

Trailers up to 3.5 to

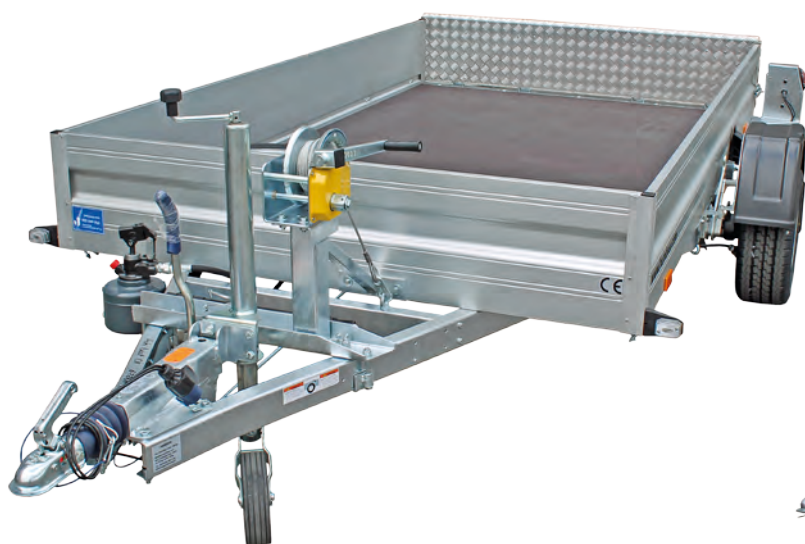
Operating instructions

Part 2 - HKT Lowerable Trailer



MACHT'S MÖGLICH

en



4000 series

humbaur.com

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Please enter the name of your dealer.

Notes on use/Target group



PART 2 - Original - "HKT - lowerable trailer" Operating Instruction Manual

This "HKT - lowerable trailer" operating instruction manual (Part 2) is intended for you as a user of a ready-to-use trailer. It provides detailed steps on how to handle the HKT trailer. It contains all of the relevant details on safe operation, care/cleaning, maintenance/servicing, troubleshooting and decommissioning/disposing of the trailer. This specific operating instruction manual (Part 2) for your trailer is on the enclosed CD. You can also download it from **www.humbaur.com under the section: Download - Operating Instructions**.

PART 1 - "Trailers up to 3.5 to" (General Points)

For all other general information on car trailers, see the operating instruction manual, "Trailers up to 3.5 to" (General Points - Part 1).

- PART 1 and PART 2 together form the complete documentation for your trailer, which you as the user should have at your disposal.



Read this operating instruction manual carefully and completely before using your trailer for the first time and observe all of the instructions, safety information and warnings. Comply with the steps for handling the trailer.

- Non-observance of any of the documentation can cause injuries to you and to other persons or can cause material damage.
- Non-observance may invalidate your guarantee entitlement.
- Keep this operating instruction manual in a safe place for the entire service life of your trailer.
- It forms part of the product and also serves as a CHECK LIST for regular inspections of your trailer.
- We advise you to store the operating instruction manual in the driver's cab and to keep it at hand in case you need to consult it.
- It should be passed on to the new user/owner if you rent out or sell your trailer.




In addition, as a road user, you are obliged to observe all national regulations for driving a vehicle and trailer and to comply with your obligations as the owner of a commercial vehicle.


- This includes carrying out regular maintenance and care tasks and periodically subjecting your trailer to an overall technical inspection.
- You must make sure that you are aware of any special stipulations that are specific to your country.

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1 Identification

►  Put a cross next to the type of trailer you have acquired.

►  Read the general operating instruction manual for trailers up to 3.5 t (PART 1).

1.1 Declaration of Conformity



Humbaur GmbH hereby confirms that all relevant EU directives for the registration and safe use of HKT trailers have been complied with.

You can request a detailed EU declaration of conformity from us separately.

Product name: HKT lowerable trailer

4000 Series: _____

unbraked

4088

Type 1: HKT 752515 S ☐

braked

4089

Type 1: HKT 132515 S ☐

4090

Type 1: HKT 152515 S ☐

4091

Type 1: HKT 182515 S ☐

4092

Type 1: HKT 132817 S ☐

4093

Type 1: HKT 152817 S ☐

4094

Type 1: HKT 182817 S ☐

4095

Type 1: HKT 133117 S ☐

4096

Type 1: HKT 153117 S ☐

4097

Type 1: HKT 183117 S ☐

2 Product Description

The HKT lowerable trailer with a fixed loading ramp is a transport facility for motorcycles.
The HKT lowerable trailer with a ramp door is a universal use transporter for small construction machines.
The cargo bed can be lowered and lifted with the aid of a hydraulic pump.

The mechanical safety lock prevents the cargo bed from dropping down while driving.
The phenolic resin-coated wooden cargo bed ensures that the trailer has a long service life.
The low drive-up angle of 4° - 6° facilitates loading.

The HKT lowerable trailer is available as a braked or unbraked version.
The HKT lowerable trailer has a fixed loading ramp or a full-length ramp door.
The load is secured to the recessed lashing points using standard lashing straps.
The HKT lowerable trailer permits a wide range of applications for load capacities of 440 kg - 1,425 kg.

The HKT lowerable trailer can be optionally fitted with the following accessories:
with 350 mm drop sides, with a tarpaulin/frame body, as a plywood box body or with an aluminium snap-lock,
with wheel shock absorbers (for 100 km/h), or with a corrugated aluminium cargo bed.

The following illustrations show the special features and spare parts for the HKT lowerable trailers.

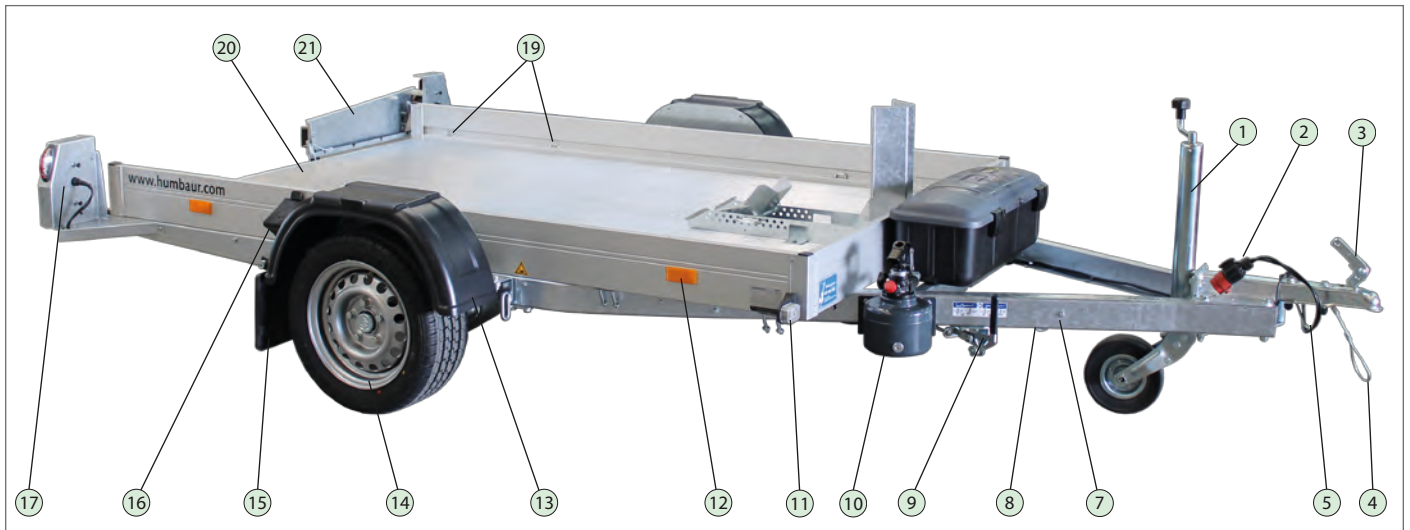


HKT - unbraked, aluminium cargo bed

braked, wooden cargo bed

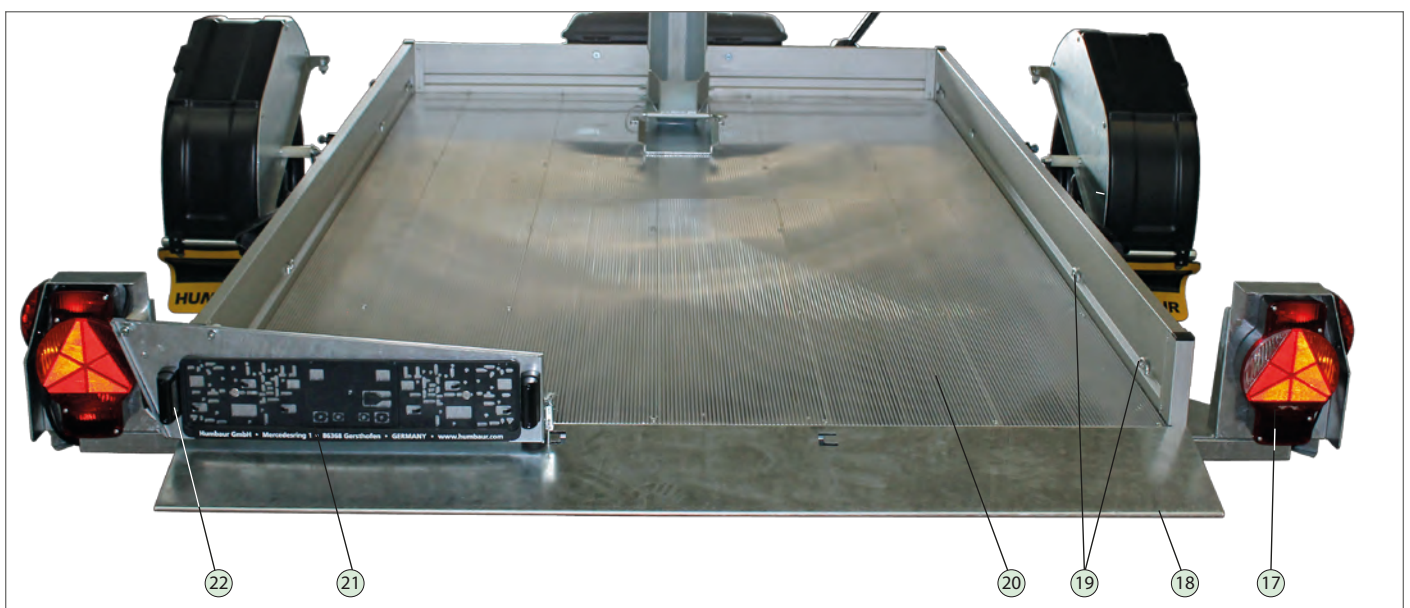


HKT - lowered, from behind

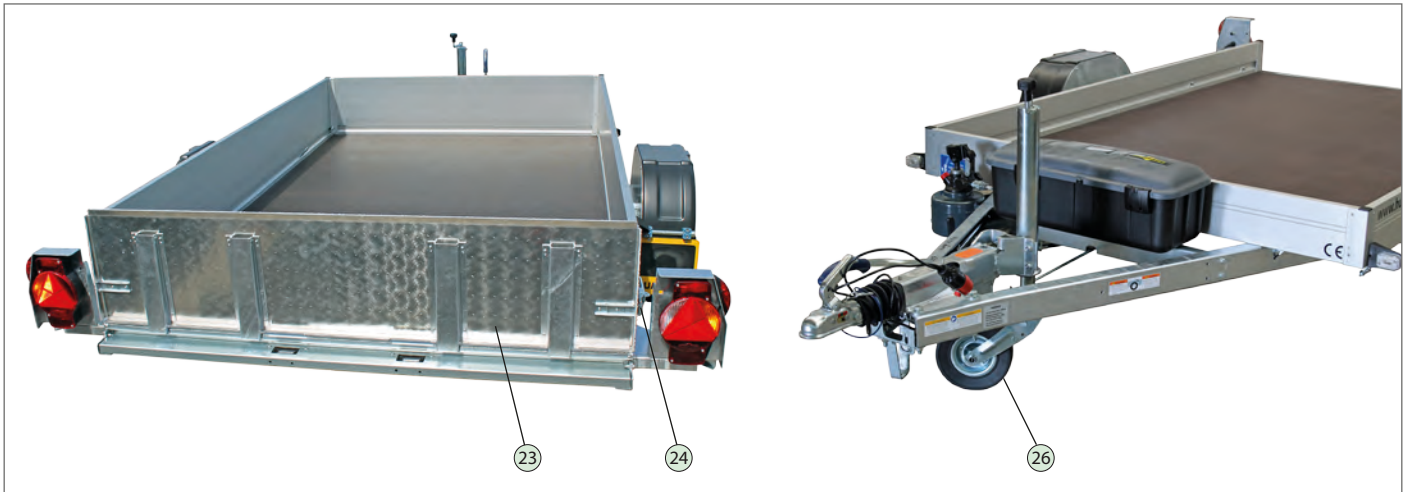


HKT - unbraked, with loading ramp

1. Standard jockey wheel
2. Electric plug
3. Coupling ball
4. Safety cable
5. Drawbar support
6. Hand brake / loading ramp
7. V drawbar
8. Pump lever (hydraulic)
9. Locking lever
10. Hydraulic hand pump
11. Lighting (front)
12. Rear reflector (side)
13. Mudguard
14. Wheels/tyres/axle
15. Spray flap
16. Wheel chock
17. Tail light (back)
18. Loading ramp
19. Lashing lug
20. Cargo bed
21. Number-plate holder
22. Number plate light

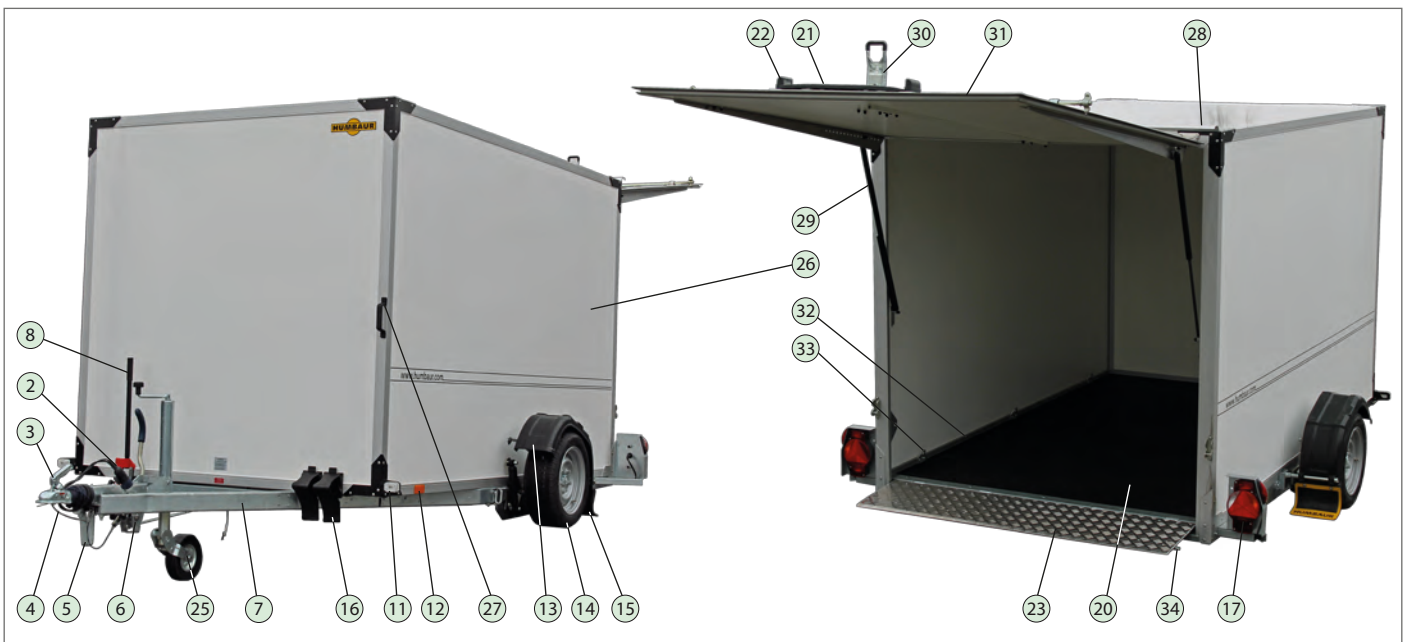


HKT - from the rear



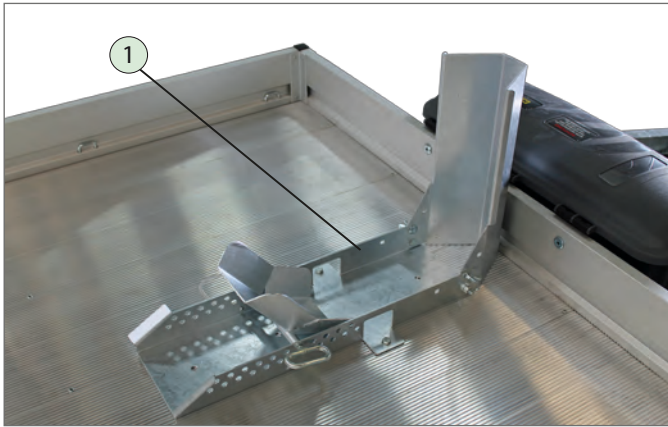
HKT - braked, with ramp door

- 23. Ramp door
- 24. Tail-gate ramp lock
- 25. Automatic jockey wheel
- 26. Plywood box body
- 27. Handle
- 28. Control strip
- 29. Gas struts
- 30. Espagnolette bolt, lockable
- 31. Tailgate
- 32. Lashing rail
- 33. Lashing bracket, movable
- 34. Snap-lock on ramp door



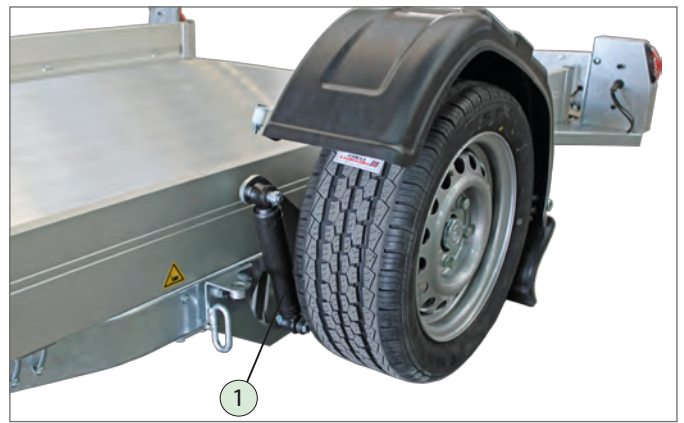
HKT - braked, as a plywood box body

Optional accessories



With motorcycle stand, centrally positioned

1. Motorcycle stand, foldable / adjustable



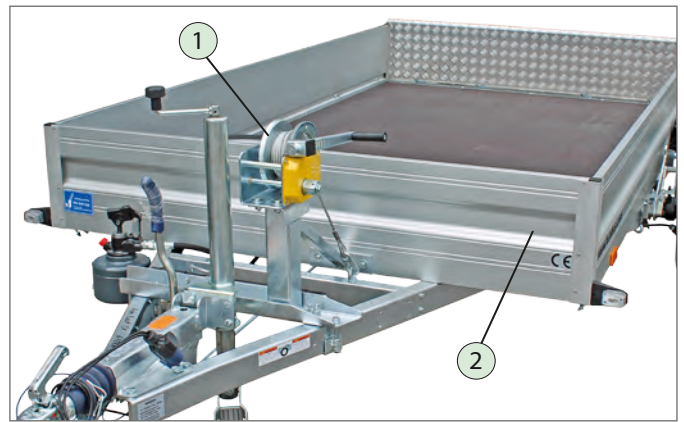
With wheel shock absorbers for 100 km/h

1. Wheel shock absorbers



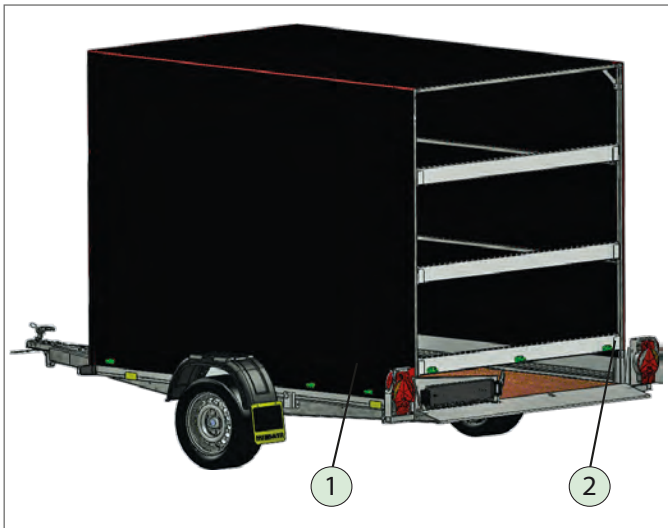
With toolbox on the drawbar

1. Humbaur toolbox



With cable winch and higher side walls

1. Cable winch, fixed
2. Drop sides, 350 mm high



With tarpaulin and frame body

1. Full tarpaulin
2. Frame

3 Intended Use

- Motorcycles may only be transported by using a motorcycle stand.
- Transporting of small construction machinery / small vehicles, e.g. road sweeper, lawn mower, up to the maximum permissible gross weight.
- Transporting of secured loads, such as pallets/cases with goods, etc.
- Transporting loose bulk goods such as gravel and building rubble with trailer version with 350 mm side walls and a ramp door.
- The towing vehicle must have a minimum coupling height of 410 mm.

4 Foreseeable misuse

- Transporting loose bulk goods such as sand, wood cuttings, leaves, grass, etc. with the wrong trailer version (with ramp door, no closed box shape).
- Driving with unsecured ramp door.
- Driving with the high cover not completely closed.
- Driving with number plate holder not locked.
- Driving with cargo bed not locked.
- Non-observance of the safety instructions in the operating instruction manual, "Trailers up to 3.5 to" (Part 1).

5 General Safety Instructions

WARNING



Unsecured cargo bed!


An unsecured cargo bed may drop down while driving - accident hazard!

- Make sure that the cargo bed is secured with the safety lock before driving off.



Moving cargo bed!

You could fall if you step onto the cargo bed during the loading and unloading process with simultaneous lifting/lowering of the cargo bed.

- Try not to step onto the cargo bed during the lifting/lowering process.
- Take particular care when stepping onto the cargo bed.
- Use .



Observe the other general safety recommendations in the operating instruction manual, "Trailers up to 3.5 to" (General Points - Part 1).

6 Loading and Unloading

- The HKT lowerable trailer is mainly designed for transporting motorcycles and small vehicles.
- You will mainly find a description of the loading/unloading process for motorcycles below.

6.1 Load distribution



WARNING

Negative/low drawbar load - risk of skidding!

If the vehicle is loaded incorrectly, you can create a negative or inadequate drawbar load which causes risk of skidding.

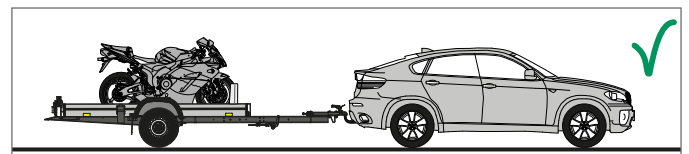
- Distribute the weight evenly across the trailer.
- Observe the minimum and maximum drawbar load forces of the trailer.
- Do not exceed the maximum permissible drawbar load of the towing vehicle and trailer coupling.



Observe the information on the maximum permissible vertical load on the drawbar.

 VORSICHT	 CAUTION
Nichteinhaltung der Stützlast Unfallgefahr / Schlingengefahr	Noncompliance with vertical load Risk of accident / skidding!
► Verteilen Sie die Ladung so, dass keine negative Stützlast entsteht bzw. die	► When distributing the cargo, a negative vertical load mustn't arise and the max.

Correct load distribution

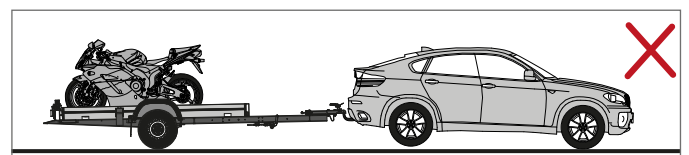


Vehicle loaded correctly

The trailer and the towing vehicle are stable with all wheels on the ground.

Optimal driving characteristics and minimum risk of skidding.

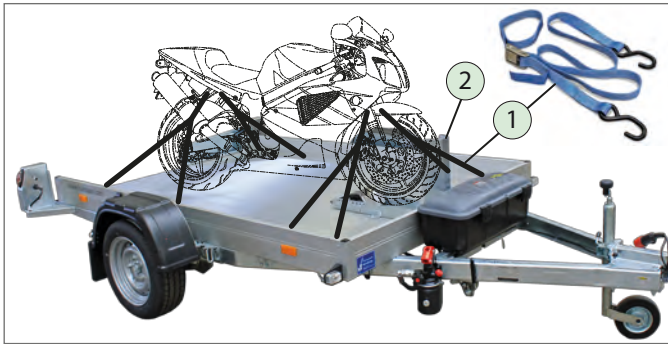
Incorrect load distribution



Vehicle loaded incorrectly

The trailer is tilting backwards; the towing vehicle is tilting forwards = the drawbar load is too low or negative. The trailer tends to swerve, which increases the risk of skidding.

6.2 Load securing



Tied-down motorcycle

1. Lashing strap
2. Motorcycle stand

- ▶ Centrally position the motorcycle on the motorcycle stand.
- Where necessary, first adjust the motorcycle stand.
- ▶ Use suitable lashing straps to tie down the motorcycle at the 4 lashing points.

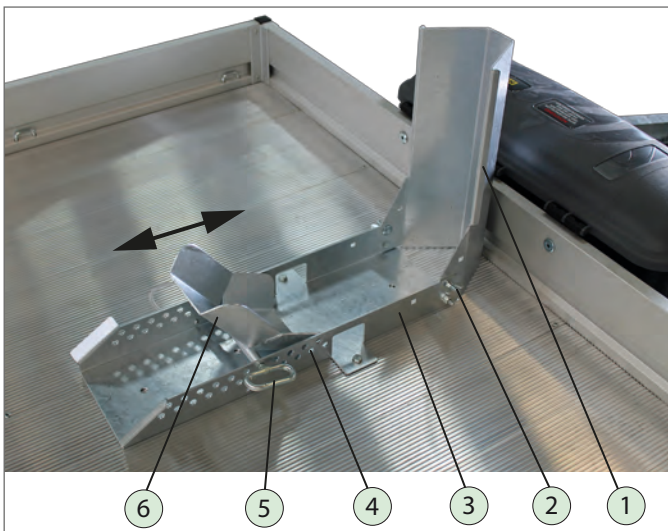


A motorcycle stand may only be retrofitted using the attachment points provided. Fitting should only be carried out by a person with specialised mechanical knowledge and experience in the use of tools and their inherent risks. We recommend that you have the motorcycle stand fitted by a qualified workshop.



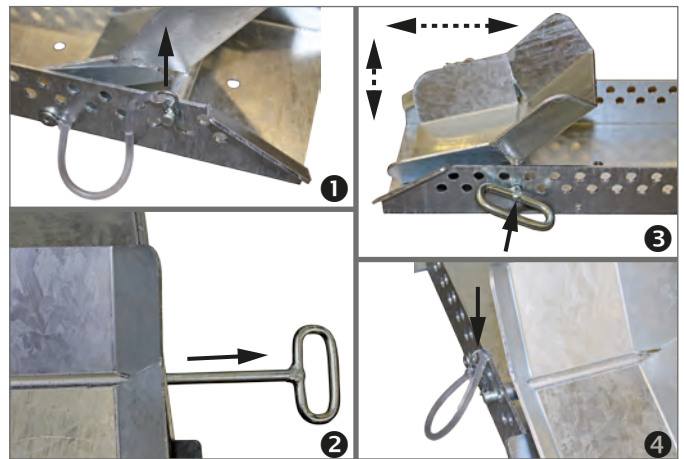
Read and observe the assembly instructions.

Operating the motorcycle stand



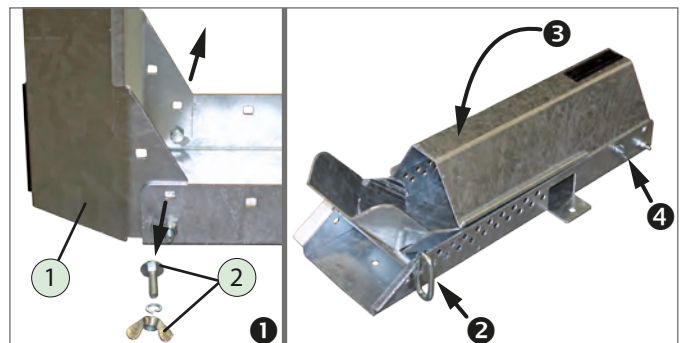
Adjusting the motorcycle stand

1. Front stop, foldable
2. Wing nut / spring washer / retaining screw
3. Base rail
4. Adjustment holes
5. Plug bolt with cotter pin
6. Loading ramp



Position the loading ramp

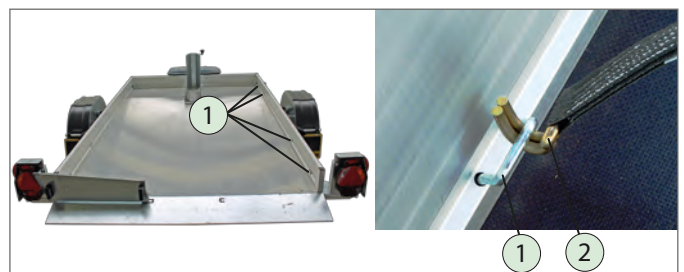
- ▶ ❶ Pull the cotter pin out of the plug bolt.
- ▶ ❷ Pull out the plug bolt.
- ▶ ❸ Position the loading ramp in accordance with the wheel size of your motorcycle and in line with the base rail.
- ▶ Insert the plug bolt through the axle and align it with the adjustment holes.
- ▶ ❹ Insert the cotter pin into the drill-hole of the plug bolt.



Folding down the front stop

- ▶ ❶ Loosen the screws (wing nuts) on both sides.
- ▶ ❷ Position the loading ramp as far forward as possible.
- ▶ ❸ Fold down the stop.
- ▶ ❹ Insert the retaining screws from the inside.
- ▶ Firmly tighten the wing nuts with their spring washers.

Tying down goods



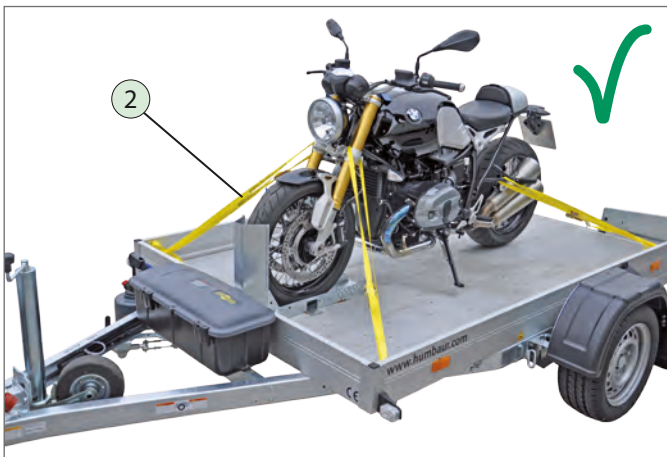
Lashing points

1. Lashing brackets, recessed (4 per side)
2. Lashing strap

- ▶ Tie down the load (vehicle).
 - Do not exceed the maximum lashing force per lashing point, i.e. 400 daN (kg).
- ▶ Take note of the sticker providing information about the maximum tie-down forces on the trailer.



Small vehicle, tied down



Motorcycle, tied down

Securing a combined load

- ▶ Ideally, secure the load with a combination of form-fitting and force-fitting:
 - Force-fitted by: Direct tie-down of the load.
 - Form-fitted by: Supporting the various components of the load against each other, against the drop sides and against the cargo bed extensions, without spaces in-between.

6.3 Lowering the cargo bed



WARNING

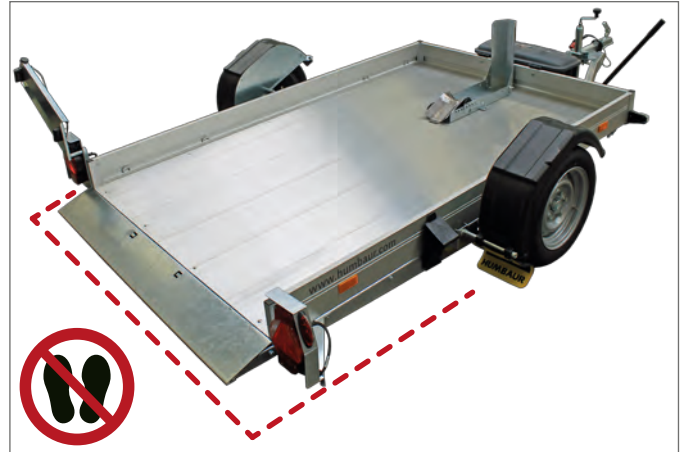


Lowering of the cargo bed!

Crushing hazard for feet at rear of trailer when lowering the cargo bed.



- ▶ Keep persons away from the hazard area during lowering.



Preparing the trailer to be lowered



The trailer should not be able to slip away during the loading process.

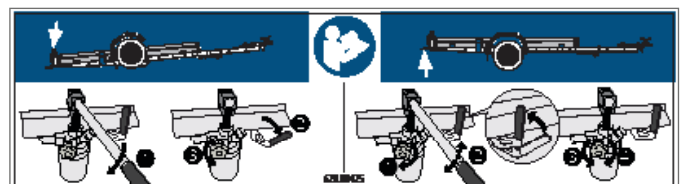
- ▶ Place the trailer on solid ground.
- ▶ Secure the trailer so that it cannot roll away or couple it to the towing vehicle first.

NOTICE

Incorrect operation of the locking lever during the lowering process!

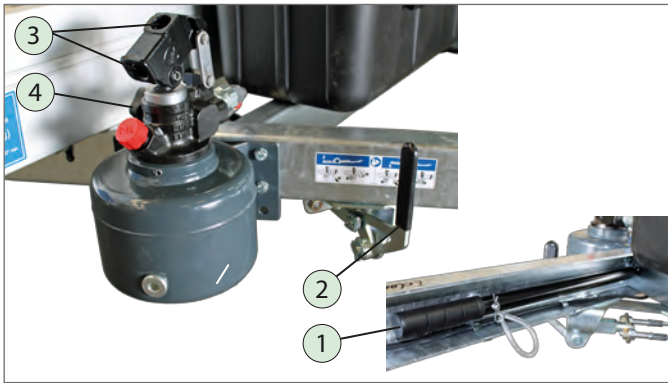
The mechanical safety lock for the cargo bed may become deformed, resulting in a loss of function.

- ▶ Do not apply force to the locking lever. It can be operated without undue force by observing the correct operating sequence.
- ▶ Pay attention to the operating sticker on the trailer.



- ▶ Always keep to the specified step sequence.

Lowering process



Operating elements

1. Pump lever
2. Locking lever (cargo bed)
3. Insertion openings (top, sides)
4. Valve wheel

- ▶ Remove the pump lever from the retainer.
- Insert it into one of the corresponding openings.
- ▶ Move the cargo bed slightly upwards until the locking lever is released (the mechanical safety lock will be released).

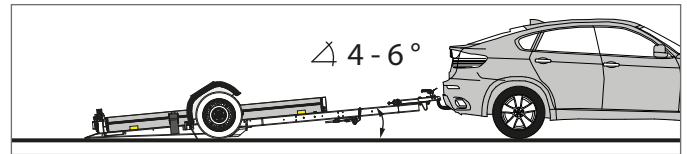


- ▶ Pull on the locking lever without undue force and hold it in place.

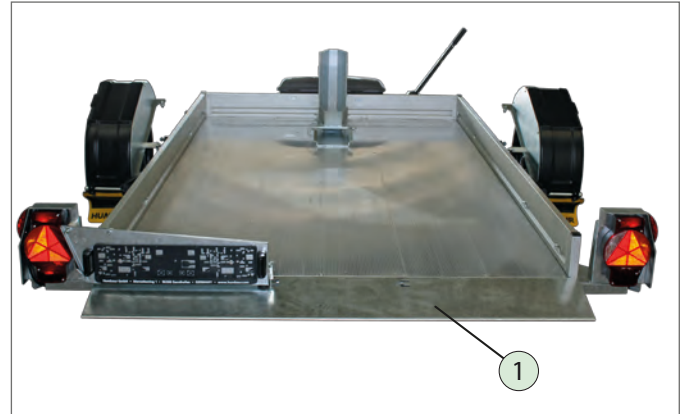


- ▶ Gradually open the valve wheel.
- The cargo bed will be lowered.
- You can now release the locking lever.
- ▶ Lower the cargo bed completely until it rests on the base.

Lowered positions

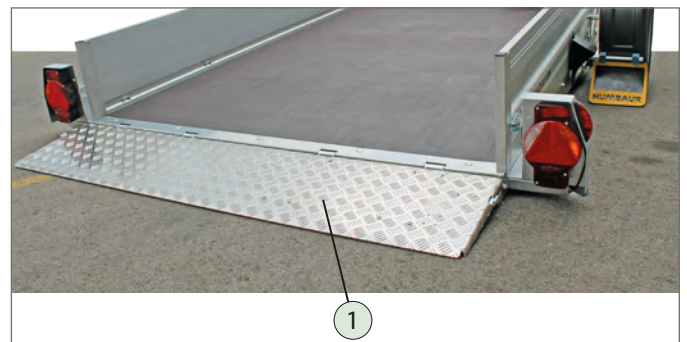


Drive-up angle



Cargo bed lowered

1. Loading ramp



Cargo bed lowered

1. Ramp door, folded down

6.4 Operating the number plate holder



CAUTION

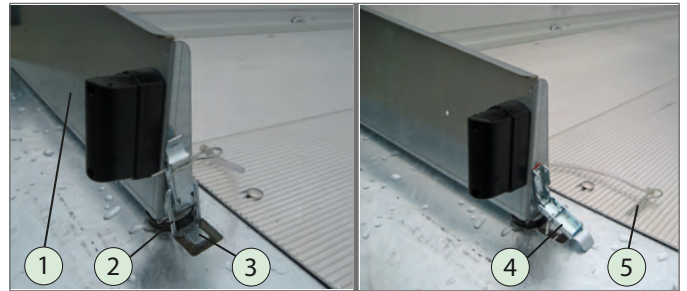


Crushing hazard!

There is a crushing hazard for the fingers / hands when operating the number plate holder.

- Be careful when operating the number plate holder.

Unlocking



Locked

Unlocked

1. Number-plate holder
2. Bracket
3. Locking lug
4. Lock
5. Cotter pin

- Pull out the cotter pin.
- Fold down the lock.
- Pull the bracket out of the locking lug.

Swinging the number plate holder open



Opened

6. Bolt

- Carefully open the number plate holder.
- It will rest on a bolt.

Locking

- Rotate the number plate holder towards the cargo bed.
- Push the bracket onto the locking lug on the loading ramp.
- Push the bolt until it closes.
- Insert the cotter pin through the bolt.
- Ensure that it engages properly.



Cargo bed lowered

1. Ramp door, folded down (with box extension)



Cargo bed lowered

1. Ramp door with high cover / frame extension

6.5 Operating the ramp door

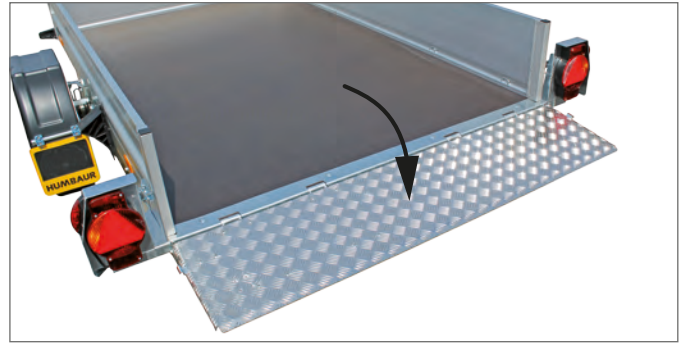
CAUTION



Risk of crushing!

There is a crushing hazard for the fingers / hands when operating the ramp door.

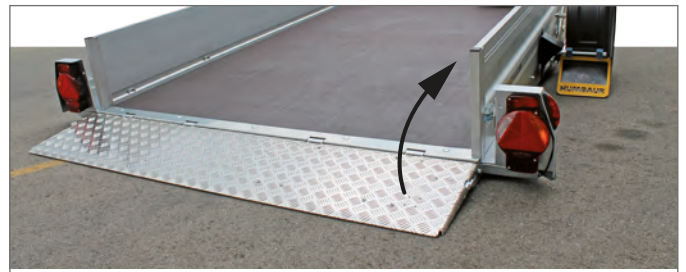
- ▶ Be careful when operating the ramp door.
- ▶ Hold onto the side of the ramp door when lowering it.
- ▶ Carefully close the ramp door.



Ramp door folded down

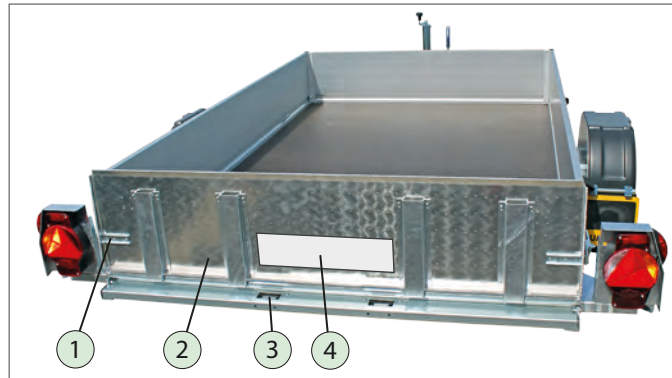
- ▶ Carefully fold down the ramp door.
 - Make sure that your feet are not under the ramp door.

Folding up / locking



Fold up ramp door

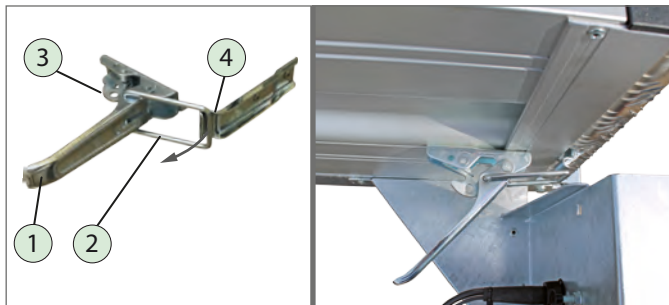
- ▶ Carefully lift the ramp door.



HKT with ramp door

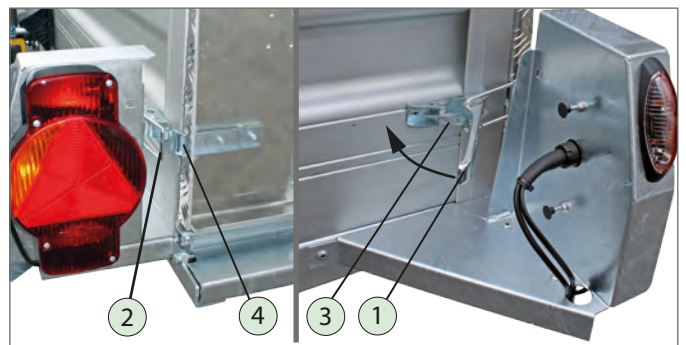
1. Tail-gate ramp lock
2. Ramp door
3. Number plate light
4. Number plate holder

Unlocking / folding down



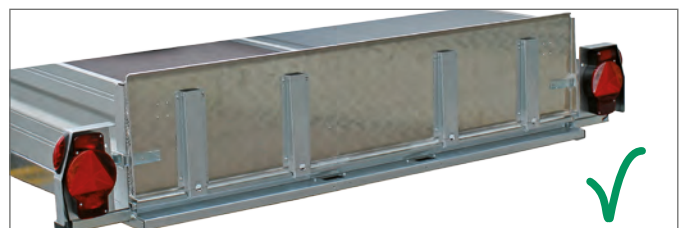
Ramp door unlocked

1. Bolt handle
 2. Bolt bracket
 3. Securing hook
 4. Striking plate
- ▶ Push the securing hook down.
 - ▶ Pull the bolt handle towards you and remove the locking bracket while you do so.
 - ▶ Hold the ramp wall with one hand and open the lock on the other side.



Locking the ramp door

- ▶ Place the locking bracket onto the striking plate.
- ▶ Push the bolt handle until it closes.
 - The securing hook will automatically engage.
- ▶ Hold the ramp wall with one hand and close the lock on the other side.



Ramp door in driving position

6.6 Operating the high cover (frame)

- The frame and high cover are inserted into the corner stanchions of the HKT trailer and secured all round the drop sides with staples.

CAUTION

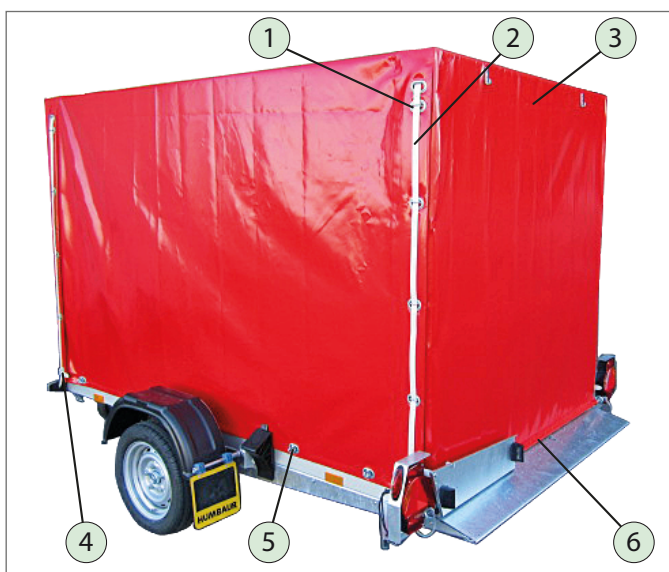


Risk of impact!

A high cover placed onto the frame with a winding shaft may fall down and hit you.

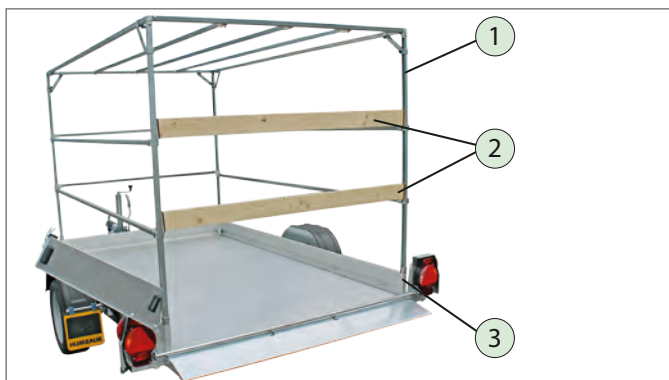
- ▶ When opening the high cover, ensure that the winding shaft is securely placed onto the frame so that it cannot slip; use the upper buckles to secure it where necessary.

High cover with loading ramp



Closed cover

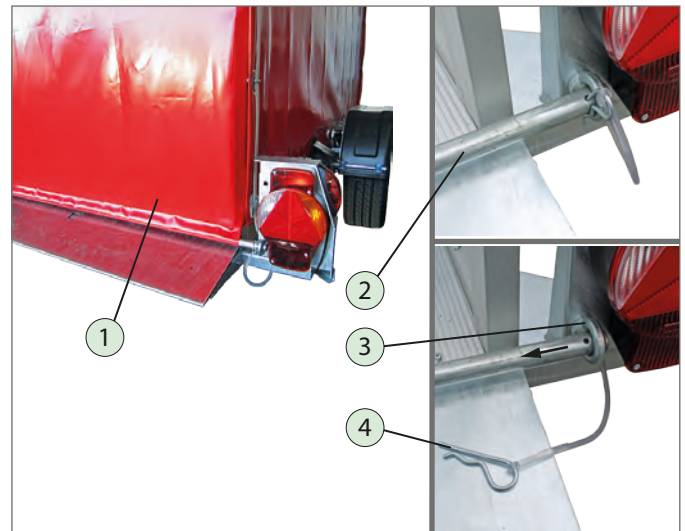
1. Eyelet
2. Belt
3. Cover
4. Buckle
5. Staple
6. Winding shaft



Frame without high cover

1. Frame
2. Slats (wood)
3. Stanchion

Releasing / opening the high cover



Releasing the high cover at the back

1. Securing the high cover at the back
2. Winding shaft
3. Attachment ring
4. Safety spring

- ▶ Open the number plate holder and swivel it sideways.
- ▶ Pull out the securing springs on both sides.
- ▶ Carefully release the winding shaft from the attachment rings.



Open the high cover

1. Buckle
2. Upper holding eyelets / buckle
3. Slat

- ▶ Open the buckles on both sides.
- ▶ Pull the belt upwards out of the eyelets on both sides.
- ▶ Carefully roll up the rear part of the high cover and attach it to the top holding eyelets, using both buckles, or place it onto the roof of the frame – during this process, the winding shaft must not fall down.
- ▶ The slats can be removed for loading / unloading.

High cover with ramp door



Closed cover

1. Eyelet
2. Belt
3. Cover
4. Buckle, to one side
5. Staple
6. Ramp door
7. Tension rope with hooks

Releasing / opening the high cover

- ▶ Release the tension ropes and hooks from the holes in the ramp wall.
- ▶ Open the buckles on both sides.
- ▶ Pull the belt upwards out of the eyelets on both sides.
- ▶ Carefully roll up the rear part of the high cover and use the two buckles to attach it to the upper holding eyelets or place it onto the roof of the frame.

Closing / securing the high cover



- ▶ Insert the slats.
- ▶ Carefully lower the back of the high cover.
- ▶ Close the buckles on all belts and hook all open staples into the eyelets.
- ▶ Hook the tension ropes into the holes on the ramp door.
- ▶ Carefully insert the winding shaft in the attachment rings and secure the winding shaft, using the securing springs.

6.7 Operating the "box body" tailgate

WARNING



Risk of tipping over!

When the tailgate is opened, the trailer could tip back - risk of impact / crushing!

- ▶ Couple the trailer to the towing vehicle before opening the tailgate or first lower the cargo bed.

CAUTION

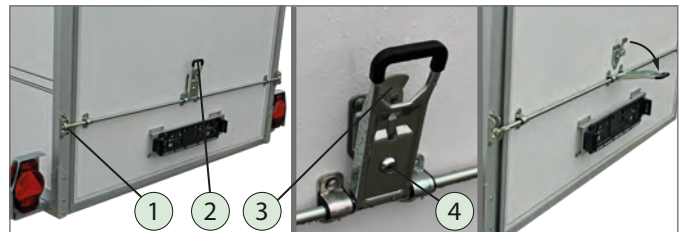


Mind your head!

It is easy to knock your head on the open tailgate.

- ▶ Carefully step onto / off the cargo bed.
- Duck if necessary.

Opening

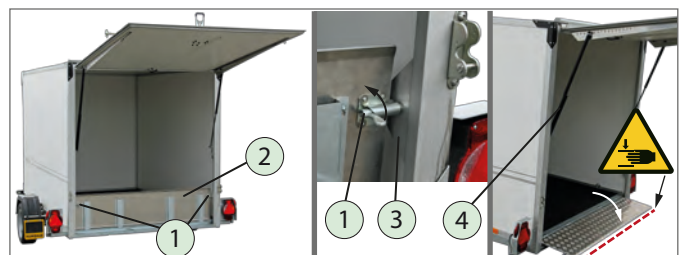


Unlocking the tailgate

1. Locking lugs
2. Bolt handle
3. Pressure safety device
4. Safety lock

- ▶ Grip the bolt handle with one hand and push in the pressure protection mechanism.
- The bolt handle will be released.
- ▶ Push the bolt handle downwards.
- The locking lugs (right and left) are released.
- ▶ Carefully push up the tailgate.
- ▶ Lock the gas strut with the piston retainer.

Opening the ramp door



Unlocking the ramp door

1. Snap locks
2. Ramp door
3. Locking bracket
4. Gas strut lock (piston retainer)

- ▶ Ensure that the tailgate is secured with the gas strut lock.
- ▶ Turn the snap-locks upwards on both sides.
 - The bolts will move out of their locking brackets.
- ▶ Hold onto the side of the ramp door and carefully lower it.

Closing the ramp door



Locking the ramp door

- ▶ Hold onto the side of the ramp door and carefully raise it.
- ▶ Turn the snap-locks downwards.
 - The bolts will move into their locking brackets.
 - The ramp door is locked into place.

Closing the tailgate



Gas strut locked

unlocked

- ▶ Turn the piston retainer by 180°.
- The piston retainer is unlocked.



Locking the tailgate

- ▶ Hold the tailgate and step behind it (to the rear of the trailer).
- ▶ Use both your hands to push down the tailgate.
 - Ensure that the espagnolette lock is open and that the locking cams engage smoothly.
- ▶ Pull up the bolt handle and then push it in firmly.
 - The bolt handle will automatically lock into the pressure protection mechanism.
- ▶ Where necessary, use a key to secure the safety lock.

6.8 Loading the trailer



Make sure that the trailer is secured so that it cannot roll away.

<p>! WARNING</p> <p>Unzureichende Beleuchtung beim Be- und Entladen! Erhöhte Unfallgefahr.</p> <p>▶ Sichern Sie den Anhänger mit zusätzlichen Signaleinrichtungen.</p>		<p>! WARNING</p> <p>Inadequate lighting during loading and unloading! Increased risk of accidents.</p> <p>▶ Secure the trailer with additional signalling devices.</p>
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- ▶ Make sure that road traffic safety is not impaired when loading and unloading the trailer.
- ▶ If necessary, use additional signalling devices, e.g. signs, barriers.



WARNING

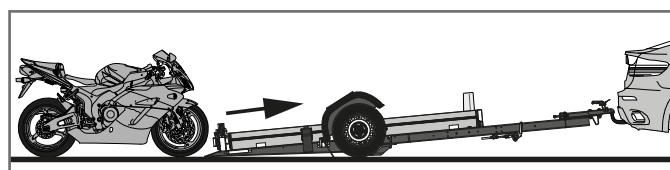


Stepping onto the cargo bed!

You could fall off if you step onto the cargo bed during the loading and unloading process.

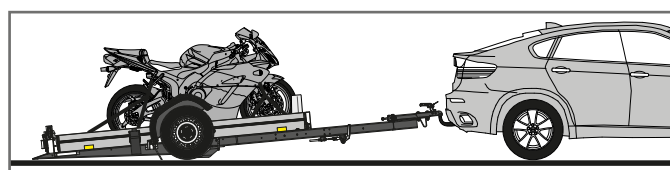
- ▶ Take particular care when stepping onto the cargo bed.

- ▶ Use  .



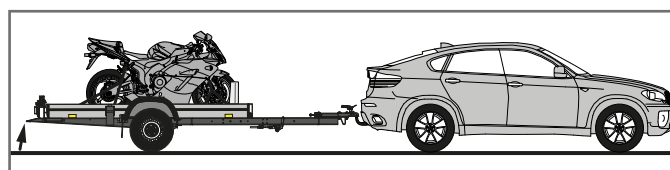
Loading a motorcycle

- ▶ Carefully push the motorcycle onto the trailer until the front wheel is inside the motorcycle stand.
 - Observe the section: 6.1 Load distribution



Tying down / securing a motorcycle

- ▶ Tie down / secure the motorcycle in a standing position.
 - Observe the section: 6.2 Load securing



Lifting / securing the cargo bed

- ▶ Lift the cargo bed.
- ▶ Secure it, using the safety lock.
 - Observe the section: 6.8 Lifting the cargo bed

6.8.1 Using the cable winch

- The cable winch is permanently installed on the drawbar.
- Defective vehicles can be pulled onto the cargo bed using the cable winch.



WARNING



Using a damaged cable winch!

A damaged cable will be weakened and may tear when placed under load. People could be hit or crushed by the rope and/or the load.

- ▶ Only use the cable winch if it is undamaged and in perfect condition.
- ▶ Regularly have the cable winch serviced and repair it immediately if it is faulty.



CAUTION



Operating the cable winch!

You could crush your hands / fingers in the cable winch while rolling or unrolling the cable. You could lacerate your hands on broken individual wires of the cable.



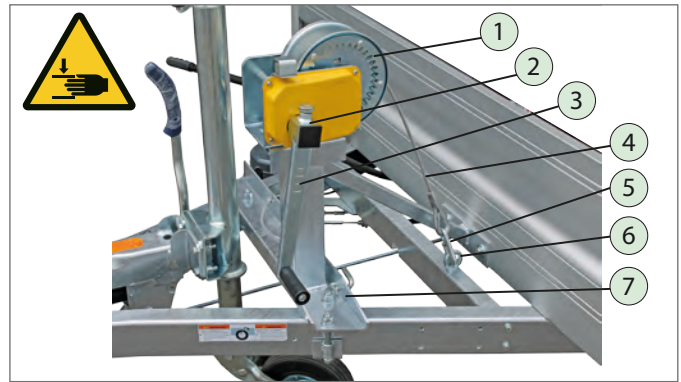
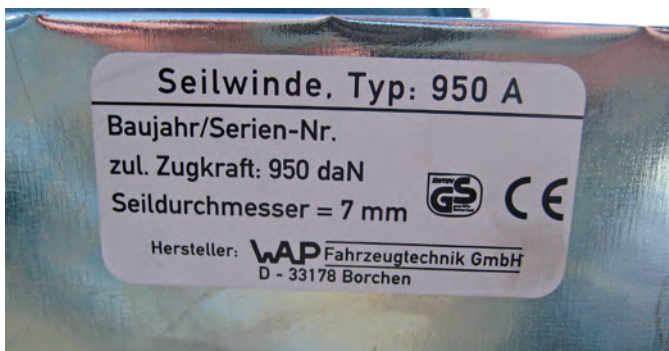
- ▶ Always use
- ▶ Only use undamaged cable. Immediately replace any cable that has broken individual wires.
- ▶ Ensure that your fingers do not get caught in the cable winch when rolling up the cable.

NOTICE

Overloading the cable winch!

Overloading the cable winch may result in breaking it off or tearing the rope.

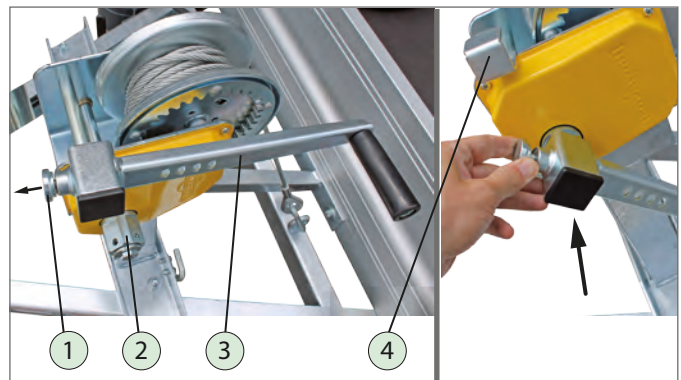
- ▶ Adhere to the maximum permissible tractive force of the cable winch, i.e. 950 daN or approximately 900 kg.
- ▶ Take note of the type label on the cable winch.



HKT with cable winch

1. Cable winch
2. Crank base
3. Crank
4. Cable (steel)
5. Snap hook
6. Eyelet
7. Cable winch / frame

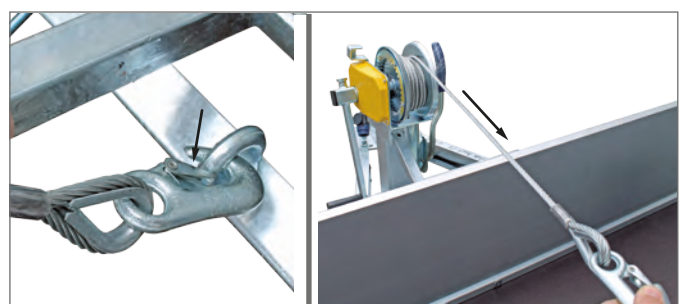
Extending / unrolling the cable



Inserting the crank

1. Securing pin
2. Crank base
3. Crank
4. Parking holder for crank

- ▶ Pull on the securing pin, while at the same time removing the crank from its parking position.
- ▶ Insert the crank into the crank base.
 - Simultaneously pull out the securing pin and place it into one of the holes.
- ▶ Relax the cable by turning the crank in an anti-clockwise direction.



Unroll the cable

- Unhook the snap hook from the eyelet.
- Manually extend the cable.
 - Ensure that the crank turns.
 - If necessary, remove the crank beforehand.

Pull up the vehicle, using the cable winch



Make sure that the trailer is secured so that it cannot roll away.
First couple the trailer to the towing vehicle!

- Fasten the snap hook to the tow ring of the vehicle to be loaded / unloaded.
- Turn the crank in a clockwise direction - the cable rolls up and pulls the vehicle onto the cargo bed.
 - Ensure that the vehicle is centrally mounted on the cargo bed.

Roll up the cable and secure it

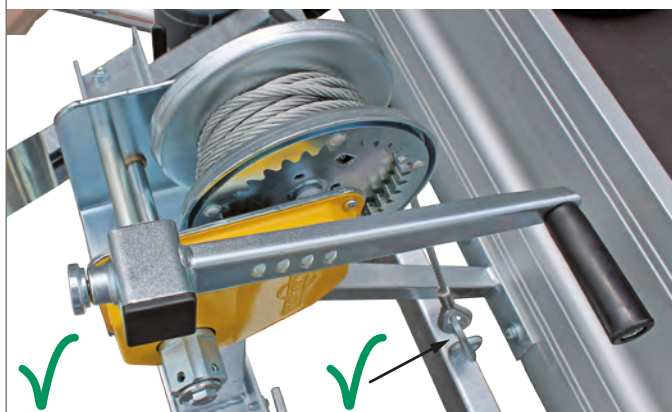


CAUTION

Unsecured cable / crank!

An unsecured cable / crank may rattle around while driving, be torn off and hit a person.

- Before driving off, ensure that the cable is fastened in the eyelet with the snap hook and pulled tight.
- Ensure that the crank is in the parked position and secured with the securing pin.



Cable rolled up / secured

- Insert the snap hook into the eyelet.
- Slightly tighten the cable.
- Remove the crank from the crank base.
- Place the crank into the parking holder and ensure that it points in the right direction.
 - Ensure that the crank has been secured.

6.9 Lifting the cargo bed



WARNING



Lifting the cargo bed!

Crushing hazard for hands when lifting the cargo bed in the wheel area.



Keep people away from the hazard zone during lifting.



Do not reach into the hazard zone during the lifting process.

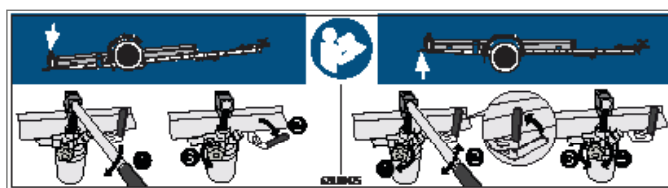


NOTICE

Incorrect operation of the locking lever during the lifting process!

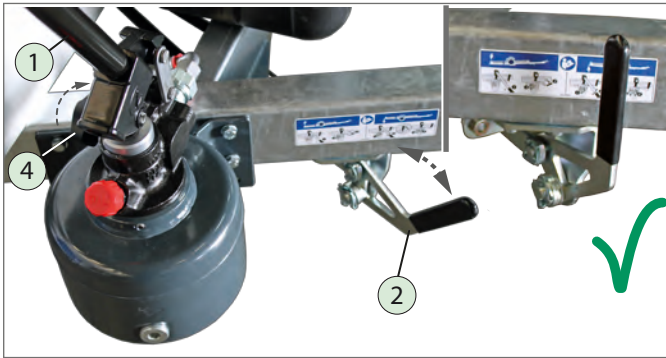
The mechanical safety lock for the cargo bed may become deformed, resulting in a loss of function.

- Pump until the locking lever automatically engages.
- Release the hydraulic system.
 - The cargo bed must rest on the mechanical locking bolts.
- Pay attention to the operating sticker on the trailer.



- Always keep to the specified step sequence.

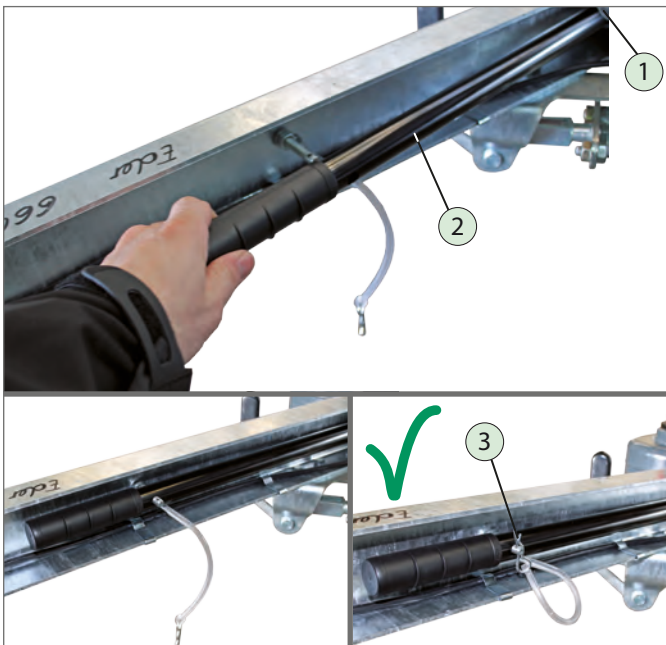
Lifting process



Operating elements

1. Pump lever
2. Locking lever (cargo bed)
3. Insertion openings (top, sides)
4. Valve wheel

- ▶ Close the valve wheel.
- ▶ Lift the cargo bed completely until the locking lever automatically moves into the driving position.
 - The locking lever must remain movable.
- ▶ Briefly open and close the valve wheel.
 - The hydraulic system is released.
- ▶ Check whether the locking lever can be moved.
 - It should fit firmly.
 - The cargo bed is mechanically secured by locking bolts.



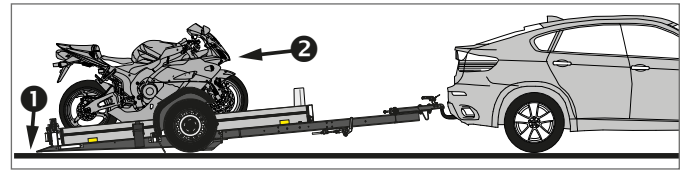
Insert / secure the pump lever

1. Drill-hole in crossbar
2. Pump lever
3. Safety device (cotter pin, cable)

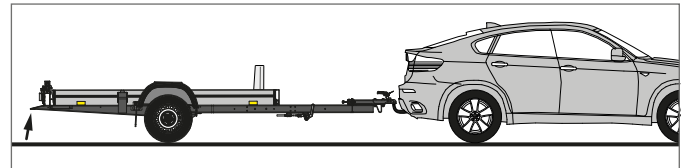
- ▶ Insert the pump lever into the drill-hole and bolt.
- ▶ Insert the cotter pin through the securing bolt.
- ▶ Close the ramp door / number plate holder. (see Section 6.4 or 6.5)

6.10 Unloading the trailer

- ▶ Make sure that the vehicle to be unloaded is secured from rolling away.
 - e.g. handbrake pulled up, wheel chocks positioned.



- ▶ ❶ Lower the cargo bed.
- ▶ Release all lashing straps and stow them away.
- ▶ Open the ramp door / tailgate / number plate holder.
- ▶ ❷ Slowly roll or drive the motorcycle / load down the ramp.



- ▶ Close the ramp door / tailgate / number plate holder and secure them.
- ▶ Lift the cargo bed.

7 Driving



Before setting off, make sure that the maximum permissible loads (load capacity and drawbar load) are not exceeded.



Observe the maximum permissible towing load and drawbar load of your towing vehicle and the trailer coupling.

- If necessary, check the weight information for the goods to be loaded (vehicle).



Vehicle secured

- Carry out a departure check (see operating instruction manual, "Car Trailers" (General Points - Part 1))



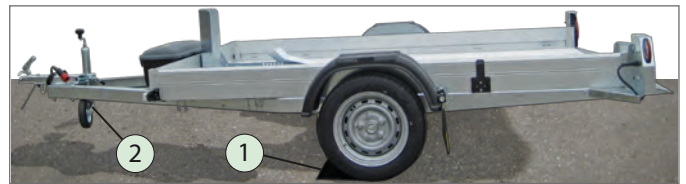
Trailer coupled and ready for operation

- Check that:
 - the cargo bed,
 - the ramp door or number plate holder,
 - the accessories / tie-down equipment,
 - the motorcycle stand,
 - the pump lever,
 - the high cover,
 - the tailgate (for box extension)are secured.
- The jockey wheel has been tilted up and secured.
- The toolbox has been locked.

8 Parking



Observe the general safety and warning instructions on parking your trailer safely in the operating instruction manual "Trailers up to 3.5 to (General Points - Part 1)".



Parking and securing the unbraked trailer



Parking and securing the braked trailer

1. Wheel chock
2. Standard jockey wheel
3. Automatic jockey wheel
4. Hand brake

- In addition, make sure that - the cargo bed has been lifted up.
 - the safety lock of the cargo bed is functional.
 - the ramp door / tailgate / number plate holder are all closed and secured.
- With the trailer brake applied, pull the handbrake on.

9 Cleaning/Maintenance/Serviceing

9.1 Care/Cleaning



Observe the safety instructions and instructions for general cleaning/care of trailers in the operating instruction manual, "Car Trailers" (General Points - Part 1).



CAUTION



Crushing hazard!

During the cleaning process, there is a risk of crushing your fingers/hands in the lowering mechanism.



Cutting hazard!

During the cleaning process, there is a risk of crushing your fingers/hands in the lowering mechanism.

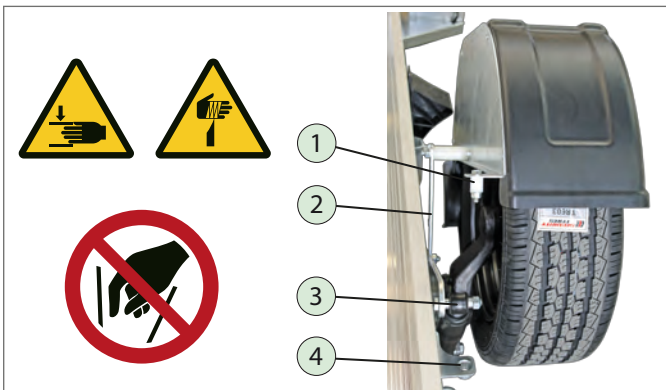


Do not touch the movable mechanical components when lowering / lifting the cargo bed. - Do not reach into it.

Clean lowering mechanism / wheel shock absorbers



The service life, functionality and safety of your trailer depends to a large extent on the regular maintenance/care of the lowering mechanism.



Lowering mechanism

1. Positioning bolt
2. Fender bracket
3. Wheel shock absorbers
4. Positioning drill-hole



During spraying, do not aim the water jet directly at the wheel shock absorbers.

- ▶ Check for any soiling of the lowering mechanism / wheel shock absorbers and remove if necessary each time after you use the trailer.
- ▶ Clean the lowering mechanism in the lowered state with a clean dry cloth.
- ▶ Do not scratch or paint the wheel shock absorbers or treat them with corrosive media (abrasives).

9.2 Maintenance/Serviceing

9.2.1 Tyres/Wheels

The following tyre sizes can be used on HKT trailers:

Tyre type	p _{max.} in bar
195 / 50 R 13 C	6.25

Table: Tyre size / Tyre pressure

- ▶ Check the tyre pressure on all wheels on a regular basis and before long journeys. (See the table: "Maintenance instructions" in the operating instruction manual, "Car Trailers" (General Points - Part 1))

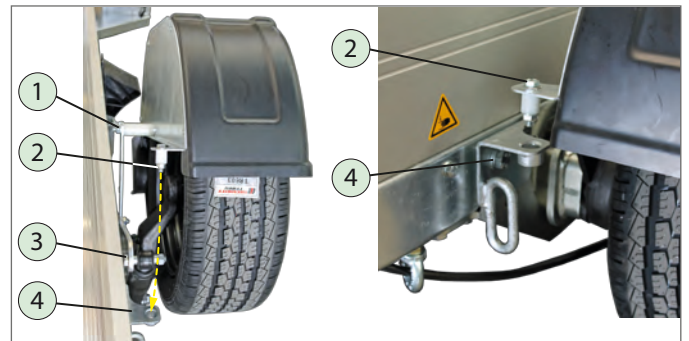
9.2.2 Lowering mechanism / wheel shock absorbers



The wheel shock absorbers are virtually maintenance-free. The damping effect will decrease after long periods of use and long intervals of use.

The lowering mechanism / wheel shock absorbers and their fixings need to be regularly checked for oil leaks, damage, ageing, breakage and material fatigue.

Servicing work must only be carried out by qualified specialists.



Lowering mechanism / wheel shock absorbers

1. Attachment: Fender bracket
2. Attachment: Positioning bolt
3. Attachment: Wheel shock absorbers
4. Attachment: Positioning angle (drill hole)

- ▶ Ensure that the screw connections have been firmly attached.
 - Retighten the screws if necessary.
- ▶ Check the wheel shock absorbers for oil leaks.
- ▶ If the absorption effect is reduced or if there are visible oil leaks, replace the wheel shock absorbers. Use only genuine spare parts, see designation / type no. on the wheel shock absorbers.
- ▶ Ensure that the positioning bolts fit smoothly into the positioning drill-hole.
 - Adjust the positioning angle if necessary.

9.2.3 Locking device



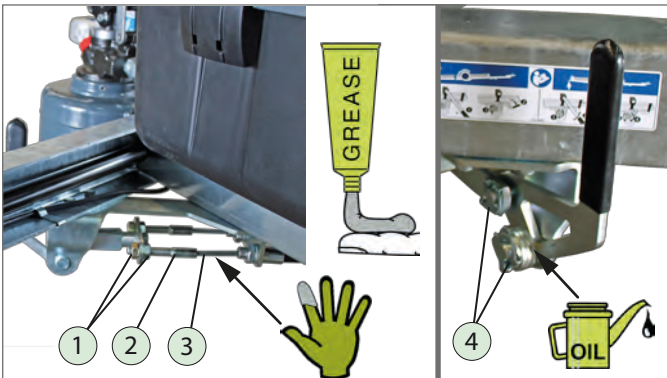
WARNING



Worn / deformed locking device!

The cargo bed may drop down while driving (accident hazard).

- ▶ Carry out regular checks and adjustment of the locking device.
- ▶ The checking interval depends on the frequency of use of your trailer.
- ▶ However, you should carry out a check at least every 6 months.



Check and grease the transmission cables

1. Fastening nuts
2. Tensioning screw
3. Transmission cable of locking lever
4. Locking lever bearings

- ▶ Check the operating point of the locking device for signs of wear, loose connections, corrosion, foreign objects.
- ▶ Ensure that the movement of the locking lever is transmitted without play.
- ▶ Retighten the transmission cables if necessary.
- ▶ - Loosen the fastening nuts on each cable winch.
- ▶ - Retighten the tensioning screws.
- ▶ - Firmly tighten the fastening nuts.
- ▶ Check the function of the locking lever. - Lift and lower the cargo bed at least twice.
- ▶ Apply a little multi-purpose grease to the transmission cables, if necessary.
- ▶ Grease the locking lever bearings.

9.2.4 Number plate holder



1. Attachment nut

- ▶ Check that the holder is firmly attached.
- ▶ - Retighten the nuts if necessary.

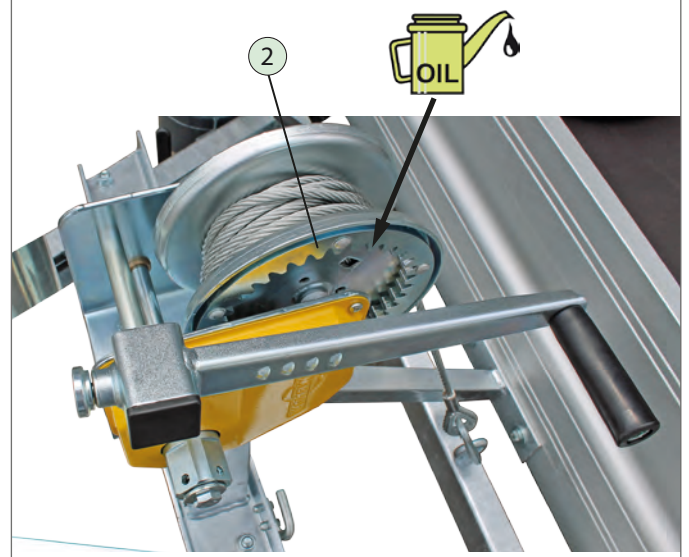
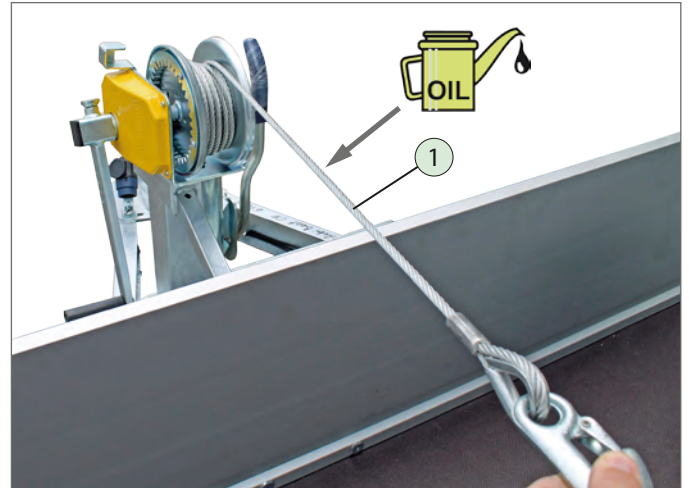
9.2.4 Cable winch



The cable winch must be inspected by specialised staff at least once a year or every 10,000 km. If the cable winch is subject to heavy-duty use or operating conditions, the inspection intervals must be shorter.

The cable winch and its attachment must be checked for damage / crushing, ageing, broken individual wires or the cable as a whole and material fatigue.

Servicing work must only be carried out by qualified specialists.



Testing / greasing the cable winch

1. Cable (steel)
2. Gear segment

- ▶ Completely extend the cable and clean both the cable and the gear segments with a clean cloth.
- ▶ Carry out a visual inspection for damage / tears / cracks.
- ▶ - In the event of damage, have the cable winch repaired by specialised staff.
- ▶ Use a commercial machine grease to grease the cable slightly.
- ▶ Carefully wind the cable onto the drum.

10 Troubleshooting



Use the fault rectification table to repair the specific operating functions of the HKT trailer in the event of a fault.

For further causes of faults and rectification measures, see the operating instruction manual "Trailers up to 3.5 to (General Points - Part 1)".



WARNING



Unsecured trailer! Unexpected start!

Do not go under the chassis when troubleshooting. There is a danger of you being crushed if the trailer starts to move unexpectedly.

- ▶ Make sure that the trailer is secured so that it cannot roll away.
- ▶ Do not actuate the cargo bed whilst you or anyone else are under the chassis.

11 Decommissioning/disposing of the trailer



Observe the safety instructions for decommissioning / disposal of trailers in the operating instruction manual, "Trailers up to 3.5 to" (General Points - Part 1).

11.1 Decommissioning the trailer

- ▶ Secure your trailer against unauthorised use by third parties, e.g. using wheel clamps.
- ▶ Park your trailer so that it cannot cause any further hazards for third parties, e.g. by tipping over, rolling away, or causing a traffic obstruction.

11.2 Disposal

- ▶ Take the individual parts or the entire trailer to a car/vehicle recycling facility.
The specialists at the car/vehicle recycling facility will dispose of the individual components in the proper manner.

Malfunction	Possible cause	Solution
Cargo bed does not lower.	- The locking lever does not release.	▶ Move the cargo bed to its top position until the locking lever can be moved.
	- The locking mechanism is maladjusted.	▶ Adjust the tensioning cables of the locking mechanism.
Cargo bed does not rise up.	- The coupling height of the towing vehicle is too low (< 410 mm).	▶ Check the coupling height of the towing vehicle. ▶ Adjust the required height or exchange the towing vehicle for one with a suitable coupling height.
	- The valve wheel of the hydraulic pump is open.	▶ Close the valve wheel of the hydraulic pump. ▶ Lift the cargo bed.
Mudguards not properly positioned - jammed.	- The attachment angle is wrong and the positioning bolt is maladjusted.	▶ Check the position of the attachment brackets with positioning holes and adjust where necessary.
	- The positioning bolt is deformed.	▶ Exchange the positioning bolt.

Fault repair table



MACHT'S MÖGLICH

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Versionm 2019/01