

## TRAILER MAINTENANCE

For your trailer to stay in good condition it must be checked, with maintenance being carried out by qualified personnel at the intervals specified by the manufacturer. We particularly recommend that work on the axle and the braking system be carried out by a qualified garage. With infrequent use, maintenance work should be carried out at least once a year.

**NOTE : Damaged components or parts of the braking system or chassis must be replaced by original parts without delay.**

### BALL COUPLER

To ensure easy operation and safety, all bolts and moveable parts of the ball coupler must be lubricated using commonly available machine oils, as a substitute motor oil, twice a year, or as soon as the coupling becomes stiff. The ball mount should also be lightly greased with the exception of all stabiliser couplings.

### OVERRUN HITCH

Re-lubricate the overrun hitch after 5000km or after one year at the latest, at both lubricating nipples. All moveable parts such as bolts and articulated points on the handbrake lever and the turning lever must also be lightly oiled.

If the connecting rod can be pushed in more than half way (approximately 45mm) when the handbrake is on, the braking system must be readjusted.

Check the brake response; put the handbrake on while the trailer is uncoupled and push the trailer slowly backwards until the handbrake lever has reached the hindmost end position.

Then push the ball coupler / connecting rod into the overrun hitch. Depending on the overrun hitch it will require a certain amount of force to push.

The connecting rod should then return automatically to zero position by means of the gas cushion in the hydraulic damper. If it takes longer than approximately 30 seconds to return the overrun hitch must be checked at a qualified garage.

### WHEEL SCREWS

Check that the wheel screws are still tight after the first 50km, or 50km after a wheel change. Recommended tightening torque:-

<u>Wheel Screw</u>	<u>Spanner Width</u>	<u>Tightening Torque</u>
M12x1.5	SW19(17)	80-90 Nm
M14x1.5	SW19	110-120 Nm

The instructions provided by the wheel rim manufacturer must also be complied with.

The wheel screws must be tightened in opposite pairs. Following a wheel change the prescribed tightening torque must be checked at the earliest opportunity using a torque wrench.

### WHEEL BRAKES

The linings of the wheel brakes are wearing parts so their condition must be checked every 5000km or after one year at the latest using the little view-holes on the back of the wheel brakes.

If the connecting rod can be pushed in more than approximately 45mm when the overrun braking system is checked (as described above) this is a sure sign of advanced wearing of the brake linings. In such a case the wheel brakes must be readjusted by a qualified garage and, if necessary, the brake blocks must be replaced.

### WHEEL MOUNTS

The wheel hubs have maintenance-free, double-row angular ball bearings.

The sideways bearing play should be checked at intervals of approximately 5000km operation by checking whether the wheels have sideways play when the trailer is jacked up. If there is detectable play the trailer should be checked by a qualified garage.

### AXLE

KNOTT rubber spring and torsion thrust spring axles are generally maintenance-free.

In torsion spring axles the bearing of the swing shaft must be re-lubricated every 5000km or at least once a year using commonly available lubricating grease. In special axles with additional mounting points these also have to be lubricated appropriately.

### DRAW POLES / SIDE BARS

Damaged or deformed side bars, particularly the draw poles, must be replaced immediately. These components must never be adjusted for further use.

With certain chassis types the side bars and draw poles are connected with special screws. All screw joints must be checked at regular maintenance intervals and, if necessary, tightened. Please note the permitted tightening torque.

### HEIGHT ADJUSTER (height-adjustable drawgear only)

The radial teething must be cleaned of frictional corrosion and other dirt at least once a year to preserve a good fit.

The threaded bolts and articulated points must be lubricated once a year or whenever they become stiff. The tightening torque of the nuts must be checked.