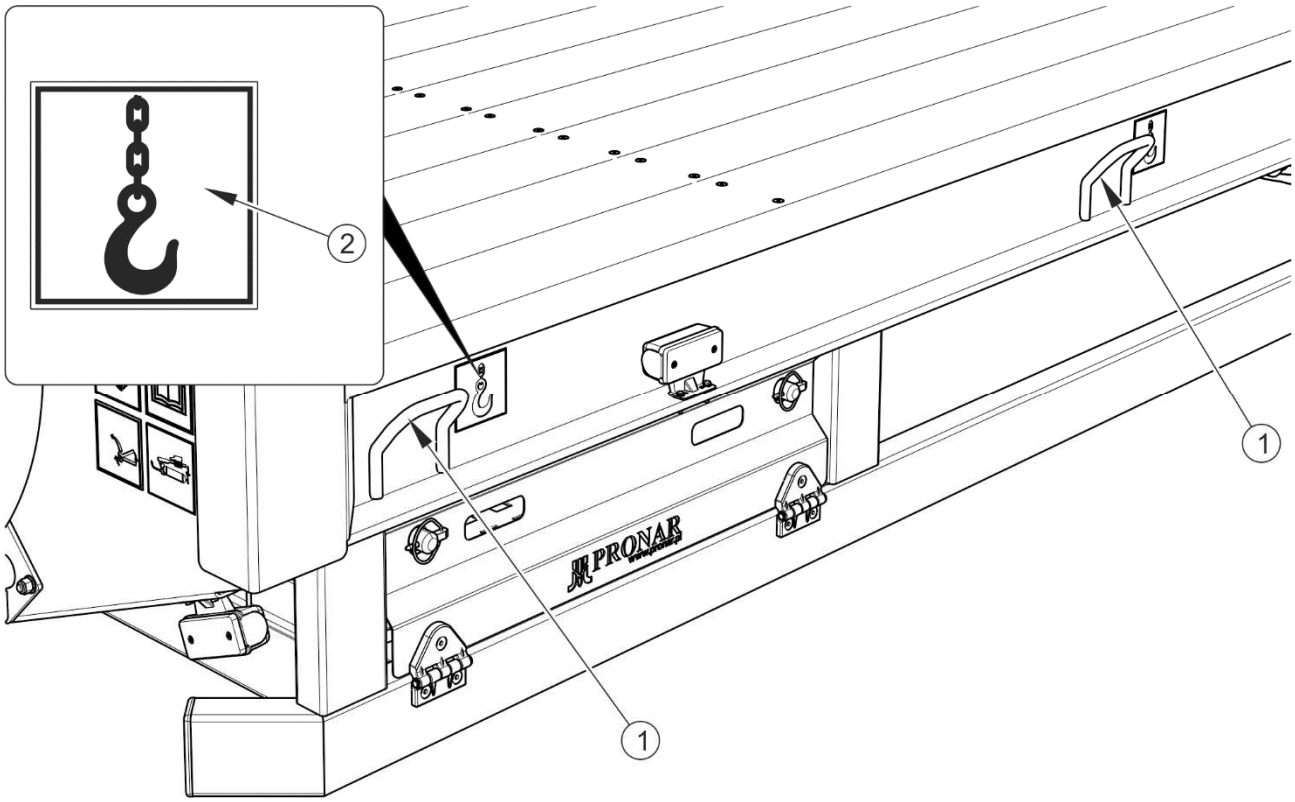


FIGURE 4.5 Positioning of transport lugs

(1) transport lug, (2) information decal

The low chassis trailer is equipped with 5 pairs of transport lugs arranged on the external longitudinal members of the lower frame – Figure (4.5).

4.8 TRANSPORTING THE MACHINE

When driving on public roads, respect the road traffic regulations, exercise caution and prudence. Listed below are the key guidelines for driving the tractor and trailer combination.

- Before moving off, make sure that there are no bystanders, especially children, near the trailer or the tractor. Ensure that the driver has sufficient visibility.
- Make sure that the ramps are correctly secured with interlocks and the support is set to transport position.
- Make sure that the trailer is correctly attached to the tractor and tractor's hitch is properly secured.
- It is recommended that another person should help in reversing or making difficult manoeuvres. This person should observe the tractor and trailer combination and the load. This person should be visible all the time to the tractor driver as well as be especially careful and keep a safe distance from danger zones.
- The trailer must not be overloaded, loads must be uniformly distributed so that the maximum permissible axle and drawbar loads are not exceeded. The trailer's maximum carrying capacity must not be exceeded as this can damage the machine and pose a threat to the operator or other road users.
- Permissible design speed and maximum speed allowed by road traffic law must not be exceeded. The towing speed should be adapted to the current road conditions, load carried by the trailer, road surface conditions and other relevant conditions.
- In the event of trailer malfunction, pull over on the hard shoulder avoiding any risk to other road users and position reflective warning triangle according to traffic regulations.
- While driving on public roads the trailer must be fitted with a certified or authorised reflective warning triangle. When driving, comply with all road traffic regulations, indicate an intention to turn using indicator lamps, keep all road lights

and indicator lights clean at all times and ensure they are in good condition. Any damaged or lost lamps or indicator lights must be immediately repaired or replaced.

- Avoid ruts, depressions, ditches or driving on roadside slopes. Driving across such obstacles could cause the machine or the tractor to suddenly tilt. This is of special importance because loaded trailer's centre of gravity is higher, which reduces safety. Driving near ditches or canals is dangerous as there is a risk of the wheels sliding down the slope or the slope collapsing.
- When driving, avoid sharp turns especially on slopes.
- Please note that the braking distance of the tractor and trailer combination is substantially increased at higher speeds and loads.
- Speed must be sufficiently reduced before making a turn or driving on an uneven road or a slope.
- During reversing one should use the assistance of another person, who gives directions standing clear of the danger zone.
- Depending on the road traffic regulations in force in the country in which the trailer is used, a rear under-run protection device should be installed

4.9 PROPER USE AND MAINTENANCE OF TYRES

- When working on the tyres, chocks or other objects without sharp edges should be placed under the wheels of the trailer to prevent it from rolling. Wheels can be taken off the trailer axle only when the trailer is not loaded.
- Repair work on the wheels or tyres should be carried out by persons trained and entitled to do so. This work should be carried out using appropriate tools.
- Inspect tightness of wheel nuts after the first use of the trailer, every 2 - 3 hours during first month of work and then every 30 hours of use (travel). The inspection should be repeated individually if a wheel has been removed from the wheel axle. Wheel nuts should be tightened according to recommendations provided in section 5 *MAINTENANCE.*

- During wheel dismounting, memorize the sequence of wheel and spacer ring dismounting. The smaller ring is mounted on the wheel axle drum side. The larger ring is mounted on the external side.
- Regularly check and maintain correct pressure in tyres according to Operator's Manual (especially if trailer is not used for a longer period of time).
- Air pressure in tyres should be also checked during the whole day of intensive work. Please note that higher temperatures could raise tyre pressure by as much as 1 bar. At high temperatures and pressure, reduce load or speed.
- Do not release air from warm tyres to adjust the pressure or the tyres will be underinflated when temperatures return to normal.
- Protect tyre valves using suitable caps to avoid soiling.
- Do not exceed the trailer's maximum design speed.
- Avoid potholes, sudden manoeuvres or high speeds when turning.

4.10 REAR UNDER-RUN PROTECTION DEVICE USE AND OPERATION

NOTE

It is recommended that two people remove and install the rear under-run protection device.

Before unfolding the ramps dismantle rear under-run protection device.

Before driving on public roads dismantle rear under-run protection device.

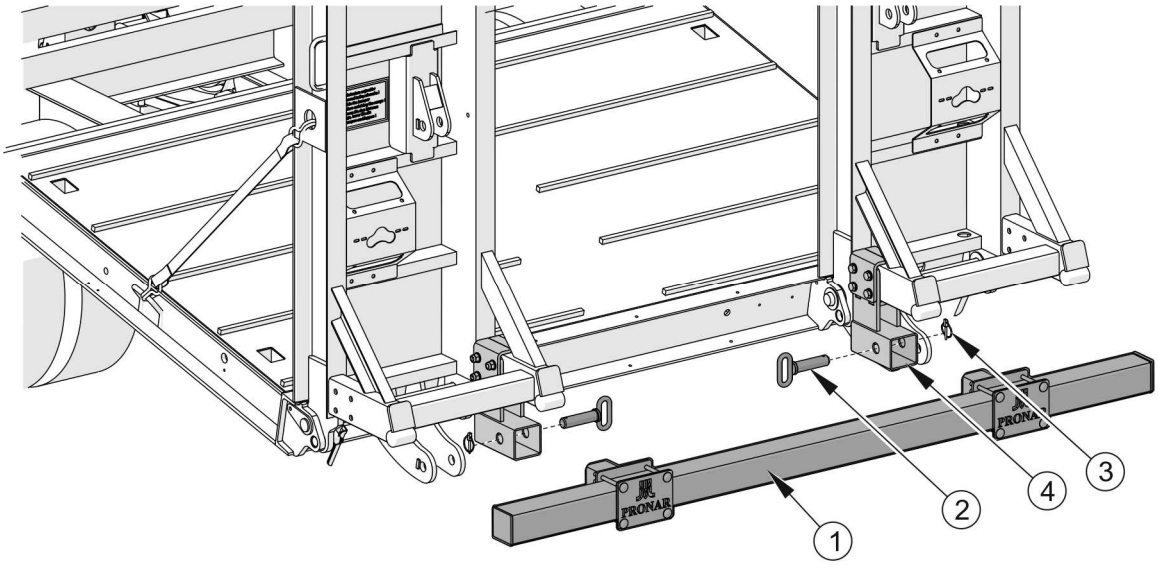


FIGURE 4.6 Install of the rear under-run protection device

(1) under-run protection device beam, (2) locking pin, (3) linchpin, (4) under-run protection device mounting section

Remove of the rear under-run protective device

- Unlock the cotter pins (3) and pull out the securing bolts (2).
- Remove the under-run protection device beam (1) by sliding it out of the square hollow mounting sections (4).

Install the under-run protection device

- Install the under-run protection device beam (1) by inserting it into square hollow mounting section (4).
- Insert the locking bolts (3) and secure with the cotter pin (3).

SECTION

5

MAINTENANCE

5.1 PRELIMINARY INFORMATION

When using the trailer, regular inspections of its technical condition are essential and the performance of maintenance procedures, which keep the machine in good technical condition. In connection with this the user of the trailer is obliged to perform all the maintenance and adjustment procedures defined by the Manufacturer.

Repairs during the warranty period may only be performed by authorised service points.

Detailed procedures and extent of activities which the user may perform by himself are described in this section. In the event of unauthorised repairs, changes to factory settings and other actions, which are not regarded as possible for the trailer operator to perform, the user shall invalidate the warranty.

5.2 SERVICING BRAKES AND AXLES

5.2.1 PRELIMINARY INFORMATION

Work connected with the repair, change or regeneration of axle and brakes elements should be entrusted to specialist establishments having the appropriate technology and qualifications for this type of work.

The responsibilities of the user are limited to:

- initial inspection of axle brakes,
- inspection and adjustment of slackness of axle bearings,
- mounting and dismounting wheel, inspection of wheel tightening,
- checking air pressure, evaluating technical condition of wheels and tyres,
- mechanical brakes adjustment,
- replacing the parking brake cable and tension adjustment

Procedures connected with:

- changing grease in axle bearings,
- changing bearings, hub seals,
- changing brake linings, repairing brake,

may be performed by specialist workshops.

DANGER

Do not use the trailer when brake system is out of order.

5.2.2 INITIAL INSPECTION OF AXLE BRAKES

After purchasing trailer, the user is responsible for general checking of brake system of trailer axle.

Initial inspection of axle brakes must be conducted:

- **after first use,**
- **after first travel with load.**

Inspection procedures

- ➡ Hitch trailer to tractor and place chocks under trailer wheel.
- ➡ Check fixing of cylinder and return springs.
- ➡ Engage and release in turn the main brake and then the trailer parking brake.
  - ⇨ Main brake and parking brake should be engaged and released without great resistance and severity.
- ➡ Check cylinder movement and correct return of piston to start position.
  - ⇨ The help of a second person is required, who shall engage trailer brake.
- ➡ Check if axle elements are in place, (cotter pins in castellated nuts, expansion rings etc.).
- ➡ Inspect tightness of the hydraulic cylinders – see section 5.3.2.

5.2.3 CHECKING BRAKE SHOE LININGS FOR WEAR

During use of trailer, friction lining of brake drums is subject to wear. In such a case, the complete brake shoes should be replaced with new ones. Excessive wear of brake shoes is the condition in which the thickness of linings which are glued or riveted to steel structures of

brake shoes is smaller than the minimum value. Check brake shoe linings for wear through the inspection opening (2) – see Figure *(5.1).*

Check brake shoe linings for wear:

- **every 6 months,**
- **if brakes overheat,**
- **if brake cylinder piston stroke is significantly longer,**
- **if there are unusual noises from the drum of wheel axle.**

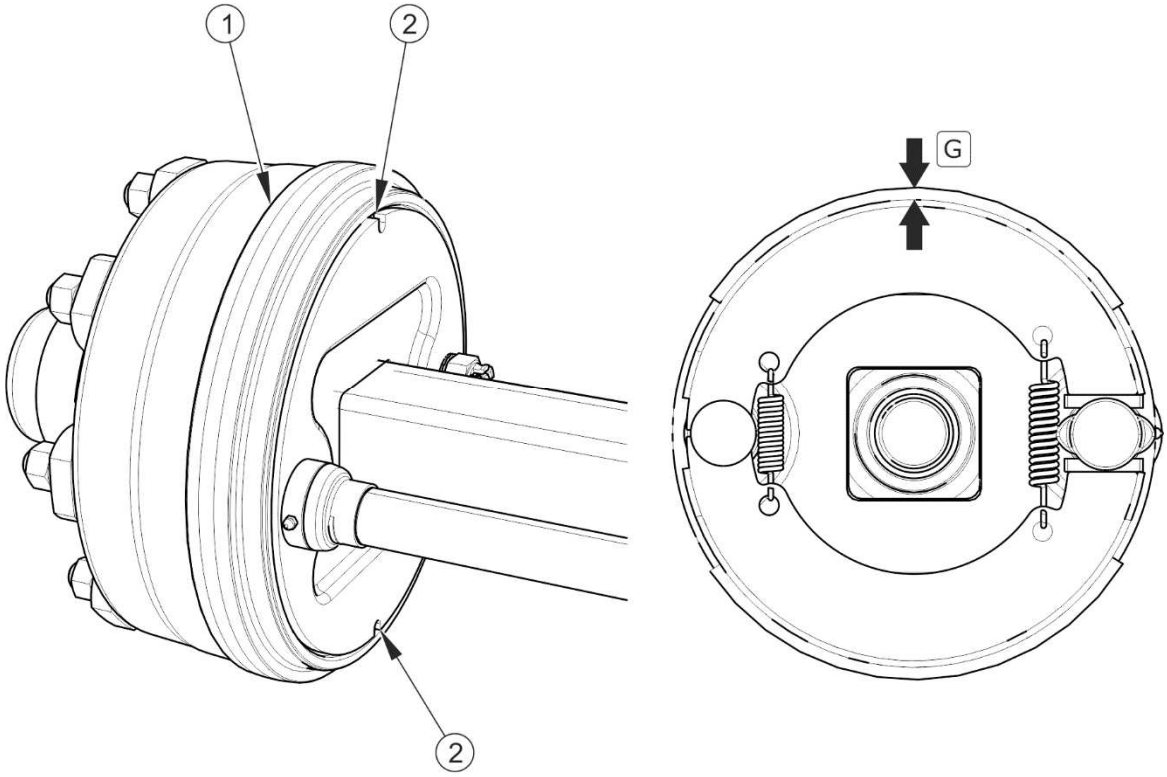


FIGURE 5.1 Checking brake shoe linings

(1) wheel axle drum, (2) inspection opening for checking wear of brake shoe linings, (G) brake shoe lining thickness

attention

The minimum thickness of brake shoe lining for A90TN8QCN002 axle is 2 mm.
The minimum thickness of brake shoe lining for A90TN8KB031 axle is 5 mm.

5.2.4 CHECKING WHEEL AXLE BEARINGS FOR SLACKNESS

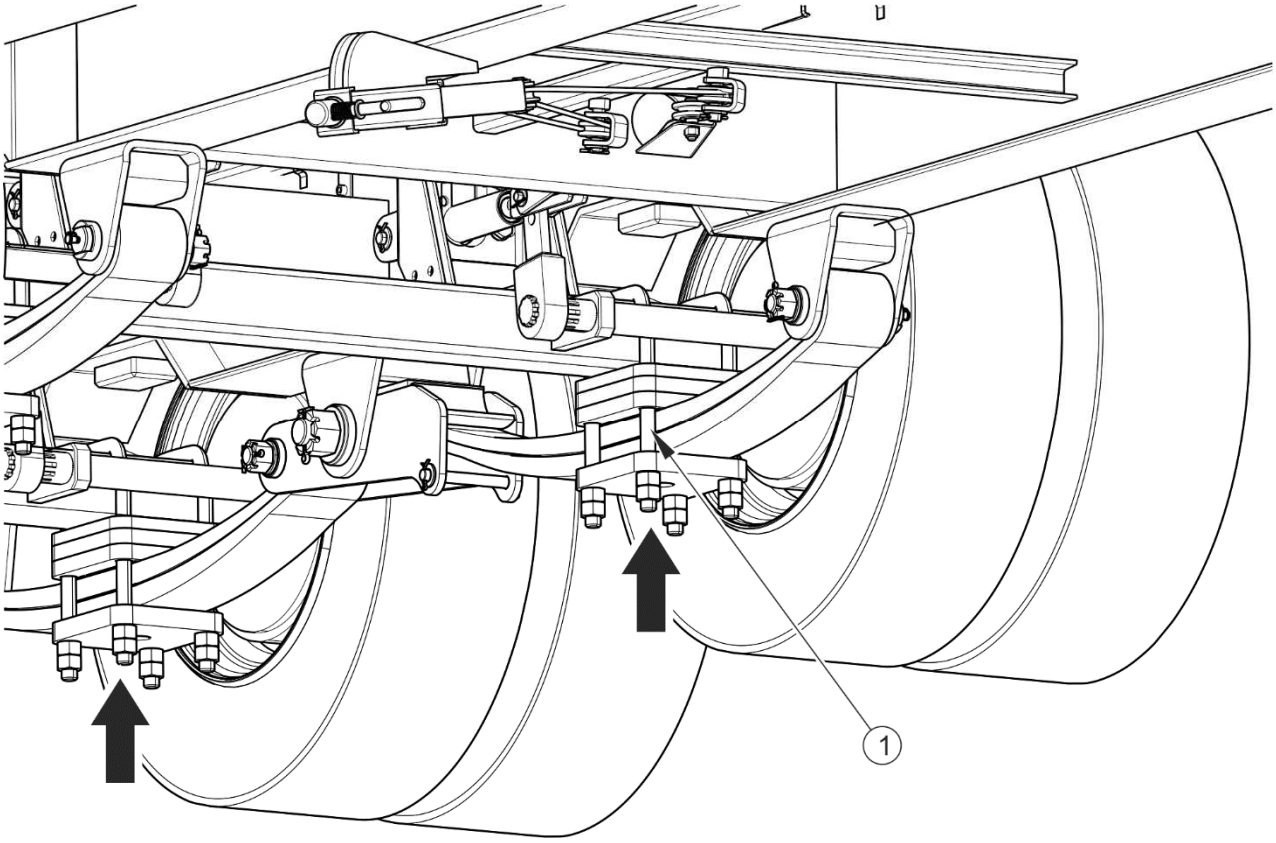


FIGURE 5.2 Lifting jack support point

(1) U bolt

Preparation procedures

- ➡ Hitch trailer to tractor.
- ➡ Park tractor and trailer on hard level ground.
- ➡ Immobilise tractor with parking brake.
- ➡ Place the wheel chocks under the wheel opposite to the lifted wheel. Ensure that trailer shall not move during inspection.
- ➡ Raise the wheel (opposite to the side where chocks are placed).
  - ⇨ The lifting jack should be placed between U bolts (1) - figure (*5.2*) securing axle to leaf spring, or as near as possible to axle mounting. Recommended support point is marked with an arrow.

- ⇨ The lifting jack must be suited to the weight of trailer and must be technically reliable.
- ⇨ The lifting jack must be positioned on a level and hard surface so as to prevent sinking into the ground or relocating the jack during lifting.
- ⇨ If necessary, use proper backing plates in order to reduce unit pressure of the jack's base on the ground and prevent its sinking into the ground.

Checking wheel axle bearings for slackness

- ➡ Turning the wheel slowly in both directions check that movement is smooth and that the wheel rotates without excessive resistance.
- ➡ Turn the wheel so that it rotates very quickly, check that the bearing does not make any unusual sounds.
- ➡ Moving the wheel try to detect slackness.
  - ⇨ You may use a lever placed under the wheel supporting the other end of the lever on the floor.
- ➡ Repeat the procedure for each wheel individually, remembering that the jack must be on the side opposite to the chocks.

TIP

If hub cover is damaged or missing, contamination and dampness enter the hub, which causes significantly faster wear of bearings and hub seals.

Life of bearings is dependent on working conditions of the trailer, loading, speed of travel and lubrication conditions.

If slackness is felt, adjust bearings. Unusual sounds coming from bearing may be symptoms of excessive wear, dirt or damage. In such an event the bearing, together with sealing ring, should be replaced with new parts, or cleaned and greased again During inspection of bearings ensure that possibly detected slackness comes from the bearing and not from the suspension system (e.g. slackness of leaf spring pins etc.).

Check condition of hub cover, if necessary replace it with a new cover. Inspection of bearing play may only be conducted when the trailer is hitched to tractor and the load platform is empty.

Checking wheel axle bearings for slackness:

- **after travelling the first 1,000 km,**
- **after intensive use of trailer,**
- **every six months use or every 25,000 km.**

DANGER

Before commencing work, the user must read the instructions for lifting jack and adhere to the manufacturer's instructions.

The lifting jack must be stably supported on the ground and so must the axle.

Ensure that trailer shall not move during inspection of axle bearing slackness.

5.2.5 ADJUSTMENT OF AXLE BEARING SLACKNESS

Preparation procedures

➡ Prepare tractor and trailer for adjustment procedures according to description provided in section 5.2.3.

Adjustment of axle bearing slackness

➡ Take off hub cover (1) - figure (5.3).

➡ Take out cotter pin (3) securing castellated nut (2).

➡ Tighten castellated nut in order to eliminate slackness.

⇨ Hub should rotate with slight resistance.

➡ Unscrew nut in (A) direction (not less than1/3 rotation) to align the nearest nut groove with the opening in wheel axle pin (B). Hub should rotate without excessive resistance

⇨ The nut must not be excessively tightened. Do not apply excessive pressure because working conditions of the bearings may deteriorate.

➡ Secure castellated nut with cotter pin and mount the hub cap.

➡ Delicately tap the hub cap with rubber or wooden mallet.

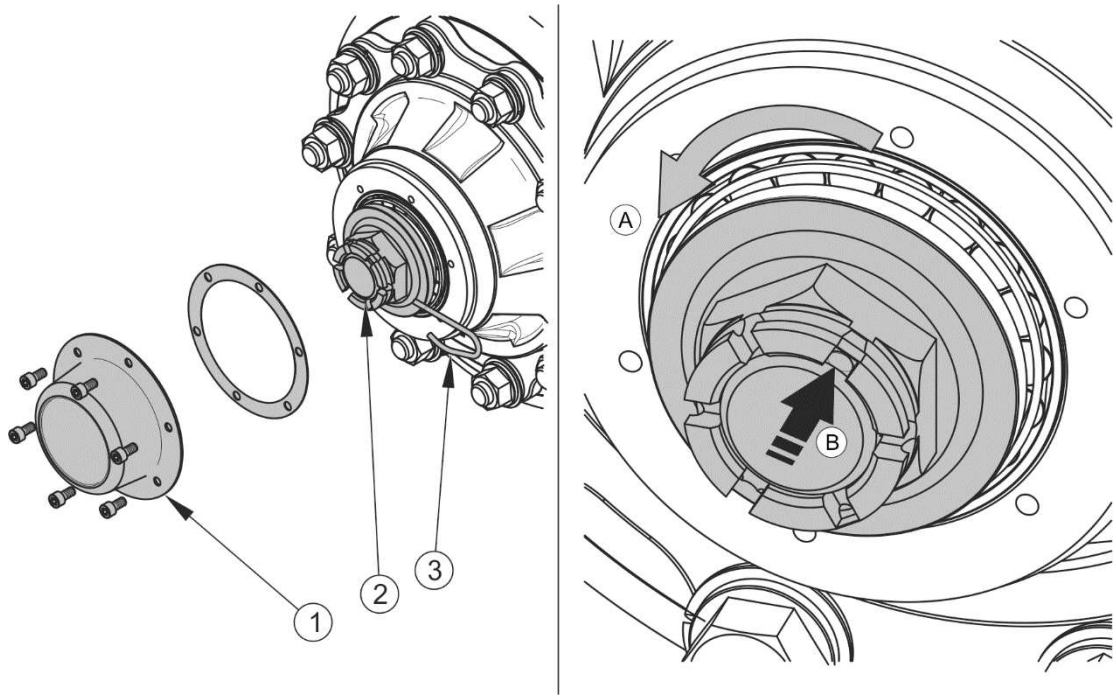


FIGURE 5.3 Adjustment of wheel axle bearings

(1) hub cover, (2) castellated nut, (3) cotter pin

The wheel should turn smoothly without stiffness or detectable resistance not originating from abrasion of brake shoes in brake drum. Adjustment of bearing play may only be conducted when the trailer is hitched to tractor and it is not loaded.

TIP

If the wheels are removed, bearing play is easy to check and adjust.

5.2.6 MOUNTING AND DISMOUNTING WHEELS, INSPECTION OF WHEEL NUT TIGHTENING.

Wheel removal

➡ Immobilise trailer with parking brake.

➡ Place securing chocks under trailer wheel (opposite of the wheel being dismounted).

➡ Ensure that trailer is properly secured and will not move during wheel dismounting.

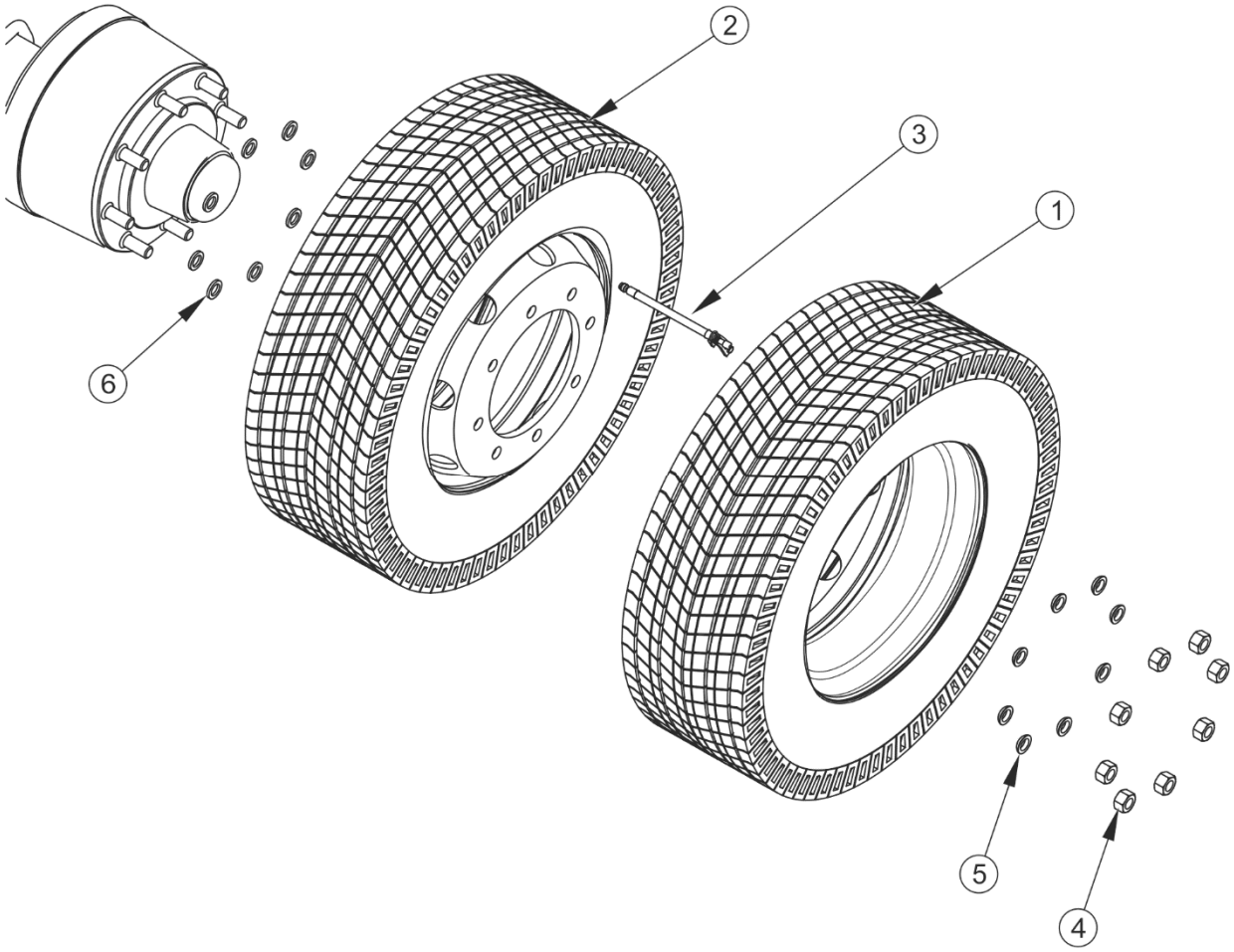


FIGURE 5.4 Components for mounting twin wheels

(1) external wheel, (2) internal wheel, (3) tyre valve extension, (4) nut , (5) external ring, (6) internal ring

➡ Loosen wheel nuts (4).

⇨ Sequence of nut tightening and loosening is shown in figure (*5.5*).

➡ Place lifting jack and lift the trailer.

➡ Undo and remove nuts, remove external rings (5).

➡ Remove external wheel (1).

➡ Remove internal wheel (2).

➡ Remove internal rings (6).

Wheel mounting

- Clean axle pins and nuts of contamination.
  - Do not grease thread of nuts and pins.
- Check condition of pins and nuts, if necessary replace them.
- Install spacer rings on pins.
- Install internal wheel on hub. Check condition of tyre valve extension.
- Install external wheel, insert tyre valve extension into opening in external wheel rim.
- Install external rings and nuts. Tighten the nuts diagonally until the wheels are completely set on the drums.
- Lower trailer, tighten nuts according to recommended torque (380Nm) and given sequence.

TIP

Wheel nuts should be tightened using the torque of 380 Nm - M22x1.5 nuts.

Tightening nuts

Nuts should be tightened gradually diagonally, (in several stages, until obtaining the required tightening torque) using a torque spanner. If a torque spanner is not available, one may use an ordinary spanner. The arm of the spanner (L), figure (*5.5*), should be selected according to the weight of the person (F) tightening the nut. Remember that this method of tightening is not as accurate as the use of a torque spanner.

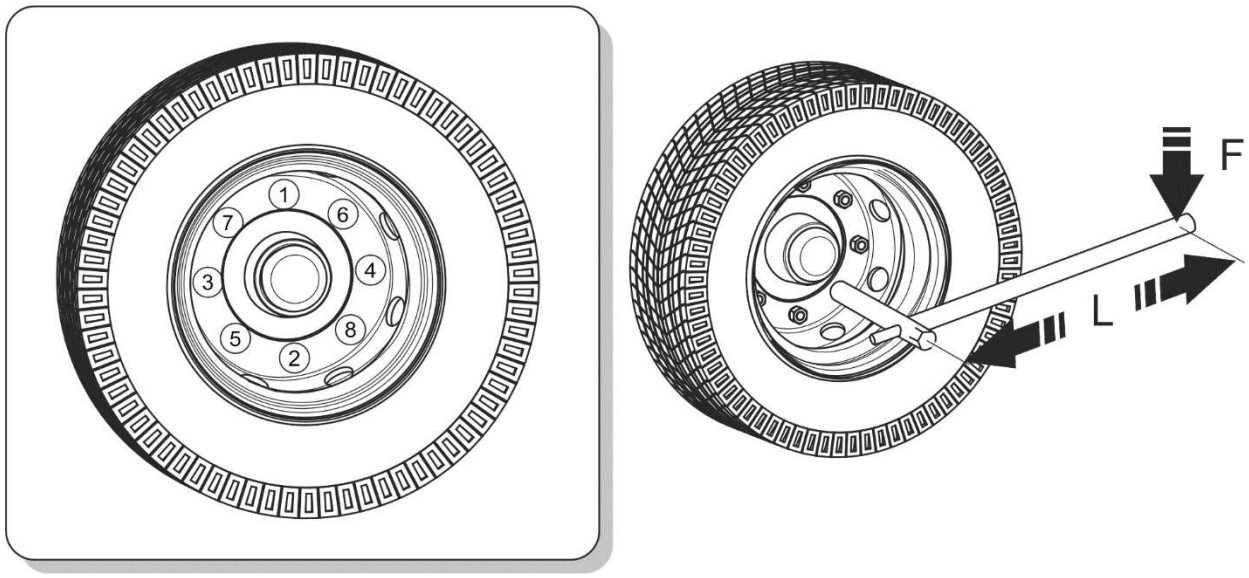


FIGURE 5.5 Sequence of nut tightening

(1) - (8) sequence of nut tightening, (L) spanner length, (F) user weight

Check the wheel nut tightening:

- **After the first use of trailer (one-time inspection).**
- **Every 2 – 3 hours of trailer travel (during the first month of trailer use).**
- **Every 30 hours of trailer travel.**

The above actions should be repeated individually if a wheel has been removed from the wheel axle.

TABLE 5.1 Spanner arm

WHEEL TIGHTENING TORQUE	BODY WEIGHT (F)	ARM LENGTH (L)
[Nm]	[kg]	[m]
380	86	0.45
	77	0.50
	70	0.55
	65	0.60

ATTENTION

Wheel nuts may not be tightened with impact wrench because of danger of exceeding permissible tightening torque, the consequence of which may be breaking the thread connection or breaking off the hub pin.

The greatest precision is achieved using a torque spanner. Before commencing work, ensure that correct tightening torque value is set.

5.2.7 CHECKING AIR PRESSURE IN TYRES, EVALUATING TECHNICAL CONDITION OF TYRES AND STEEL WHEELS

Air pressure in tyres should be checked each time after changing a spare wheel and at least once a month. In the event of intensive use, air pressure in tyres should be checked more frequently. During this time, the trailer must be unloaded. Checking should be done before travelling when tyres are not heated, or after an extended period of parking.

TIP

pressure values are specified in information decal, placed on wheel or on upper frame above trailer wheel.

DANGER

Damaged tyres or wheels may be the cause of a serious accident.

While checking pressure pay attention to technical condition of wheels and tyres. Look carefully at tyre sides and check the condition of tread.

In case of mechanical damage consult the nearest tyre service and check whether the tyre defect requires tyre replacement.

TIP

valve extension facilitates checking air pressure in internal wheel tyre.

Wheels should be inspected with regard to distortion, breaking of material, breaking of welds, corrosion, especially in the area of welds and contact with tyre.

Proper technical condition and appropriate maintenance of wheels significantly extends the life of these components and ensures appropriate level of safety to trailer users.

Checking air pressure in tyres and visual inspection of steel wheels:

- **every 1 month of use,**
- **every week during intensive work,**
- **if needed.**

5.2.8 ADJUSTMENT OF MECHANICAL BRAKES

During trailer operation drum brake linings are subjected to wear. Piston stroke extends and, after exceeding the limit value, braking force declines.

Adjustment must be made when:

- piston rod stroke amounts to 2/3 of maximum stroke,
- expansion levers are not set in parallel to each other during braking,
- repairs are made to braking system.

Trailer wheels must brake simultaneously. Brakes adjustment involves changing the position of the expander arm (1) – figure (*5.6*), in relation to expander shaft (2). To do this rotate adjustment screw (4) in appropriate direction to displace the expander lever:

- in direction B - if brake brakes too late,
- in direction A, if braking is too early,

Adjustment should be conducted separately for each wheel. After proper brake adjustment, at full braking, the expander arms should create the angle o 90^0 with the cylinder piston, and the stroke should amount to approximately half the length of the total stroke of the piston. After brake release expander arms may not be supported on any structural elements, because too little withdrawal of a piston rod may cause abrasion of brake shoes in drum and result in overheating trailer brakes. Expander arms must be positioned in parallel with regard to each other at full braking. If this is not so, adjust the position of the lever, which has the longer stroke.

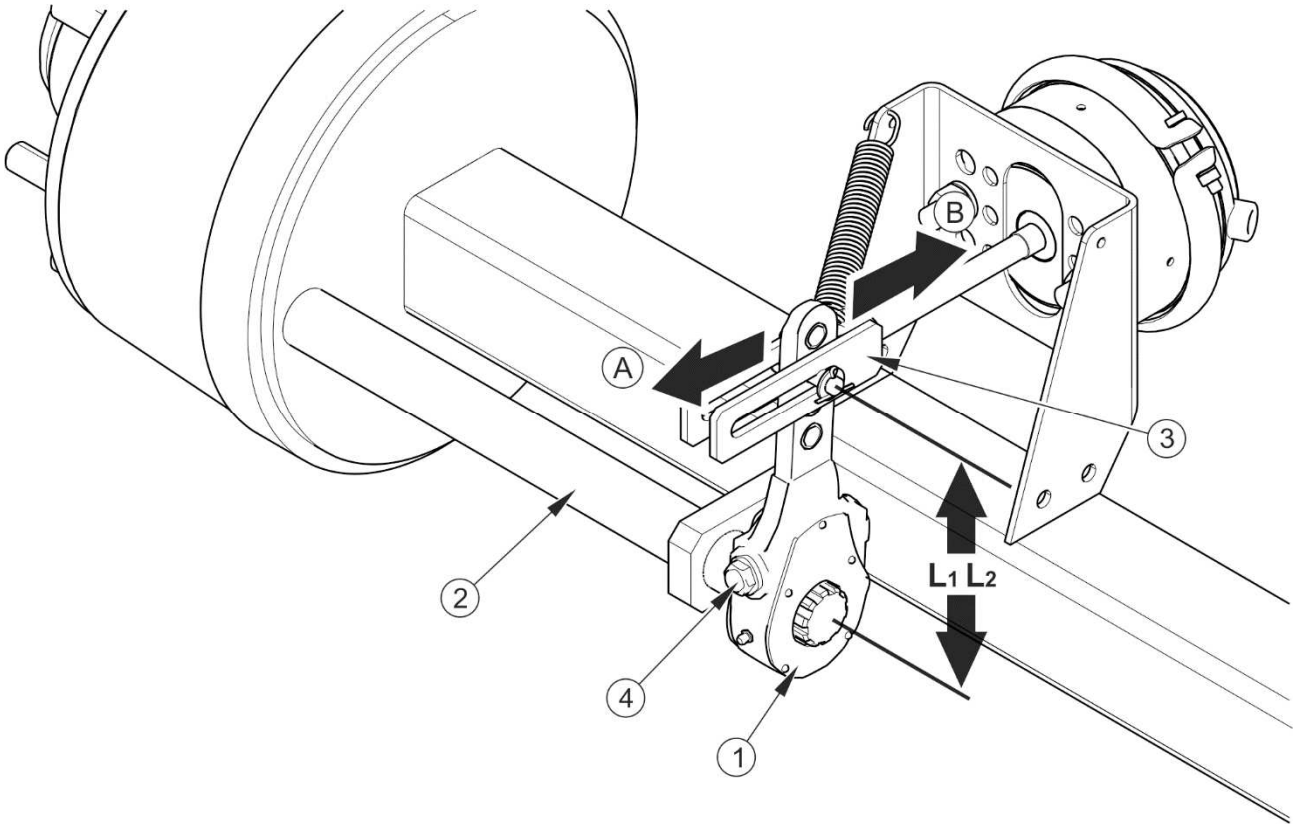


FIGURE 5.6 Adjustment of axle mechanical brakes

(1) expander arm, (2) expander shaft, (3) cylinder fork, (4) adjustment bolt (L_1) position of fork pin - front axle, (L_2) position of fork pin - rear axle

The cylinder fork mounting position is selected by the Manufacturer and may not be changed.

TABLE 5.2 Position of fork pin in expander arm

Type of system	Pneumatic system (Figure 3.6)		Hydraulic system (Figure 3.5)		Combined system (Figure 3.7)	
	Front axle	Rear axle	Front axle	Rear axle	Front axle	Rear axle
Pin position [mm]	175	175	150	175	175	175

Checking and adjustment of main brake:

- **every 12 months,**
- **if needed.**

Brake repairs, changes of brake linings etc. may be only undertaken in authorised service points. Making unauthorised repairs and modifications by the user voids the guarantee. Among the service operations which may be performed by the trailer user there is only brake adjustment by changing the setting of expander arms.

5.2.9 REPLACEMENT OF PARKING BRAKE CABLE AND ADJUSTMENT OF CABLE TENSION.

Proper operation of the parking brake is dependent on the effectiveness of the axle brake and the correct brake cable tension.

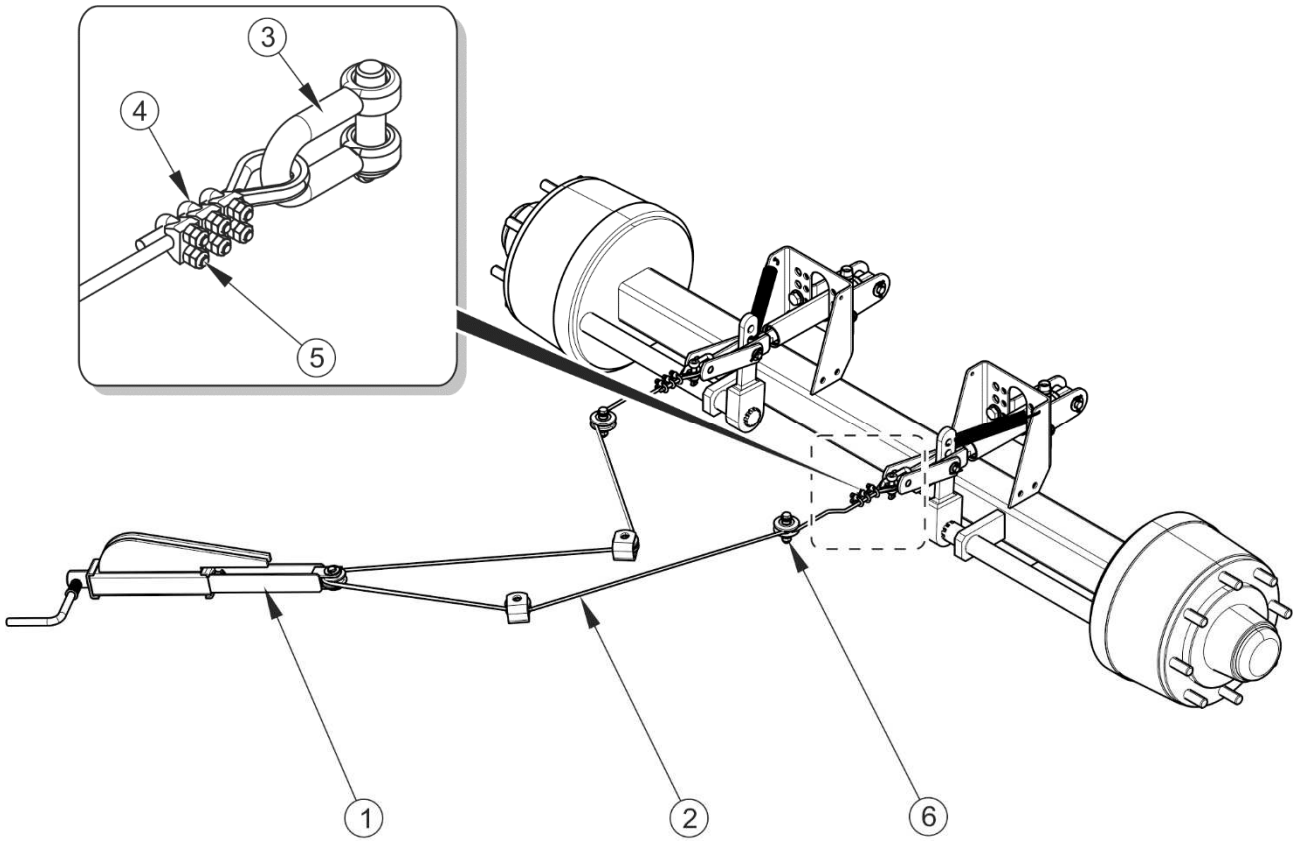


FIGURE 5.7 Adjustment of parking brake cable tension

(1) brake crank mechanism, (2) hand brake cable, (3) shackle, (4) u-shaped clamp, (5) clamp nuts, (6) guide rollers

Replacing the parking brake cable

- ➡ Hitch trailer to tractor. Park trailer and tractor on level surface.
- ➡ Place wheel chocks under trailer wheel.

- Fully unscrew the bolt of the brake crank mechanism (1).
- Dismantle shackle (6), loosen nuts (5) of cable clamps (4).
- Dismantle cable (2).
- Lubricate parking brake mechanism (1) and pins of cable guide rollers (6).
- Install new cable, adjust cable tension.
- After the first loading of cable, re-check the condition of cable ends, correct if necessary.

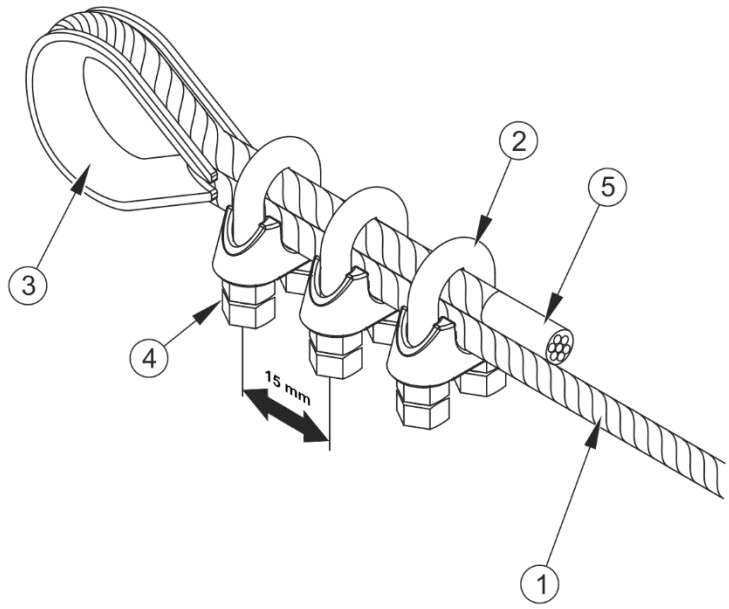


FIGURE 5.8 Installation of steel cable

(1) steel cable, (2) clamp jaw, (3) thimble, (4) nut, (5) heat shrink tubing

Installation of steel cable

- Secure cable ends by means of heat shrink tubing (5).
- Install thimble (3) on cable (1).
- Install clamp jaws (2) and tighten nuts (4).
- The distance between the clamps should be at least 15 mm.
- Clamp jaws must be placed on the side of the load bearing cable - see figure *(5.8).*
- The first clamp should be placed directly on the thimble.

ATTENTION

Clamp jaws must be placed on the side of the load bearing cable - see figure *(5.8).*

Adjustment of parking brake cable tension

Checking and/or adjustment of parking brake:

- **every 12 months,**
- **if needed.**

➡ Hitch trailer to tractor. Park trailer and tractor on level surface.

➡ Place wheel chocks under trailer wheel.

➡ Unscrew the brake mechanism bolt maximally (1) – figure (*5.7*), (counterclockwise).

➡ Loosen nuts of handbrake cable clamps located near expander lever

➡ Tighten cable and tighten clamps.

⇨ Length of parking brake cable should be so selected that at total release of working and parking brake the cable would be loose and hanging by 1 - 2 cm compared to fully tensioned cables.

Adjustment of parking brake cable tension should be conducted in the event of:

➡ stretching of cable,

➡ loosening of parking brake cable clamps

➡ after adjustment of axle brakes,

➡ after repairs of axle brake system,

➡ after repairs of parking brake system.

Before the adjustment, make certain that the axle brake is correctly adjusted and is functioning properly.

5.3 HYDRAULIC SYSTEM MAINTENANCE

5.3.1 PRELIMINARY INFORMATION

Work connected with the repair, change or regeneration of hydraulic system components (cylinders, valves etc.) should be entrusted to specialist establishments, having the appropriate technology and qualifications for this type of work.

The duties of the operator connected with the hydraulic system maintenance include:

- checking tightness and visual inspection of the system,
- checking technical condition of hydraulic connections.

DANGER

Do NOT use out of order hydraulic system.

Do NOT use the trailer with out of order hydraulic brake system.

5.3.2 CHECKING HYDRAULIC SYSTEM TIGHTNESS

Scope of maintenance activities

- ➡ Hitch trailer to tractor.
- ➡ Connect all hydraulic system conduits according to maintenance instructions.
- ➡ Clean connectors and cylinders.
- ➡ Press tractor brake pedal several times.
- ➡ Check hydraulic cylinders and conduits for tightness.

If oil leak is detected on hydraulic cylinder body, ascertain origin of leak. Inspect seals when hydraulic cylinder is completely extended. Minimum leaks are permissible with symptoms of "sweating", however in the event of noticing leaks in the form of "droplets" stop using the trailer until faults are remedied. If unreliability is evident in brake cylinders, do NOT use trailer with damaged system until faults are remedied.

Checking tightness:

- **after the first week of use,**
- **every 12 months of use.**

5.3.3 CHECKING TECHNICAL CONDITION OF HYDRAULIC COUPLERS AND SOCKETS.

Hydraulic connections must be technically reliable and kept clean. Each time before connecting, check if sockets in tractor are maintained in good working condition. Tractor and trailer hydraulic systems are sensitive to the presence of permanent contamination, which may cause damage to precision system components (jamming of hydraulic valves, scratching of cylinder surfaces etc.)

Inspection of hydraulic couplers and sockets:

- **each time before hitching trailer to tractor.**

5.3.4 REPLACEMENT OF HYDRAULIC CONDUITS

Rubber hydraulic conduits must be replaced every 4 years regardless of their technical condition. This should be done in specialised workshops.

Replacement of hydraulic conduits:

- **every 4 years.**

5.4 PNEUMATIC SYSTEM MAINTENANCE

5.4.1 PRELIMINARY INFORMATION

During the guarantee period, work connected with repair, replacement or regeneration of system components (brake cylinders, conduits, control valve, braking force regulator, etc.) should be entrusted to specialist establishments, having the appropriate technology and qualifications for this type of work.

The duties of the operator connected with the pneumatic system maintenance include:

- checking tightness and visual inspection of the system,
- cleaning the air filter (filters),
- draining water from air tank,
- cleaning drain valve,
- cleaning and maintaining pneumatic conduit connections,

DANGER

Do not use the trailer when brake system is out of order.

5.4.2 CHECKING AIR TIGHTNESS AND VISUAL INSPECTION OF PNEUMATIC SYSTEM

Checking air tightness of pneumatic system

- ➡ Hitch trailer to tractor.
- ➡ Immobilise tractor and trailer with parking brake. Place chocks under trailer rear wheel.
- ➡ Start tractor in order to supplement air in trailer brake system tank.
  - ⇨ In single conduit systems air pressure should be between 5.8 - 6.5 bar.
  - ⇨ In double conduit systems air pressure should amount to approx. 6.5 bar.
- ➡ Turn off tractor engine.
- ➡ Check system components by releasing brake pedal in tractor.
  - ⇨ Pay particular attention to conduit connections and brake cylinders.
- ➡ Repeat the system check with depressed tractor brake pedal.
  - ⇨ The help of a second person is required.

In the event of the appearance of leaks, compressed air will escape at the places of damage, with a characteristic hiss. Lack of system tightness may be detected by covering checked elements with washing fluid or other foaming preparations, which will not react aggressively

with the system components. It is recommended to use preparations commercially available designed to facilitate detecting air leaks. Damaged components should be replaced or repaired. If leaks appear at connections then tighten the connections. If air continues to escape, replace connection components or seals with new ones.

Check system tightness:

- **after travelling the first 1,000 km,**
- **each time after making repairs or changing system components,**
- **annually.**

Visual inspection of the system

During tightness inspection attention should additionally be given to technical condition and degree of cleanness of the system components. Contact of pneumatic conduit seals etc. with oil, grease, petrol etc. may cause damage and accelerate the ageing process. Bent, permanently deformed, cut or worn conduits should be replaced.

Visual inspection of the system

- **Conduct inspection of system at the same time as when checking tightness.**

ATTENTION

Repair, exchange or regeneration of pneumatic system components may only be performed in a specialised workshop.

5.4.3 CLEANING THE AIR FILTERS

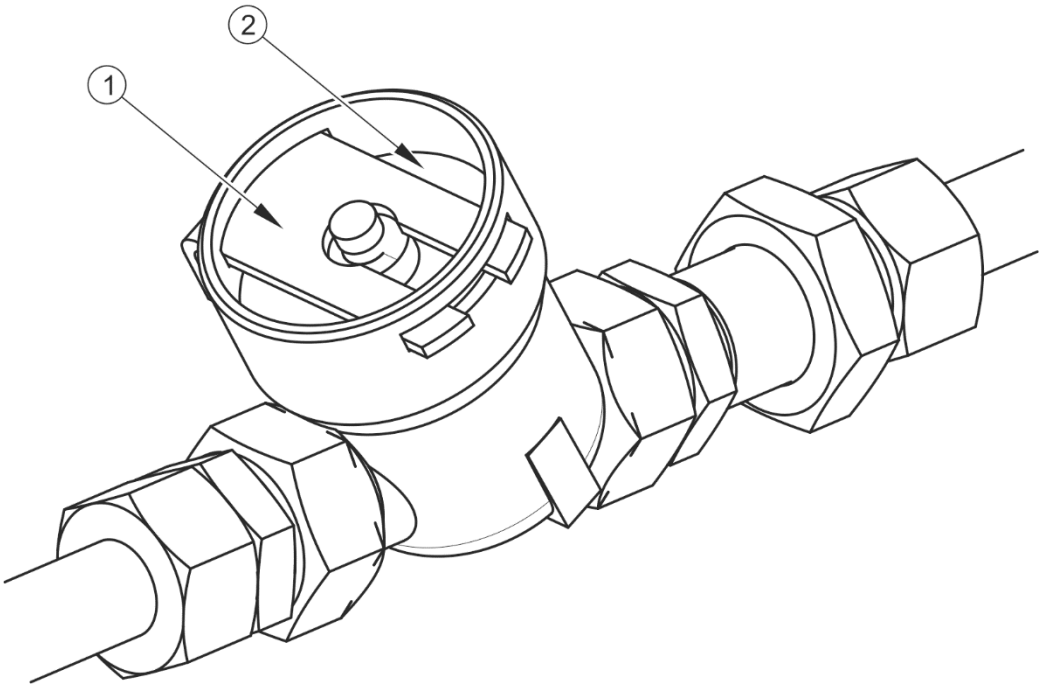


FIGURE 5.9 Air filter

(1) securing slide lock, (2) air filter cover

DANGER

Before proceeding to dismantle filter, reduce pressure in supply conduit. While dismounting the filter slide gate, hold the cover with the other hand. Stand away from filter cover vertical direction.

Depending on trailer working conditions, but not less than once in three months, take out and clean air filter elements, which are located in pneumatic system connection conduits. Filter elements are used many times and are not subject to change unless they are mechanically damaged.

Scope of maintenance activities

- ➡ Reduce pressure in supply conduit.
  - ⇨ Pressure in conduit can be reduced by pressing the head of the pneumatic connection until resistance is felt.
- ➡ Slide out securing slide lock (1) – figure (*5.9*).

⇨ Hold the filter cover (2) with the other hand. After removing slide lock, the cover is pushed off by the spring located in the filter housing.

➡ The filter element and the filter body should be carefully cleaned and blown through with compressed air. Assembly should be done in reverse order.

Cleaning the air filter (filters):

- **every 3 months of use,**

5.4.4 DRAINING WATER FROM AIR TANK

Scope of maintenance activities

➡ Tilt drain valve stem (1) located in the lower part of tank (1) – figure (*5.9*).

⇨ The compressed air in the tank causes the removal of water to the exterior.

➡ After releasing the valve stem, the valve should automatically close and stop airflow from the tank.

⇨ If the valve stem resists returning to its position, then the whole drain valve must be unscrewed and cleaned or replaced (if it is damaged) - see section 5.3.5.

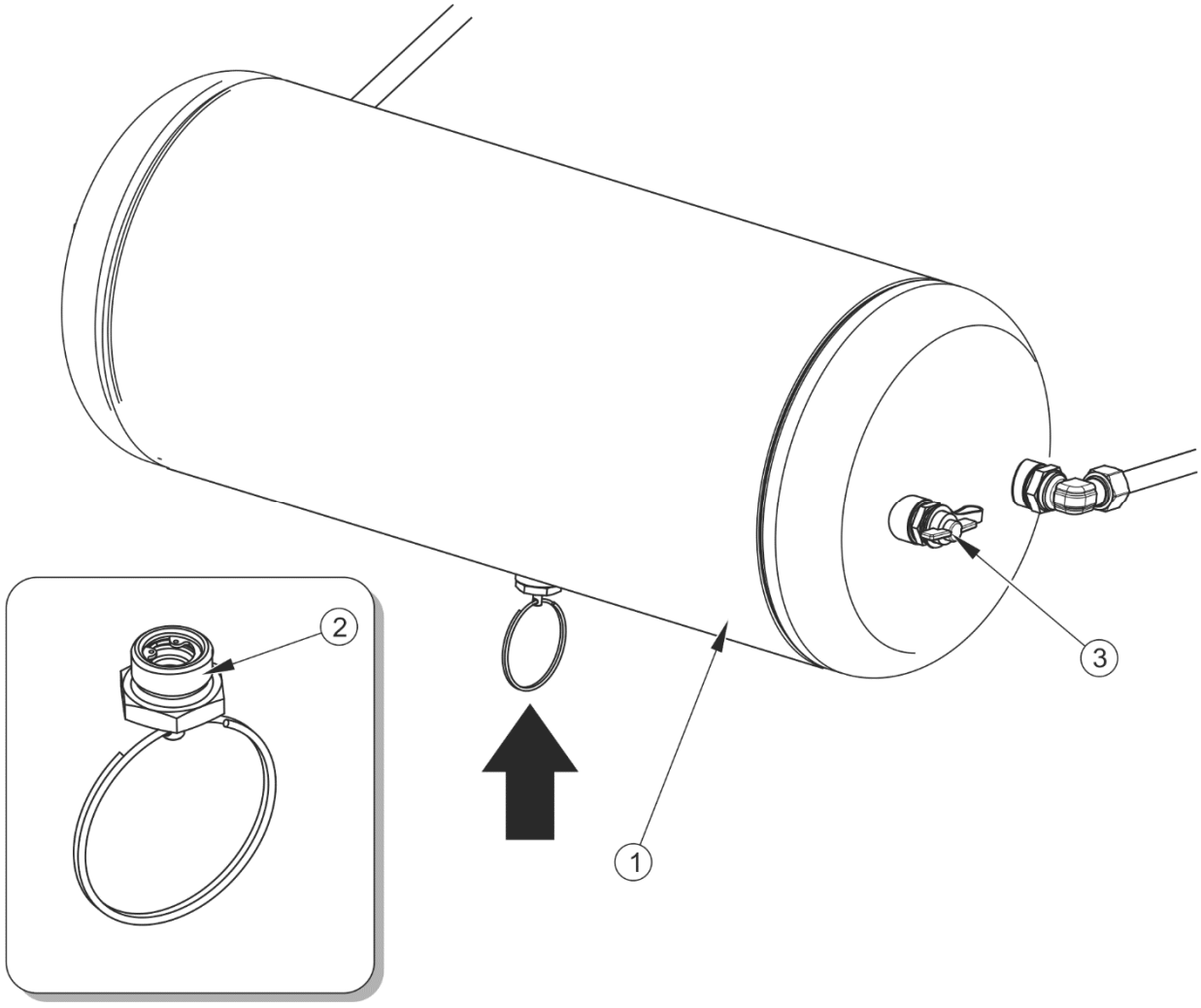


FIGURE 5.10 Draining water from air tank

(1) air tank, (2) drain valve, (3) control connector

Draining water from air tank:

- **after each week of use.**

5.4.5 CLEANING THE DRAIN VALVE

DANGER

Release air from the air tank before dismantling drain valve.

Scope of maintenance activities

- ➡ Completely reduce pressure in air tank.
  - ⇨ Reduction of pressure in tank is achieved by tilting the drain valve stem.
- ➡ Unscrew valve.
- ➡ Clean the valve, blow it with compressed air.
- ➡ Change copper seal.
- ➡ Screw in valve, fill tank with air and check tank tightness.

Cleaning the valve:

- **every 12 months (before winter period).**

5.4.6 CLEANING AND MAINTAINING PNEUMATIC CONDUIT CONNECTIONS AND PNEUMATIC SOCKETS

DANGER

Unreliable and dirty trailer connections may cause unreliability and faulty functioning of braking system.

Damaged connection body or socket for connecting the second trailer should be replaced. In the event of damage to cover or seal, change these elements for new reliable elements. Contact of pneumatic connector seals with oils, grease, petrol etc. may cause damage and accelerate ageing process.

If the trailer is unhitched from the tractor, connections should be protected by covers or placed in their designated sockets. Before the winter, it is recommended to preserve the seal with special preparations (e.g. silicon grease for rubber elements).

Each time before hitching the machine, inspect technical condition and cleanness of connectors and sockets in tractor. If necessary, clean or repair tractor sockets.

Inspecting trailer connections:

- **connection should be inspected every time before connecting trailer to tractor or second trailer.**

5.4.7 REPLACEMENT OF PNEUMATIC CONDUIT

Pneumatic conduits should be replaced when permanently deformed, cut or frayed.

Push-in fittings are used for connecting conduits with pneumatic system components. The fittings enable simple, fast and tight connection by pushing the conduits in. If leaks appear at connections, the user may tighten the fitting by himself using a tightening torque according to table (5.3). If air continues to escape, replace fittings with new ones.

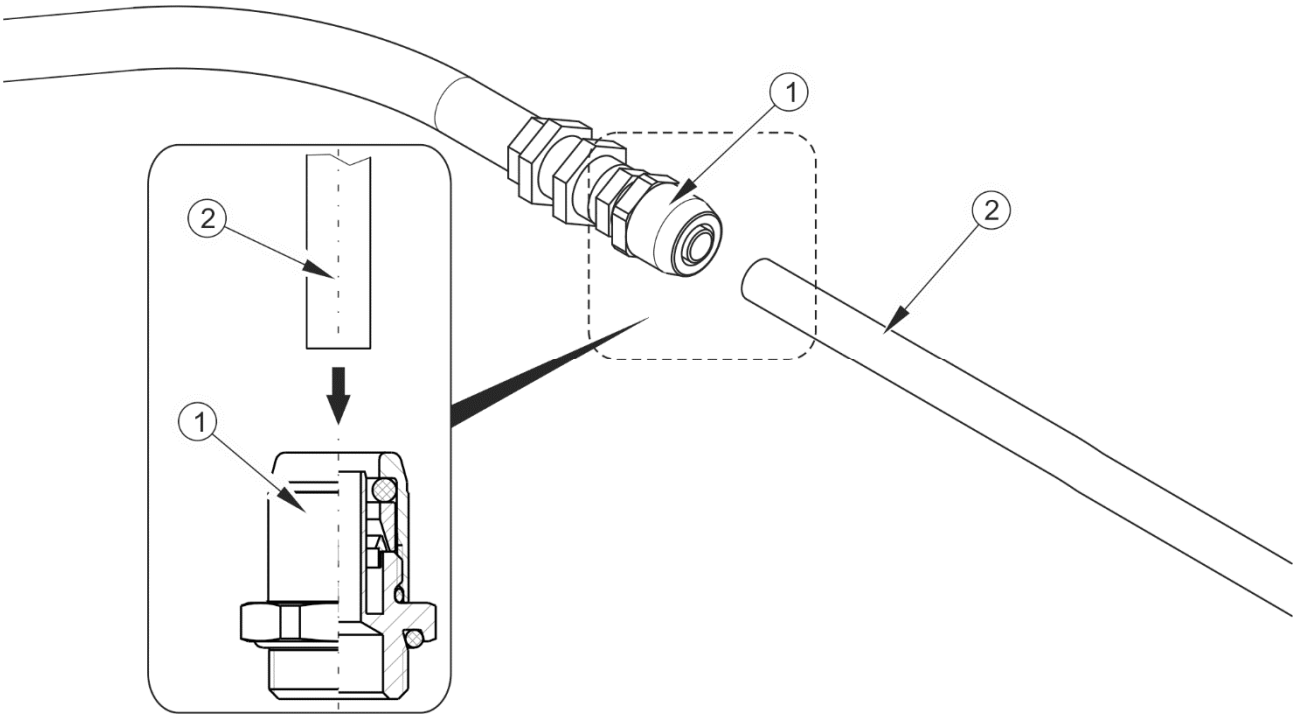


FIGURE 5.11 Installation of pneumatic conduit

(1) push-in fitting, (2) pneumatic conduit

TABLE 5.3 Tightening torques for pneumatic system fittings

PART NAME	THREAD	Tightening torque (NM)
Pneumatic system fittings	M12x1.5	24
	M14x1.5	30
	M16x1.5	35
	M18x1.5	36
	M22x1.5	40

5.5 CHECKING DRAWBAR EYE TIGHTNESS

Drawbar eye tightness should be checked simultaneously with wheel nut tightness checking.

Drawbar eye retaining bolts (M20X80 DIN127) should be tightened diagonally using a torque spanner with torque of 100Nm and then retightened using torque of 396Nm.

Bolts and nuts should be in good technical condition. Corroded parts or those with damaged threads should be replaced.

Checking drawbar eye tightness:

- **after first use,**
- **after first travel with load,**
- **after 6 months of trailer use.**

In the event of intensive use, drawbar eye tightness should be checked at least every 100 kilometres.

5.6 MAINTENANCE OF ELECTRICAL SYSTEM AND WARNING ELEMENTS

5.6.1 PRELIMINARY INFORMATION

Work connected with the repair, change or regeneration of electrical system components should be entrusted to specialist establishments, having the appropriate technology and qualifications for this type of work.

ATTENTION

Do NOT travel with out of order lighting system. Damaged lamp lenses, and burned-out bulbs must be replaced immediately before travelling. Lost or damaged reflectors must be replaced.

The responsibilities of the user are limited to:

- technical inspection of electrical system and reflectors,
- changing bulbs

Scope of maintenance activities

➡ Connect trailer to tractor with appropriate connection lead.

⇨ Check if the connection lead is reliable. Check connection sockets in tractor and trailer.

➡ Check completeness and technical condition of trailer lights.

➡ Check completeness of all reflectors.

➡ Check correct mounting of the slow-moving vehicle warning sign holder.

➡ Before driving on to public road, check that the tractor is equipped with a warning reflective triangle.

Checking technical condition of electrical system:

- **each time while connecting the trailer.**

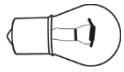
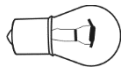
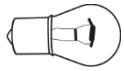
TIP

Before driving off, make certain that all lamps and reflectors are clean.

5.6.2 REPLACEMENT OF BULBS

If the trailer is equipped with rear lamps with bulbs, it may be necessary to change the bulbs. Compatible bulbs are shown in table (*5.2*). All light lenses are secured by screws and it is not necessary to dismantle whole lamp or trailer subassemblies.

TABLE 5.4 List of bulbs

LAMP	BULB TYPE	BULB
Rear right lamp assembly W21P Rear left lamp assembly W21L	12V/P21W BA15S 3pcs	
	12V/R10W BA15S 1pc	
License plate light W71	12V/R10W BA15S 1pc	

5.7 TRAILER LUBRICATION

TABLE 5.5 Trailer lubrication schedule

ITEM	LUBRICATION POINT	NUMBER OF LUBRICATION POINTS	TYPE OF GREASE	FREQUENCY
1	Wheel axle hub bearing	4	A	24M
2	Expander shaft sleeve in drum casing	4	A	3M

ITEM	LUBRICATION POINT	NUMBER OF LUBRICATION POINTS	TYPE OF GREASE	FREQUENCY
3	Expander shaft bracket sleeve	4	A	3M
4	Drawbar eye	1	B	14D
5	Absorber spring	4	C	6M
6	Spring sliding surface	4	B	3M
7	Rocker arm pin	2	B	3M
8	Leaf spring pin	4	B	3M
9	Parking brake mechanism	1	A	6M
10	Pin of parking brake cable guide roller	5	A	6M
11	Drawbar side surface	2	B	1M
12	Rotary drawbar	1	B	1M
13	Pin of ramp interlock lever	2	A	6M
14	Pin of plank holder flap	2	A	6M
15	Upper spring securing pin	2	A	6M
16	Lower spring securing pin	2	A	6M
17	Drawbar sleeve	1	B	1M

ITEM	LUBRICATION POINT	NUMBER OF LUBRICATION POINTS	TYPE OF GREASE	FREQUENCY
18	Brake expander arm	4	A	3M

M month, D – day – lubrication periods

TABLE 5.6 Recommended lubricants

MARKING ACCORDING TO TAB. (5.3)	DESCRIPTION
A	machine general-purpose grease (lithium, calcium grease),
B	permanent grease for heavily loaded elements with addition of MoS_2 or graphite
C	ordinary machine oil, silicon grease in aerosol

Trailer lubrication should be performed with the aid of a manually or foot operated grease gun, filled with recommended grease. Before commencing work insofar as is possible remove old grease and other contamination. Remove and wipe off excess oil or grease.

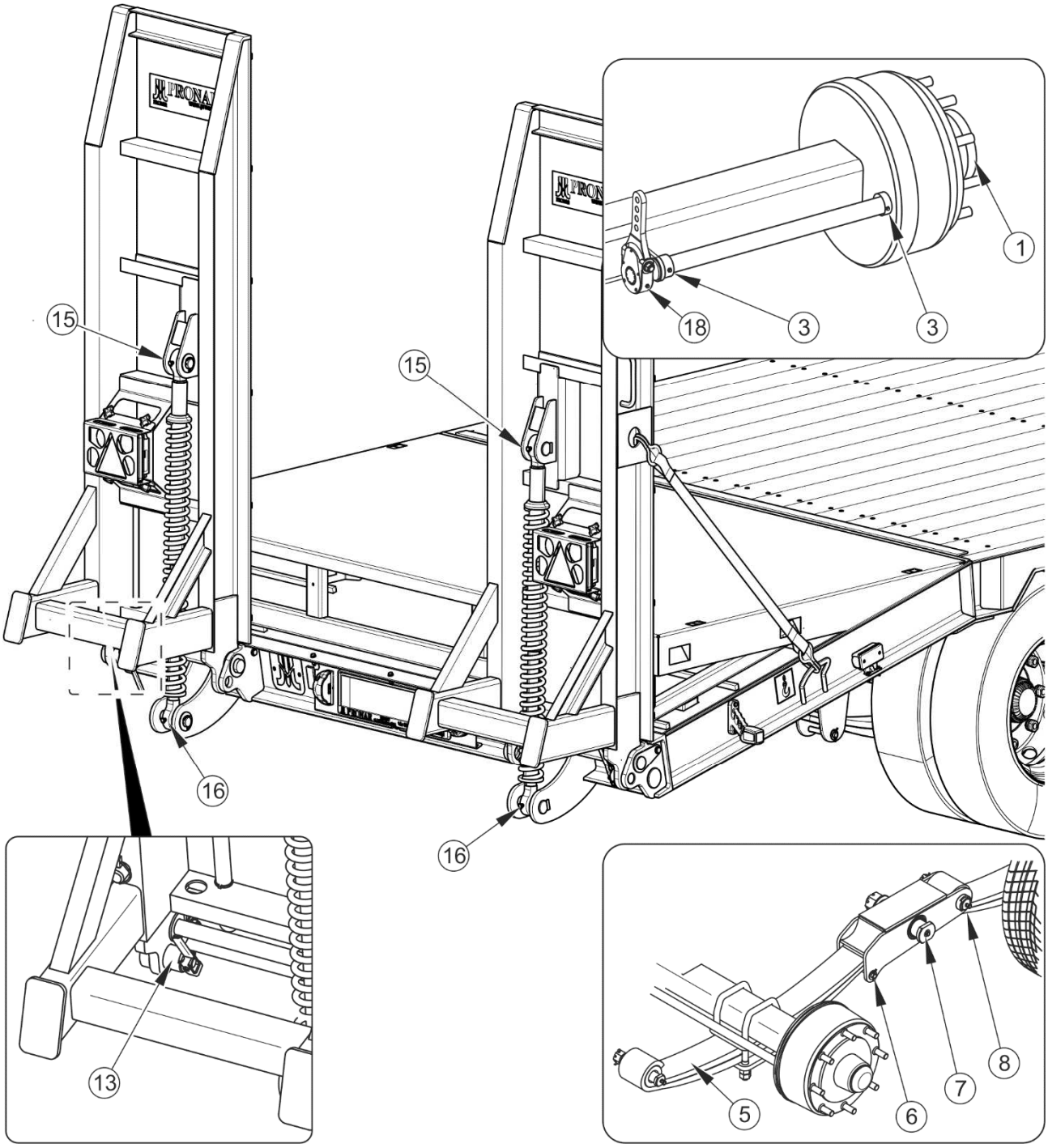


FIGURE 5.12 Lubrication points, part 1

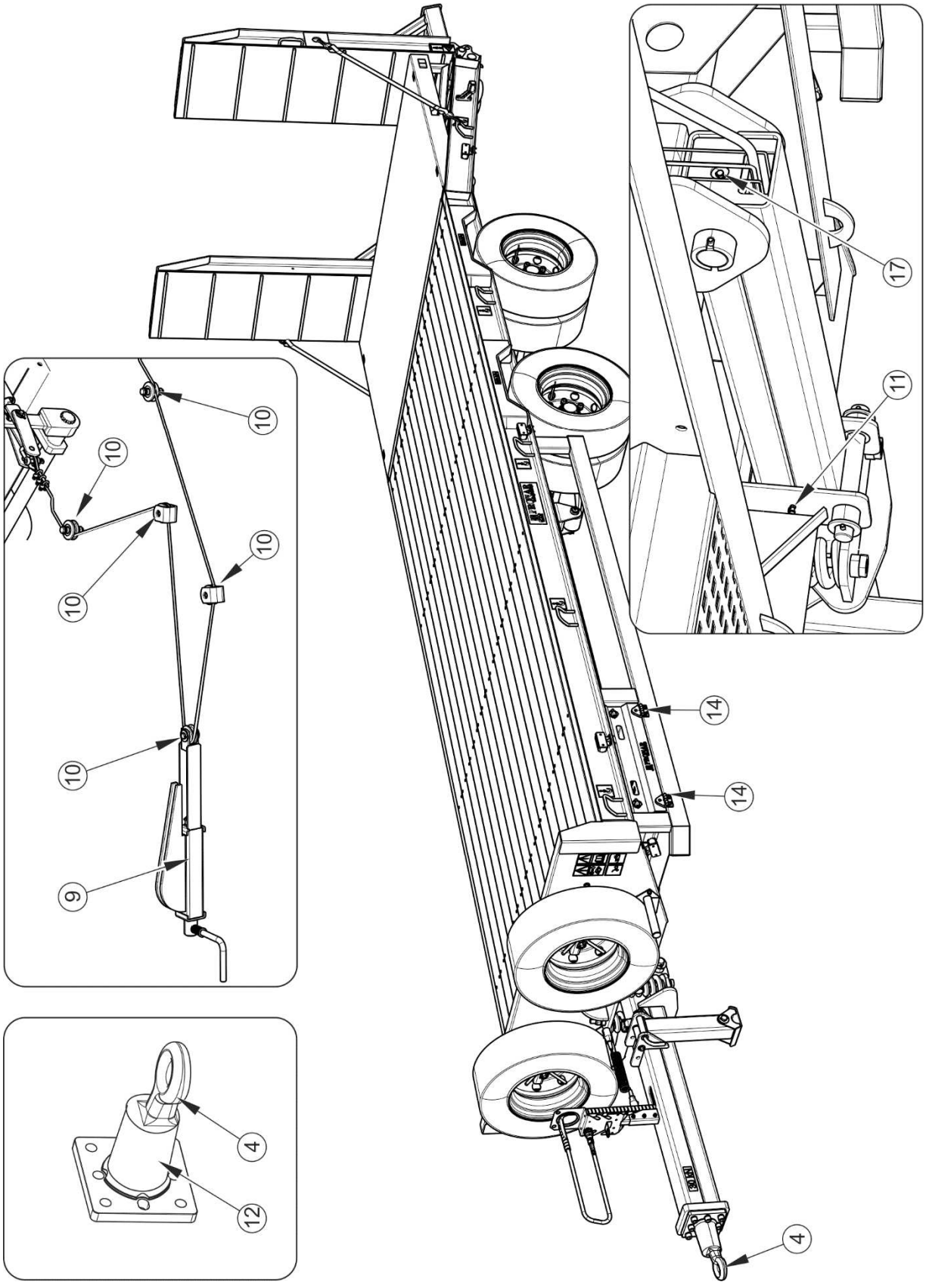


FIGURE 5.13 Lubrication points, part 2

Parts to be lubricated with machine oil should be wiped with dry clean cloth and then a small quantity of oil should be applied to their surfaces (using oil can or brush). Wipe off excess oil.

Change of grease in hub bearings should be entrusted to specialised service points, equipped with the appropriate tools. According to the recommendations of the axle Manufacturer, dismantle the entire hub, remove the bearing and individual sealing rings. After careful washing and inspection, mount lubricated elements. If necessary, bearing and seals should be replaced with new parts. Lubrication of axle bearings shall be performed at least once in 2 years or every 50,000 km. In the event of intensive use, lubrication should be performed more frequently.

Empty grease or oil containers should be disposed of according to the recommendations of the lubricant Manufacturer.

During trailer operation, the user is obliged to observe lubrication instructions according to attached lubrication schedule.

5.8 CONSUMABLES

5.8.1 HYDRAULIC OIL

Always adhere to the principle that the oil in the trailer hydraulic system and in the tractor hydraulic system are of the same type. In the event of application of different types of oil make certain that both hydraulic substances may be mixed together. Application of different oil types may cause damage to trailer or tractor. In a new machine, the hydraulic system is filled with L HL32 Lotos hydraulic oil.

If it is necessary to change hydraulic oil for another oil, check the recommendations of the oil Manufacturer very carefully. If it is recommended to flush the system with the appropriate preparation, then comply with these recommendations. Attention should be given, so that chemical substances used for this purpose do not damage the materials of the hydraulic system. During normal trailer use change of hydraulic oil is not necessary, but if required, this operation should be entrusted to a specialist service point.

TABLE 5.7 L-HL 32 Lotos hydraulic oil characteristics

ITEM	NAME	UNIT	VALUE
1	ISO 3448VG viscosity classification	-	32
2	Kinematic viscosity at 40°C	mm^2/s	28.8 – 35.2
3	ISO 6743/99 quality classification	-	HL
4	DIN 51502 quality classification	-	HL
5	Flash-point	˚C	230

Because of its composition, the oil is not classified as a dangerous substance, however long-term action on the skin or eyes may cause irritation. In the event of contact of oil with skin wash the place of contact with water and soap. Do NOT apply organic solvents (petrol, kerosene). Contaminated clothing should be changed to prevent access of oil to skin. In the event of contact of oil with eye, rinse with large quantity of water and in the event of the occurrence of irritation consult a doctor. Hydraulic oil in normal conditions is not harmful to the respiratory tract. A hazard only occurs when oil is strongly atomised (oil vapour), or in the case of fire during which toxic compounds may be released. Oil fires should be quenched with the use of carbon dioxide, foam or steam extinguishers. Do not use water to quench oil fires.

5.8.2 LUBRICANTS

For heavily loaded parts it is recommended to apply lithium greases with addition of molybdenum disulphide (MOS_2) or graphite. In the case of less loaded sub-assemblies the application of general purpose machine greases is recommended, which contain anticorrosion additives and have significant resistance to being washed away by water. Aerosol preparations (silicon greases and anticorrosive-lubricating substances) should have similar characteristics.

Before using the greases, read the information leaflet for a given product. Particularly relevant are safety rules and handling procedures for a given lubricant as well as waste disposal procedure (used containers, contaminated rags etc.). Information leaflet (material safety data sheet) should be kept together with grease.

5.9 CLEANING THE TRAILER

Trailer should be cleaned depending on requirements and before longer idle periods (e.g. before winter period). Wash trailer each time after unloading the material which may cause corrosion of trailer components. Before using pressure washer the user is obliged to acquaint himself with the operating principles and recommendations concerning safe use of this equipment.

Trailer cleaning guidelines

- Carefully clean load remains from the load platform (sweep out or blow out with compressed air).
- To clean the trailer, use only clean running water or water with a cleaning detergent additive with neutral pH.
- Using pressure washer increases washing effectiveness, but particular care must be taken during work. During washing, washer nozzle may not be closer than 50 cm from the surface being cleaned.
- Water temperature should not exceed 55 ^{0}C.
- Do not direct water stream directly at system elements and equipment of the trailer i.e. brake cylinders, hydraulic cylinders, lights, electrical connections, information and warning decals, identification plate, conduit connections, lubrication points etc. Great water jet pressure may damage these elements. During washing, try not to wet load platform planks.
- For cleaning and maintenance of plastic coated surfaces it is recommended to use clean water or special preparations designed for this purpose.
- Do not apply organic solvents, preparations of unknown origin or other substances, which may cause damage to lacquered, rubber or plastic surfaces. In the event of doubt it is recommended to make a test on an unseen surface area.
- Surfaces smeared with oil or grease should be cleaned by application of benzene or other degreasing agents and then washed with clean water with added detergent. Comply with recommendations of the Manufacturer of cleaning agents.

DANGER

Carefully read the instructions for application of detergents and maintenance preparations.

While washing with detergents wear appropriate protective clothing and goggles protecting against splashing.

- Detergents should be kept in original containers, optionally in replacement containers, but very clearly marked. Preparations may not be stored in food and drink containers.
- Ensure cleanliness of elastic conduits and seals. The plastic from which these elements are made may be susceptible to organic substances and some detergents. As a result of long-term reaction of some substances, the ageing process may be accelerated and risk of damage increased. Rubber elements should be maintained with the aid of special preparations after previous thorough washing.
- After completed washing wait until the trailer is dry and then grease all inspection points according to recommendations. Remove excess oil or grease with a dry cloth.
- Observe environmental protection principles and wash trailer in a place designed for this purpose.
- Cleaning and drying of the trailer must take place at temperatures above 0 ^{o}C.
- After washing and drying, trailer should be greased at all control points regardless of previous date of lubrication.
- We recommend that wooden floor should be protected and preserved once a year using commercially available preparations.

5.10 STORAGE

- Trailer should be kept in closed or roofed building.
- If the machine will not be used for a long time, it is essential to protect it from adverse weather, especially rust and accelerated tyre deterioration. During this

time the machine must be unloaded. Trailer should be very carefully washed and dried.

- Corroded places should be cleaned of rust, degreased and protected using undercoat paint and then painted with surface paint according to colour scheme.
- In the event of a prolonged work stoppage, it is essential to lubricate all components regardless of the date of the last lubrication.
- Wheel rims and tyres should be carefully washed and dried. During longer storage of unused trailer it is recommended that every 2 to 3 weeks the machine may be moved a bit so that the place of contact of tyres with ground is changed. The tyres will not be deformed and maintain proper geometry. Also, air pressure in tyres should be inspected from time to time and, if necessary, pressure should be increased to appropriate value.

5.11 TIGHTENING TORQUE FOR NUT AND BOLT CONNECTIONS

Unless other tightening parameters are given, during maintenance repair work apply appropriate torque to tighten nut and bolt connections. Recommended tightening torque for the most frequently used nut and bolt connections are given in table below. Given values apply to non-lubricated steel bolts.

TABLE 5.8 Tightening torque for nut and bolt connections

METRIC THREAD	**5.8(1)**	**8.8(1)**	**10.9(1)**
	Md [Nm]		
M10	37	49	72
M12	64	85	125
M14	100	135	200
M16	160	210	310
M20	300	425	610
M24	530	730	1,050

METRIC THREAD	5.8(1)	8.8(1)	10.9(1)
	Md [Nm]		
M27	820	1,150	1,650
M30	1,050	1,450	2,100

(1) – strength class according to DIN ISO 898 standard

TIP

Hydraulic conduits should be tightened using torque of 50 – 70 Nm.

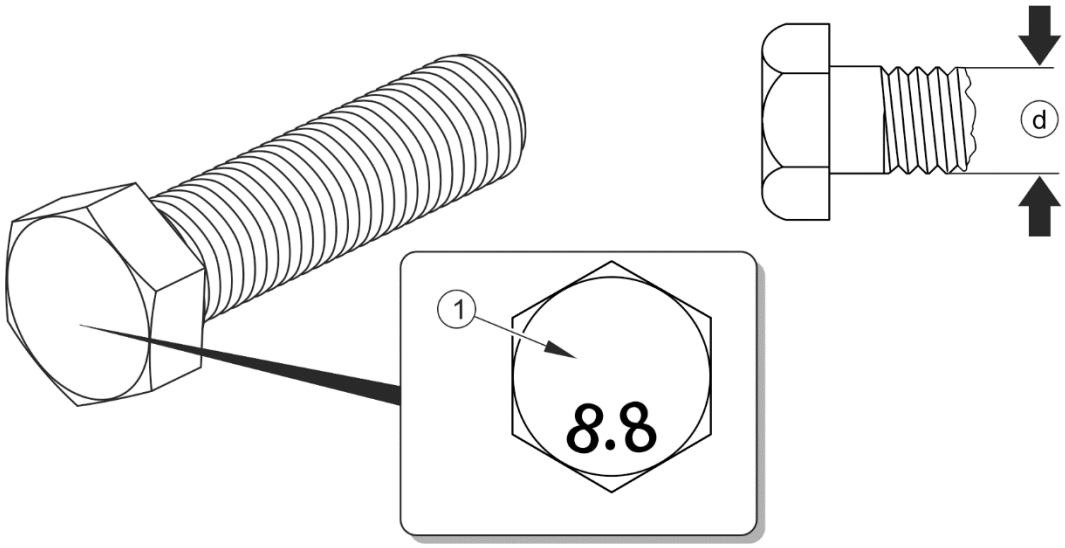


FIGURE 5.14 Bolt with metric thread

(1) strength class, (d) thread diameter

5.12 TROUBLESHOOTING

TABLE 5.9 Troubleshooting

FAULT	CAUSE	REMEDY
Problem with moving off	Applied parking brake	Release parking brake.
Noise in axle hubs	Excessive bearing slackness.	Check slackness and adjust if needed.
	Damaged bearings.	Replace bearings.
	Damaged hub parts.	Replace.
Poor efficiency of braking system. Excessive heating of axle hubs	Insufficient pressure in the system.	Damaged brake valve in tractor. Repair or replace. Leaking system conduits or connections. Check system for tightness.
	Incorrect main or parking brake adjustment.	Regulate setting of expander arms.
	Worn brake linings	Change brake shoes.
Incorrect hydraulic system operation	Improper hydraulic oil viscosity	Check oil quality, make sure that the oil in both machines is of the same type. If necessary change oil in tractor or in trailer.
	Insufficient tractor hydraulic pump output, damaged tractor hydraulic pump.	Check tractor hydraulic pump.
	Damaged or contaminated cylinder	Check cylinder piston rod (bending, corrosion), check cylinder for tightness (cylinder piston rod seal), if necessary, repair or replace the cylinder.
	Damaged hydraulic conduits.	Check and ascertain that hydraulic conduits are tight, not fractured and properly tightened. If necessary, replace or tighten.

NOTES

ANNEX A

Tyre dimensions

LP.	TYRES	WHEEL RIM
1	**215/75 R17,5 135/133 J**	17.5x6.75
2	**235/75 R17,5 143/141 J**	17.5x6.75
3	**245/75 R17,5 136/134 L**	17.5x6.75
4	**265/70 R17,5 139/136 M**	17.5x6.75