

All-poly box trailer

# Operating Instructions

Part 2 - REXUS



MACHT'S MÖGLICH

en



5000 series

[humbaur.com](http://humbaur.com)

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- ▶ Please enter the name of your dealer.

## Notes on use / target group



### PART 2 - Original - "REXUS" Operating Instruction Manual

This "REXUS" operating instruction manual Part 2 is intended for you as the user of a ready-to-use trailer.

It provides detailed steps on how to handle the REXUS trailer.

It contains all the relevant details on safe operation, care / cleaning, maintenance / servicing, troubleshooting and decommissioning / disposal.

This specific operating instruction manual (Part 2) for your trailer is provided on the enclosed CD. You can also download it from **www.humbaur.com in the section: Download - Operating Instructions.**

### PART 1 - "Trailers up to 3.5 to General Points"

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

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



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

- Non-observance of any of the documentation can cause injuries to you and to other persons and 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.
- We advise you store the operating instruction manuals in the driver's cab and to keep them on hand in case you need to consult them.
- They should be passed on to the new user / owner if you rent out or sell your trailer.



Furthermore, 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 a full technical inspection.
- Observe 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 to (PART 1).

**Product name: REXUS all-poly box trailer**

## 5000 Series:

### Equipment:

- Type 1: REXUS with ramp wall
- Type 2: REXUS with double wing doors
- Type 3: REXUS with sales hatch
- Type 4: REXUS as livestock transporter

# 2 Product description

The Rexus is characterised by an attractive appearance, itself marked by the possible ranges of colours and details, such as decorative brackets, alloy wheel rims and mudguards.

The Rexus can be fitted with a ramp wall or with a double wing door. There is an access door on the front right side of the trailer as standard.

The Rexus is available for different applications. For example, it can be used as a sales trailer or as m/c transporter or also as an animal transporter.

The cargo bed, which is made from laminated wood, is 21 mm thick and can additionally be produced with the following coatings:

- 
- 
- 
- 

Floating screen floor or aluminium tread plate.

## 1.1 Declaration of Conformity

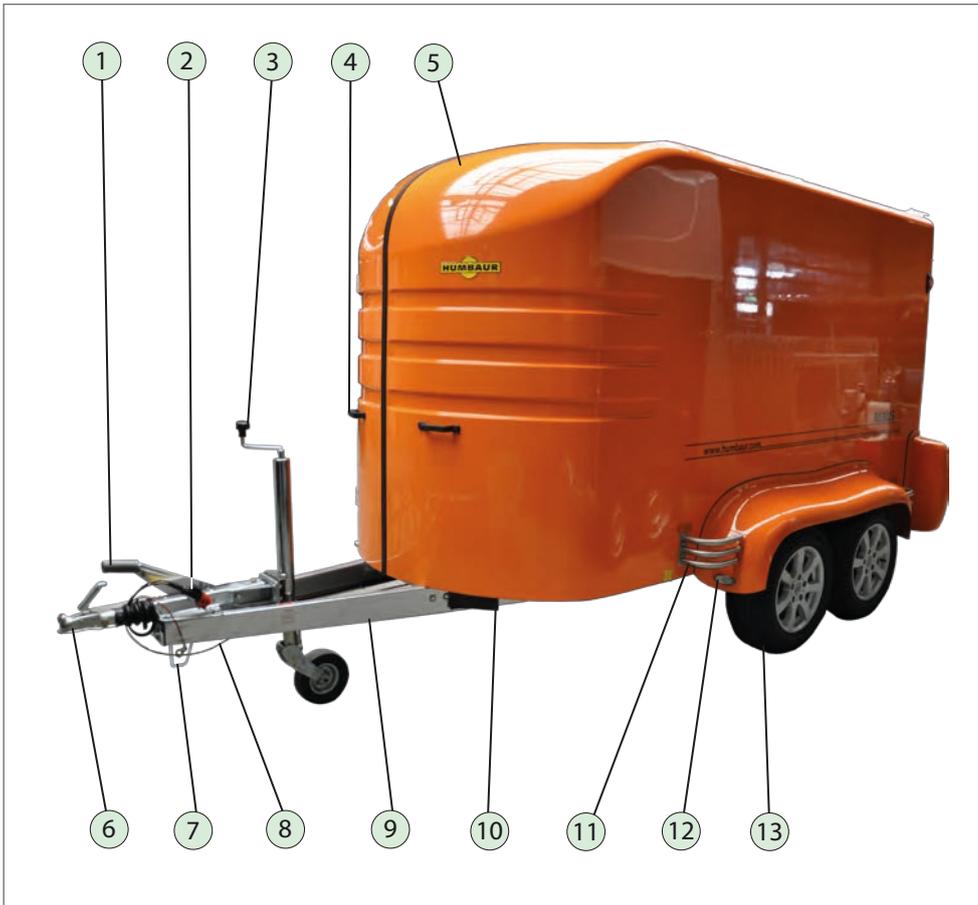


Humbaur GmbH hereby confirms that all relevant EU directives for the registration and safe use of trailers of the 5000 series of REXUS all-poly box trailers with accessories have been complied with. You can request a detailed EU declaration of conformity from us separately.



Possible range of colours

## Illustrated examples



Front view



Rear view

## 2.1 Components

1. Hand brake lever
2. Electric systems plug
3. Automatic jockey wheel
4. Handle
5. All-poly body
6. Ball head coupling
7. Drawbar support
8. Safety cable
9. V drawbar
10. Wheel chock
11. Decorative bracket
12. Front reflector / white reflector or front position lamp
13. Wheel (tyre)
14. 3rd brake light
15. Support surface
16. Locking espagnolette lock
17. Espagnolette lock
18. Ramp wall
19. Tail lights
20. Number plate light
21. Gas strut
22. Access door



Accessories / extensions are separately explained in the partial description below or in the operating instruction manual "Trailers up to 3.5 to" (General Points - Part 1).

## 2.2 REXUS with ramp wall



## 2.4 REXUS with sales hatch



## 2.3 REXUS with double wing doors



## 2.5 REXUS as animal transporter



## 2.6 Standard equipment



Tie-down ring on cargo bed



Access door



Alloy wheel rims



Jockey wheel



13-pin plug



3rd brake light



Floor plate 21 mm

## 2.7 Optional accessories



AKS safety coupling



Breast/breech bar



Barred tie rail



Slotted tie rail



Spare wheel/holder



Motorcycle stand/strap



Prop stands



ClickFix ground stand



Floating screen floor



Aluminium tread plate



**Tie-down ring in tie-down groove 0.2 / 0.4 t**



**Folding rings**



**Skylight**



**Interior light**

### 3 Intended use

- M/c transporter in motorcycle stand and corresponding tie-down.
- Animal transport secured with breast/breech bars.
- Rexus with side sales hatch and individual layout.
- Loading / unloading and transporting of materials and goods as fixed / linked load units.
- Transporting of load units, with the exception of hazardous goods, e.g. explosive, chemical or liquid materials.
- Form and force-fitting load securing by means of tie rails and round locking bars in body, as well as tie-down rings on the cargo bed.

### 4 Foreseeable misuse

- Driving with the motorcycle stand not screwed onto the cargo bed.
- Driving with unsecured motorcycle.
- Driving with the ramp wall not completely closed.
- Driving with insufficiently load securing.
- Driving with unsecured double wing doors, access doors, sales hatch and ramp wall.
- Loading the trailer whilst the ramp wall is not completely lowered
- Transporting people.
- Driving onto the ramp wall with vehicles exerting high point loads, e.g. vehicles with small wheels such as fork lifts, mobile lifting platforms, etc.
- Driving onto the ramp walls with steel-tracked vehicles.
- Non-observance of the safety instructions in the operating instruction manual "Trailers up to 3.5" (Part 1).

## 5 General Safety Instructions

### CAUTION



#### Folding ramp wall!

After unlocking, the ramp wall can fall down uncontrollably, e.g. from load pressure - risk of collision!  
This can result in feet being crushed.

- ▶ Stand to the side when unlocking the ramp wall.
- ▶ Relieve the load pressure beforehand, if necessary.
- ▶ Allow the ramp wall to fall to the floor if the gas struts are defective.  
Never try to stop it.

- ▶  Keep your feet away from the area round the ramp wall.

- ▶  Keep people away from the area around the ramp wall during unfolding.

- ▶ Use  .

### CAUTION



#### Swivelling double wing doors!

After unlocking, the double wing doors can swivel uncontrollably, e.g. by load pressure / gust of wind - risk of collision!

- ▶ Keep yourself and other people clear of the swivel area.
- ▶ Unlock the double wing doors carefully and press against them, if necessary.
- ▶ Relieve the load pressure beforehand, if necessary.



#### Swivelling sales hatch!

After unlocking, the sales hatch can swivel up uncontrollably - risk of collision!

- ▶ Keep yourself and other people clear of the swivel area.



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

## 6 Loading and Unloading

### 6.1 Load distribution



Before loading, check the max. load capacity that you are able to transport with your trailer.

Check that the max. permissible body dimensions of your trailer are not exceeded.

The load distribution works directly on the road handling of the towing vehicle tension.

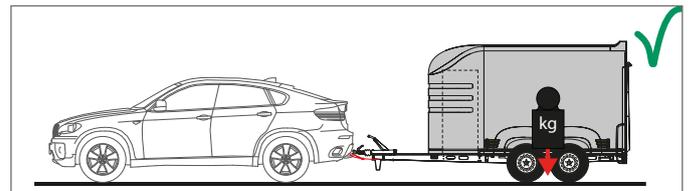
### NOTICE

#### Poor / one-sided load distribution of the goods!

Strongly uneven / point load distribution can lead to over-stressing and damage to the trailer components.

- ▶ Before loading your trailer, check which load objects are the heaviest.
- ▶ Position the heaviest objects centrally on the cargo bed and in the area of the axles.
- ▶ Distribute the goods evenly over the cargo bed  
- Avoid point / one-sided load distribution.

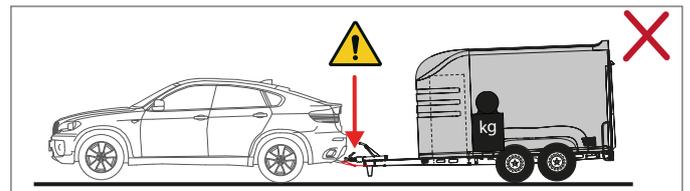
#### Correct load distribution



Load in axle region

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

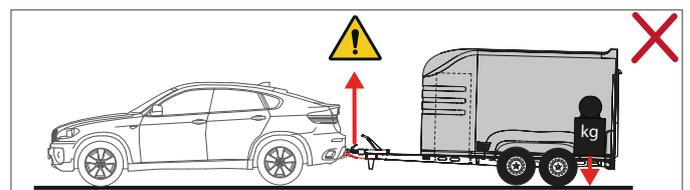
#### Incorrect load distribution



Load too far forward (to motor vehicle)

The trailer tilts forwards; the towing vehicle tilts backwards = the max. drawbar load has been exceeded.

#### Incorrect load distribution



Load too far backwards (to motor vehicle)

The trailer tilts backwards; the towing vehicle tilts forwards = the drawbar load is too low or negative.

## 6.2 Load securing



For relevant safety information for load securing, refer to the section "General load securing" in the operating instruction manual "Trailers up to 3.5 to - General part 1".

### 6.2.1 Tie-down points



Tie-down points on the cargo bed

1. Tie-down ring
2. Cargo bed



Tie-down ring, max 400 daN (kg)

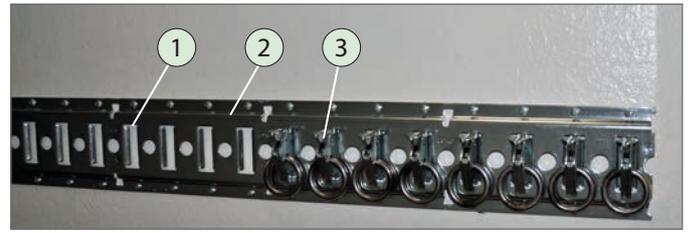


Sticker for tie-down force



Correct load securing

### 6.2.2 Slotted tie rail with fittings



Slotted tie rail with fittings

1. Slot
2. Slotted tie rail
3. Fitting



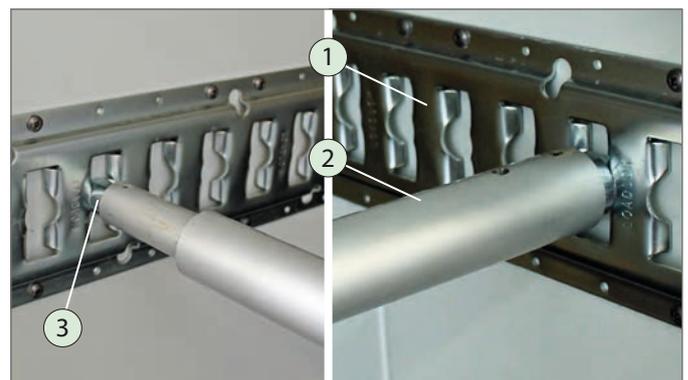
Fitting

1. Tie-down ring
2. Strap
3. Anchoring

#### Positioning fitting

- ▶ Position the fittings along the slotted tie rail.
- ▶ Press the strap and, at the same time, place the fitting in the slot of the rail.
- ▶ Check that the fitting has snapped into the slotted tie rail. Goods can be tied down on the fittings.

### 6.2.3 Combined anchor rail with round locking bars



Round locking beam deployed

1. Combined anchor rail
2. Round locking bar
3. End journals



Place unused round locking bars into the combined anchor rail during the journey.

## 6.2.4 Barred tie rail



Barred tie rail with inserted round locking bar

1. Ramp wall
2. Barred tie rail
3. Round locking bar

### Operating the round locking bar



Removing the round locking bar

- ▶ Press the locking bar together so that the end journals are disengaged from the tie rail.
- ▶ Carefully guide the other end journals out of the tie rail.
- ▶ Swivel the locking bar slightly upwards or to the side so that it does not damage the interior walls.
- ▶ Place the locking bar horizontally in a place secure from damage - not in the danger area (work zone).



Positioning end journals

- ▶ Place the end journals on the bar.
- ▶ Ensure that the locking bar sits flush.

The locking bar is installed and secured.

## 6.2.5 Motorcycle stand



Motorcycle stand mounted on the cargo bed

1. Motorcycle stand
2. Screws
3. Cargo bed

- ▶ Position the motorcycle stand according to the size of your motorcycle and align it as centrally as possible.

 Please take note of the motorcycle stand manufacturer's mounting instructions! Use the fastening elements supplied or insert suitable screws.

- ▶ Check the screws of the motorcycle stand so that no lines are damaged under the chassis.
- ▶ If possible, screw the motorcycle stand into a lateral bracing.

 The motorcycle stand must be screwed safely and securely! If necessary, have the motorcycle stand installed in a specialist workshop.

### Tying -down motorcycles



Motorcycle in motorcycle stand

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

 Observe the motorcycle stand manufacturer's instructions and those of the motorcycle manufacturer.

## 6.2.6 Breast / breech bar

Functional explanation

- The breast / breech bars are used to stabilise and hold your animals.
- When transporting several small animals, these can be used as partition bars.



### WARNING

#### Unsecured breast / breech bars!

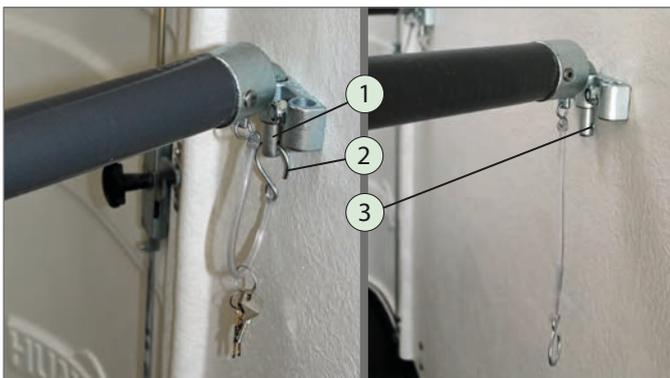
The animal may fall during the drive or get frightened by bars sliding around - lurching / accident risk!

- ▶ Check that the breast and breech bars are attached and secured on both sides before driving off.



#### Unsecured breast / breech bars

1. Breech bar
2. Holder
3. Breast bar



#### Unsecured breast / breech bars (detail)

1. Locking
2. Safety hook
3. Hole



Position the breast / breech bars according to the size of your animal.

#### Hooking in

- ▶ Hook the locking mechanism in the holders.
- ▶ Guide the safety hooks through the holes of the locking mechanism.

The breast/breech bars are secured.

## 6.3 Supports (optional)

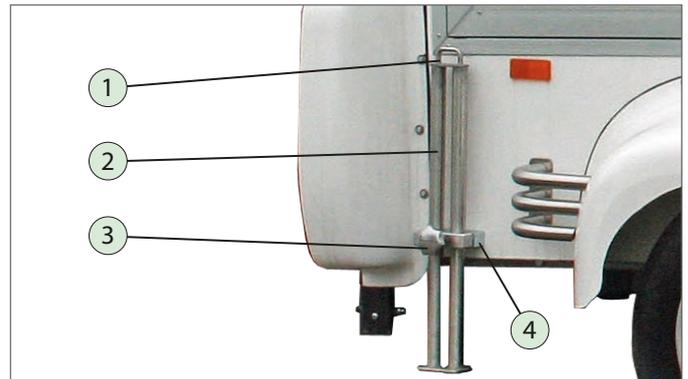
### NOTICE

#### Load the trailer with the supports completely extended!

The axle compresses during loading! The entire weight of the trailer lies on the supports. Supports will be damaged!

- ▶ Do not crank down / place the supports right down to the floor before loading (approx. 4-6 cm air between supports and floor).

### 6.3.1 Prop stands



#### Prop stands lowered

1. Handle
2. Cylinder body
3. Rotary knob
4. Holder



### CAUTION



#### Loosely tightened rotary knob!

During loading/unloading, the prop stand can slide down and your trailer may tip!

- ▶ Before loading/unloading, check that the rotary knob is tightened.

#### Lowering for loading

- ▶ Undo the rotary knob. While doing so hold the prop stand on the handle.
- ▶ Lower the cylinder body down so that an air gap of approx. 4-6 cm remains between floor and supports.
- ▶ Tighten the rotary knob.

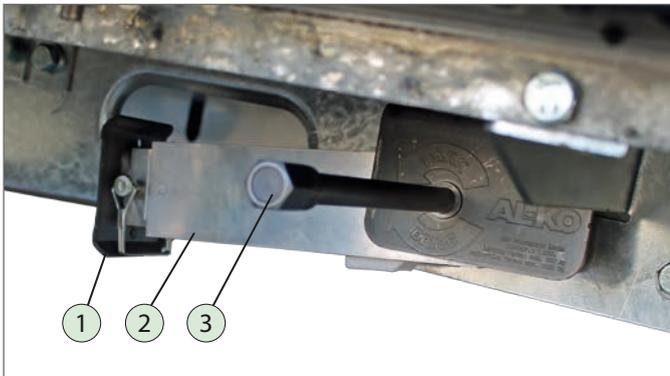
#### Lowering for unloading

- ▶ Undo the rotary knob. While doing so hold the prop stand on the handle.
- ▶ Lower the cylinder body right down to the floor.
- ▶ Tighten the rotary knob.

## 6.3.2 ClickFix ground stand

### Functional explanation

- ClickFix ground stands are actuated via a crank handle.
- During raising/lowering, the supports automatically lock in the end position.
- In addition, the height of the adjustable support can be adjusted - via cotter pin.
- The ClickFix ground stand can bear forces of up to 1,000 kg static and 500 kg dynamic.



### Ground stand in driving position

1. Adjustable support (adjustable)
2. Ground stand
3. Crank handle base

### Lowering for loading



### Cranking down the ground stand

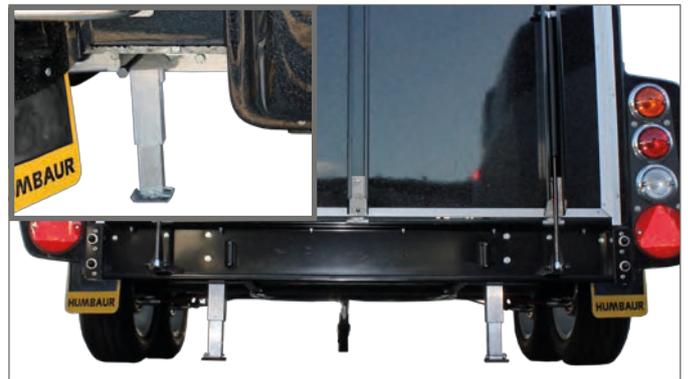
- ▶ Insert the crank handle into the crank base.
- ▶ Crank down the ground stand in a clockwise direction until approx. 4-6 cm remains between adjustable stand and the ground.

The ground stands lock in the vertical position.



### Ground stands cranked down

### Lowering for unloading



### Ground stands cranked down

- ▶ Crank the ground stands right down to the ground.

### Raising to driving position



### Cranking up ground stands

- ▶ Insert the crank handle into the crank base.
- ▶ Crank the ground stands in an anti-clockwise direction until they lock automatically.

The ground stands are secured in driving position.

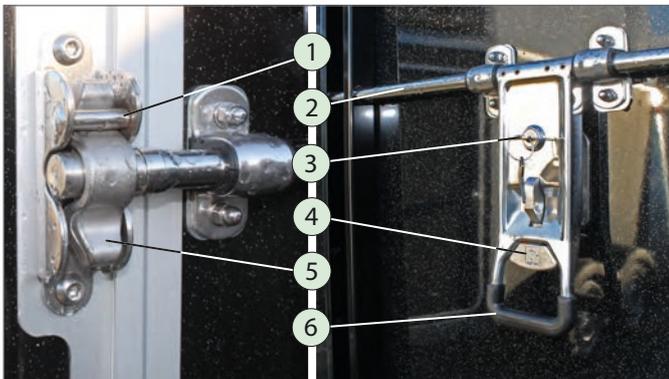
- ▶ Safely store the crank handle.

## 6.4 Ramp wall



Rear view of ramp wall

1. Support surface
2. Ramp wall
3. Locking mechanism for espagnolette lock
4. Espagnolette lock
5. Gas strut
6. Hinge



Espagnolette lock closed

1. Locking bolt
2. Espagnolette
3. Key
4. Snap lock (with hole for padlock)
5. Locking hook
6. Handle

- ▶ Unlock the handle with the key or remove the padlock.

### **WARNING**



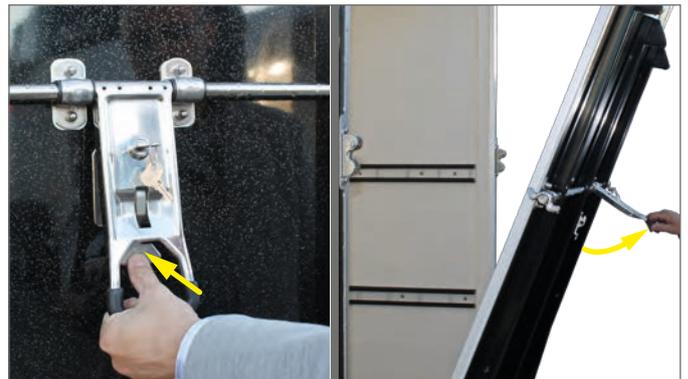
#### **Fold down the ramp wall!**

When unlocking and folding down the ramp wall, feet / hands / fingers can be crushed between the ramp wall and the ground!

- ▶ Hold onto the side of the ramp wall with one hand.

- ▶ Use  .

#### Opening



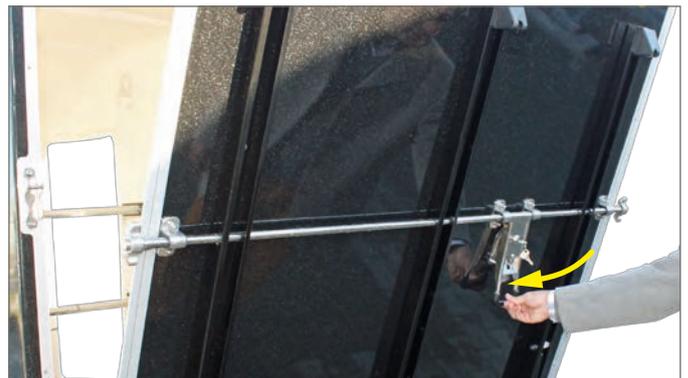
#### Unlocking / opening the espagnolette lock

- ▶ Push in the snap lock.
- ▶ Pull the handle.

The lock is released.

- ▶ Turn the handle up so that the locking hook right / left can move out of the locking bolt.

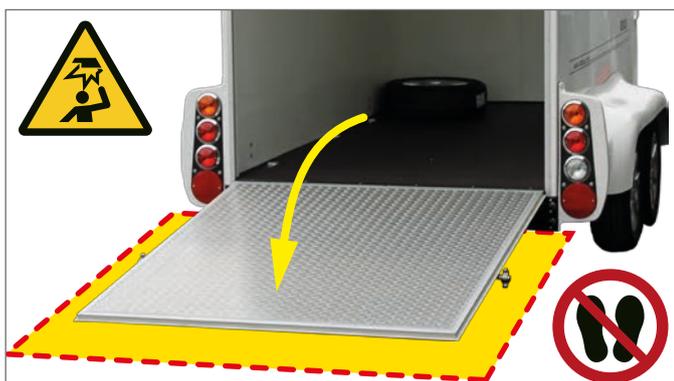
The ramp wall is unlocked.



#### Closing the espagnolette lock

- ▶ Press in the handle - so that when this folds down the ramp wall does not fall down on the ground.

The gas struts aid the operation of the ramp wall, so that it can be operated by a single person.



#### Folding down the ramp wall

- ▶ Hold the side of the ramp wall and allow the ramp wall to descend slowly - do not let it fall.



Make sure that your feet are not near the edge of the ramp wall.



#### Ramp wall folded down

1. Ramp wall (max. 1,300 kg load capacity)

- ▶ The cargo bed can be loaded.

### WARNING

#### Ramp wall overloaded!

The ramp wall may become deformed or break.  
The loads / load vehicle can tip - crushing risk!

- ▶ Drive onto the ramp wall, e.g. with the pallet truck, evenly and slowly.
- ▶ If necessary, before driving onto the trailer, check the gross weight of the load vehicle with goods.



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

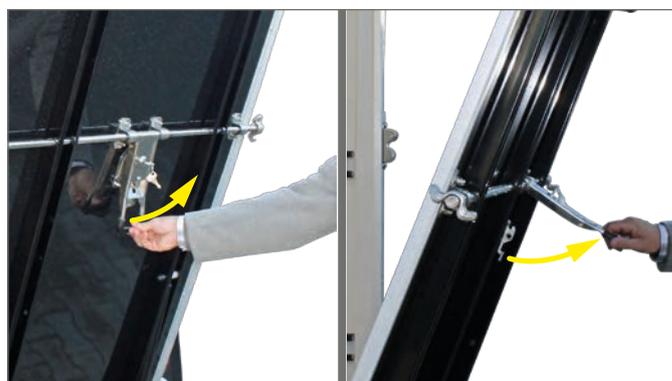
- ▶ Make sure that road traffic safety is not impaired when loading and unloading the trailer.
- ▶ If necessary, use additional signalling devices, e.g. signs, barriers.

#### Closing



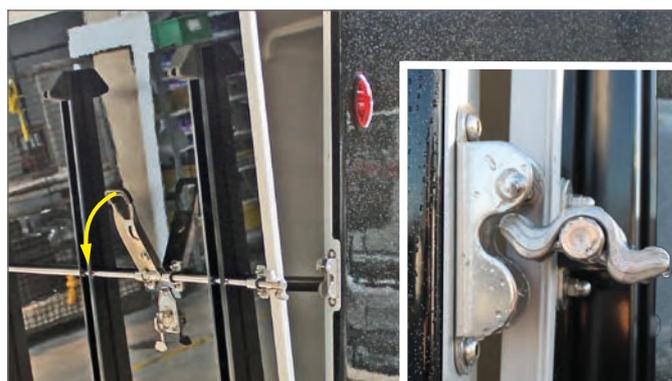
#### Closing the tailgate

- ▶ Lift up the ramp wall from the side into the vertical position.  
- The gas struts help you to do this.



#### Unlocking the espagnolette lock

- ▶ Unlock the espagnolette lock.
- ▶ Fold the ramp wall up fully.



#### Locking the espagnolette lock

- ▶ Press the handle so that the locking hook grips the locking bolt.

The lock is secured with the snap lock.

The ramp wall is secured against automatic opening while driving.

- ▶ Additionally lock the lock with the key as protection against unauthorised access.

## Drive onto the ramp wall (example)



Loading example 1



Loading example 2

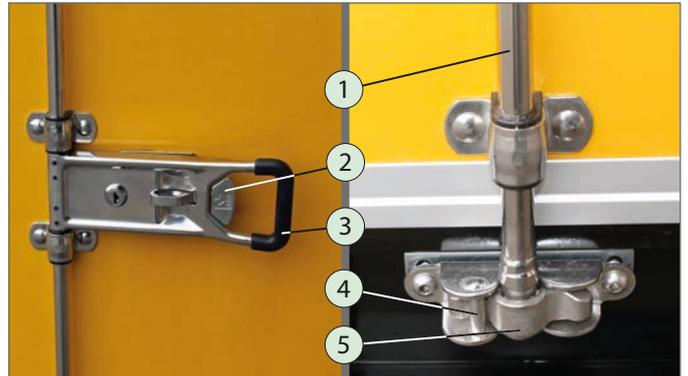
- ▶ Slowly and carefully drive on to the ramp wall or slowly push the vehicle to be loaded upwards in a controlled manner.
- ▶ Make sure that the vehicle being loaded is in line with the ramp wall.

## 6.5 Double wing door (optional)



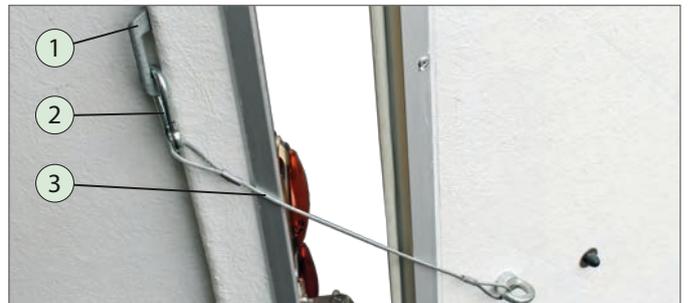
Rear view of double wing door

1. Locking hook
2. Hinge
3. Double wing door
4. Espagnolette lock



Espagnolette lock closed

1. Espagnolette
2. Snap lock
3. Handle
4. Locking bolt
5. Locking hook



Support rope secured

1. Eyelet
2. Carabiner
3. Support rope

## Opening



### Opening the espagnolette lock

- ▶ Push in the snap lock.
  - ▶ Pull the handle.
- The lock is released.
- ▶ Turn the handle up, so that the locking hook at the top / bottom can move out of the locking bolt.

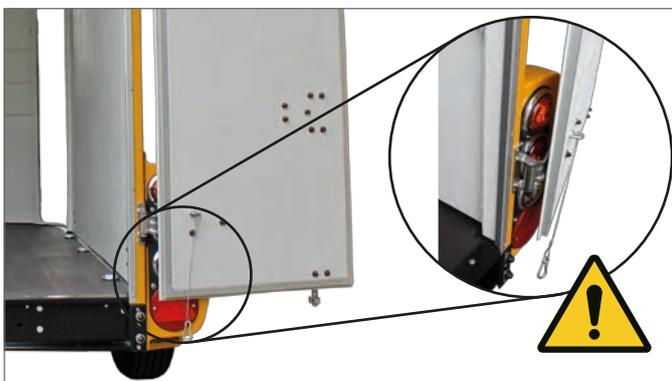
The double wing door is unlocked.

## NOTICE

### Unsecured double wing door!

The double wing door can slam and damage the lights - material damage!

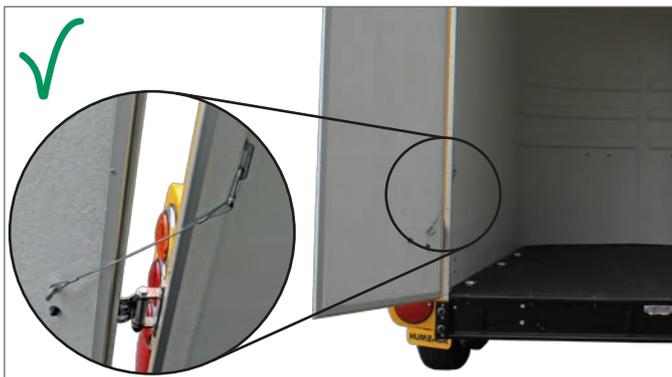
- ▶ Before fully opening, check that the double wing door is secured with support rope and carabiner.
- ▶ Swivel open the double wing door.



### Double wing door open, unsecured

- ▶ Insert the carabiner into the eyelet.

The wing door is secured against tilting.



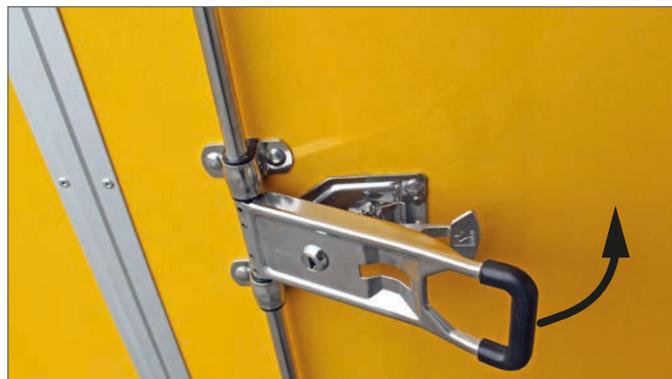
### Double wing door open, secured

## Closing



### Closing the double wing door

- ▶ Swivel the double wing door closed.  
- Close the left and then the right wing.

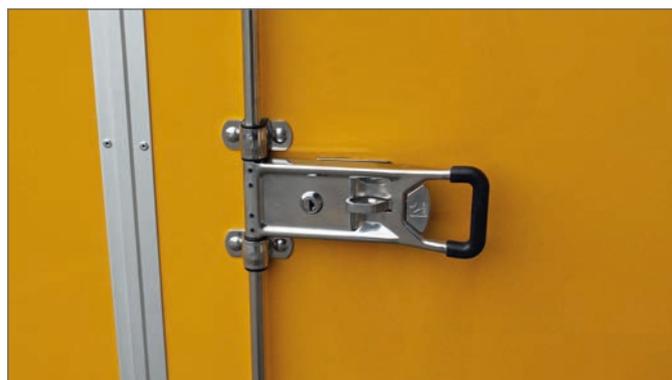


### Closing the espagnolette lock

- ▶ Press the handle so that the locking hook grips the locking bolt.

The lock is secured with the snap lock.

The double wing door is secured against unintentional opening while driving.



### Espagnolette lock closed

- ▶ In addition, lock the lock with the key as protection against unauthorised access.

## 6.6 Sales hatch (optional)



**Rexus with sales hatch**

1. Rain protection cover
2. Sales hatch
3. Espagnolette lock
4. Prop stand
5. Locking hook



**Sales hatch, open**

1. Sales hatch
2. Gas strut
3. Piston rod safety device

### Opening

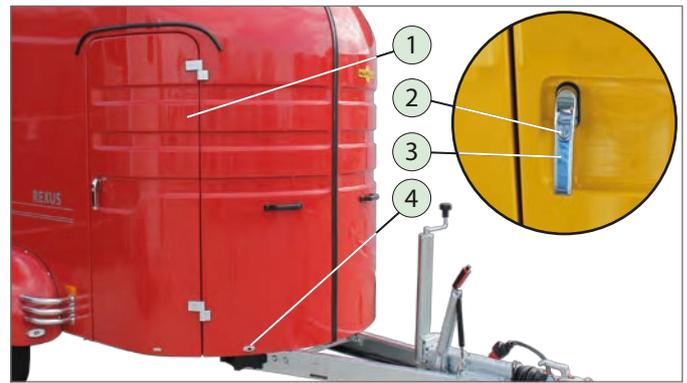
- ▶ Unlock the espagnolette lock.
- ▶ Pull the sales hatch handle up  
- The gas struts will support you in the process.

The sales hatch is held up by the gas struts and automatically secured against folding shut.

### Closing

- ▶ Push in the piston rod safety device.
- ▶ Carefully fold down the sales hatch.
- ▶ Lock the espagnolette lock.

## 6.7 Access door



**Access door closed**

1. Access door
2. Cylinder lock
3. Rotary handle
4. Door holder

### Operating the rotary handle (outside)



**Unlocking**

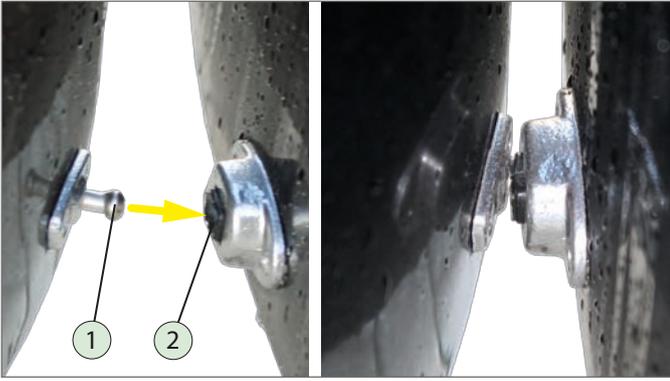
**opening access door**

- ▶ Shut the cylinder lock of the rotary handle.
- ▶ Turn the rotary handle 90° in a counter-clockwise direction.



**Access door open**

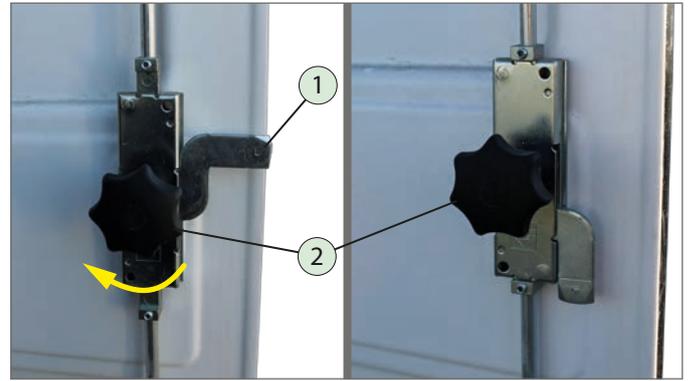
- ▶ Turn the access door until the door holder latches.  
The access door is latched.



**Door holder**

**latched**

1. Nipple
2. Bushing



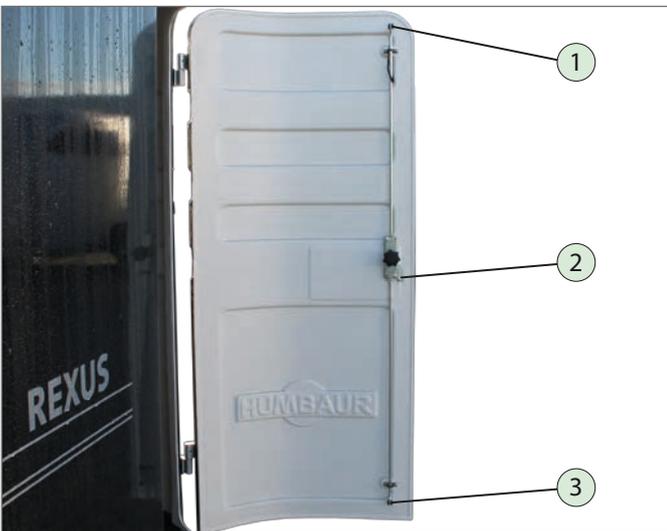
**Opening the access door from the inside**

1. Closing bracket
2. Rotary knob



The cylinder lock of the access door must be unlocked.

**Operating the rotary knob (inside)**



**Access door open**

1. Upper locking point
2. Middle locking point
3. Lower locking point

- ▶ Rotate the rotary knob through 90° clockwise.
- ▶ Open the access door.

## 7 Driving

### WARNING



#### Unlocked ramp wall / double wing door / sales hatch!

Unlocked ramp wall / double wing door / sales hatch may unintentionally fold down while driving - accident risk! The goods may then fall out - collision risk!

- ▶ Ensure that the tailgate / double wing door / sales hatch is locked with the rotary lever lock before driving off.



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.

- ▶ Where required, check the weight information for the goods to be loaded.
- ▶ Carry out a departure check (see operating instruction manual, "Trailers up to 3.5 to" (General Points - Part 1))



Take note of the safety / driving instructions for the towing vehicle and trailer as given in the operating instruction manual "Trailers up to 3.5 to" - General - Part 1.



Your trailer can be licensed for a top speed of max. 100 kph. For this, several conditions must be fulfilled.  
- For information, see [www.humbaur.com](http://www.humbaur.com)

- ▶ Adapt your driving style to the road and weather conditions!  
- Reduce your speed and drive particularly carefully around bends / when turning!
- ▶ Start braking processes smoothly (not suddenly).



Driving example

## 7.1 Skylight (optional)

Functional explanation

- The skylight is used to provide fresh air during the journey.



### Skylight closed

1. Roof vent
2. Spring leaf
3. Handle

### Operation

- ▶ Press the both handles individually or one after the other upwards.

Skylight is open.



### Skylight open

- ▶ Pull the handles downwards one after another. Skylight is closed.

## 7.2 Lights



You will find the safety-related information about handling the lighting system in the operating instruction manual on "Trailers up to 3.5 to" - General - Part 1.



Rear view



Multi-function light, left

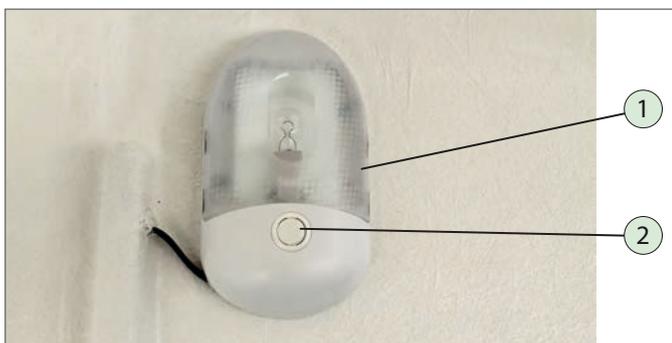
right

1. Indicator
2. Tail light
3. Rear fog light
4. Reversing light
5. Triangular reflector with round background

### 7.2.1 Interior lighting (optional)

Functional explanation

- The interior lighting can be switched on via the toggle switch if it is dark, e.g. for loading/unloading and driving, if at least the parking light is switched on in the towing vehicle.



Interior light

1. Light
2. Toggle switch

### Replacing lamp



#### Opening the interior lighting

- ▶ Push the plastic cover upwards.
- ▶ Remove the plastic cover.

Lamp can be replaced.



#### Open interior lighting

- ▶ Insert a lamp of the same type / output.
- ▶ Place the plastic cover on the lighting housing.



#### Closing the interior lighting

- ▶ Push the plastic cover downwards. Interior lighting is fixed and closed.

## 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).

- ▶ Further ensure that
  - The tailgate / double wing doors/ sales hatch and access door are closed and secured and,
  - The skylight is closed, if necessary.



Jockey wheel lowered

### 8.1 Parking an uncoupled trailer

#### Manoeuvring options



Manoeuvring is only permitted when the trailer is not loaded.

- ▶ Lower the jockey wheel.
- ▶ If necessary close the tailgate / access door / sales hatch.

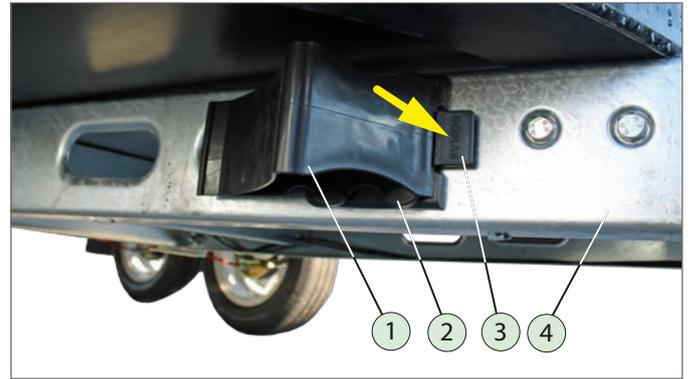


Manual manoeuvring of the trailer

#### 1. Handle (on the front)

- ▶ Use the handles at the front of the trailer for manual manoeuvring.
- ▶ Pull / push the trailer in the desired direction.
- ▶ Ensure that your feet do not get under the jockey wheel.
- ▶ Use  .
- ▶ Park the trailer where possible on level ground / an even surface - not on a slope or on an uphill and downhill incline.
- ▶ Apply the handbrake.

#### Using wheel chocks



#### Removing wheel chocks

1. Wheel chock
2. Holder
3. Lever
4. V drawbar

- ▶ Press the lever into the holder.
- ▶ At the same time, remove the wheel chock.



#### Placing the wheel chocks

- ▶ Place the wheel chocks under the wheels - watch out for the inclination of the road while doing so.

#### Ventilating



#### Tailgate and access doors open

- ▶ Let the inside of the trailer dry out well to prevent growth of mould and damage due to humidity.

## 9 Cleaning / Maintenance / Servicing

### 9.1 Care / Cleaning



Observe the safety instructions and instructions for general cleaning / care of trailers in the operating instruction manual "Trailers up to 3.5 to" General Points - Part 1.

#### NOTICE

##### Cleaning the inside:

The side walls / floor are glued and sealed - a high-pressure jet can dissolve the glue / sealing - and lead to water / humidity damage.

- ▶  Do not clean the inside of the trailer with a high-pressure cleaner / steam cleaner.
- ▶ Use only water at normal pressure, e.g. from a hose pipe, to clean the inside area.
- ▶ Wash the inside walls with lukewarm water and neutral detergent by hand, e.g. with neutral soap.

#### 9.1.1 Rexus as livestock transporter

##### Sweep out the cargo bed / tailgate



##### Cleaning the tailgate / cargo bed

- ▶ Clean your trailer after every use.
- ▶ Let the inside dry out properly.

## 9.2 Maintenance / Servicing

### 9.2.1 Tyres / wheels

- ▶ 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 "Trailers up to 3.5 to General Points - Part 1")

The following tyre sizes can be used:

Tyre type	pmax. in bar
175 / 70 R13	3.0
175 / 80 R14	3.0
185 / 60 R15	3.0
185 / 65 R14	3.0
185 / 65 R15	3.0
195 / 60 R15	3.0
195 / 65 R14	3.0
195 / 65 R15	3.0

Table: Tyre pressure / tyre size

- ▶ Please use the correct tyre pressure as specified in this table.

## 9.2.2 Gas struts

- The gas struts are intrinsically maintenance-free.
- However, the gas struts are subject to wear that can be reduced by regular maintenance.



### WARNING

#### Removing gas struts:

The gas struts are under high pressure!  
Improper fitting / removal may result in injury to persons  
- Impact / crushing risk!

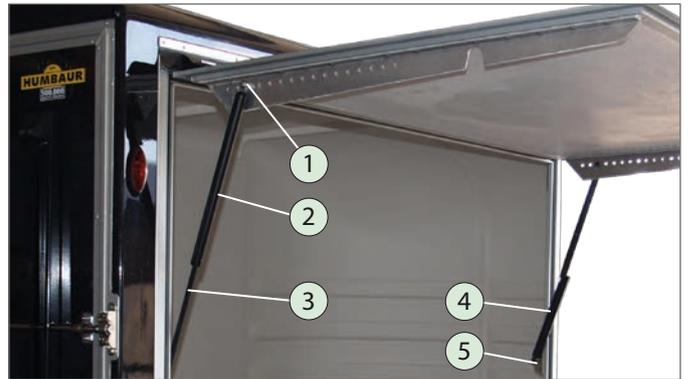
- ▶ Observe the safety warnings on the gas struts.
- ▶ Take note of the instructions provided by the gas strut manufacturer. (See gas struts)
- ▶ Have worn / defective gas struts replaced by qualified staff only.

The working range of the gas struts is:

- 25°C to + 60°C.

Service life, functionality and safety depend largely on ensuring that the gas struts are serviced and maintained regularly.

- ▶ Secure the ramp wall / sales hatch against falling when fitting / removing the gas struts.
- ▶ Exchange worn gas struts in pairs.
- ▶ Only use gas struts of the same type - take note of the force information.



Gas struts sales hatch

1. Fastening
2. Gas strut (body)
3. Piston rod
4. Piston rod safety device
5. Support bracket



Gas struts ramp wall

1. Fastening
2. Ramp wall
3. Gas strut (body)
4. Piston rod
5. Support bracket



Do not aim the water jet directly at the gas struts while spray-cleaning.

- ▶ Clean the piston with a clean cloth.
- ▶ Keep films and paper packaging away (electrostatic charge is possible).
- ▶ Do not scratch or paint the piston rod or treat it with aggressive media (abrasives).

## 10 Troubleshooting



Use this table to repair the specific operating functions of your REXUS 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.

## 11 Decommissioning / disposal



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

- ▶ Secure your trailer against unauthorised use by third parties e.g. using immobilisers.
- ▶ 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

- ▶ Bring the individual parts or the complete 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
Ramp wall / sales hatch with gas struts can no longer be easily lifted.	- The force of the gas struts has decreased. - The gas struts are defective.	▶ Have the gas struts replaced in a specialist workshop.
The access door cannot properly be closed / locked.	- The 3-point locking is worn out / deformed - the revolving door has settled.	▶ Have the 3-point locking replaced or repaired in a specialist workshop.

Troubleshooting table

Humbaur wishes you a pleasant & safe journey!



## Notes



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