

Checklist and operation manual for regular inspection of the trailer

Before Each Trip - check:

- the fuselage securing strap is fastened
- all loose parts are safely stowed in the front of the trailer
- the retractable tail supports (leveling jacks) raised and secure
- the top-shell locks are closed and locked
- the jockey wheel is raised and locked
- the tires are adequately inflated
- the electrical cable is connected and the lights work
- the safety cable is properly attached

Wheels & Tires - check:

- the general condition and pressure
- for even tread wear on the tires, if uneven check the tracking
- all wheel-bolts (120Nm) after a wheel change or every 2 years
- the plastic caps on the wheel bolts are still in order.

note: if the caps have melted it means that the breaks have overheated (this can also be checked while driving). If so, the brakes and the wheel bearings should be checked

- following long periods of layup it is strongly advised to check that the brakes are not binding and overheating. If in any doubt, make a short stop at the start of your journey to check the wheels for any sign of overheating.

And check that the wheel bolts are properly tightened.

Axels & Brakes - check:

- the hand brake lever should stop at 90° when the brake is on.
- the brake lever should move backwards automatically when pushing the trailer backwards

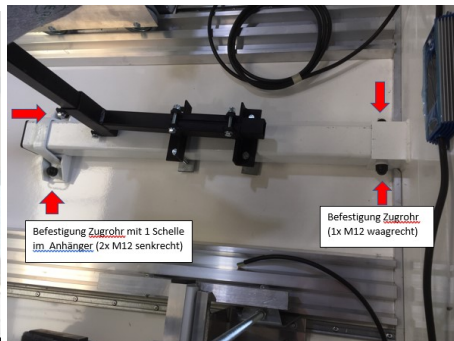
Draw-bar & Coupling – check:

- the general condition and security of the draw-bar before driving off.
- the drawbar for any play – and stop if any weave or wobble is detected when towing
- The V-drawbar must be checked for cracks or damage before every journey (do not continue driving if there are cracks).
- the tow-bar coupling is within limits, when attached (see photo)

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- lubricate both grease nipples, approximately every 2 years or 20,000 km
- that the V-Drawbar and the Drawtube itself firmly secured to the trailer chassis:
 1. The 4 x M12 bolts securing V-Drawbar should be tightened to 95N/m (see photo).
 2. The 2 x M12 bolts on the clamps securing Drawtube should be tightened to 95N/m horizontally and those securing the sliding tube to 85N/m (see photos)
 3. The 4 x M12 bolts securing the drawtube with two clamps should be checked every 2 years or 20,000 km and tightened to 95N/m (see photo)



Other - Special Cases - check:

- if the trailer has driven over a high curb
- when the trailer has been grounded
- if the brakes get hot or have seized.

In all such cases the trailer should be checked by authorized mechanic – and in any event at least every 2 years.

- For trailers with a sandwich structure, the outside must be mostly white or a light colour, otherwise the sandwich panels will be damaged.

load and unload the trailer

The trailers may only be loaded and unloaded when they are detached from the towing vehicle. To do this, the pivoting supports must be turned down or the trailer jacked up. A lifting load on the drawbar coupling is not permitted

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