

Trailer operating and maintenance manual

1. General

This operating and maintenance manual is designed to help you in the safe and long-term operation of our trailer. Please read this manual before using the trailer and follow the requirements, as compliance with the requirements is the basis for our trailer's two-year warranty. Mobile office trailers have separate operating and maintenance manual.

All trailers manufactured by us are EC type-approved and comply with the requirements of the EC directives in force at the time of manufacture.

2. Loading the trailer

The maximum permissible gross vehicle weight and unladen weight of the trailer are indicated on the trailer registration certificate. The payload of the trailer is calculated as the **difference between gross weight and unladen weight**.

ATTENTION: Overloading the trailer is prohibited – it can cause traffic hazard, premature wear, and the bending and breaking of parts of the trailer! We draw attention to the fact that the user's lack of knowledge of the weight of the load does not exonerate them from the responsibilities arising from possible consequences of overloading.

To ensure better road stability, the maximum coupling device load requirements must be followed, with vertical load up to 10% of gross weight but not above the value indicated on the coupling device.

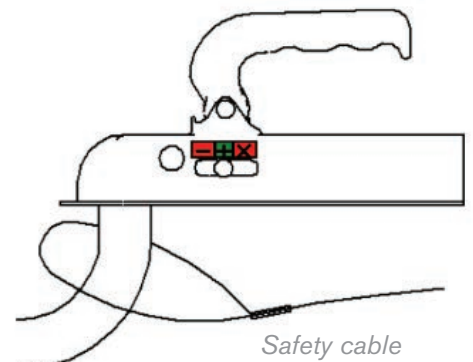
Distribute the load evenly on the trailer – the side supports and boat trailer rollers are not meant for carrying weight;

Use the designated load belts to attach the load – this will help to prevent the load from slipping when driving on curves, braking and accelerating;

Check that the load width does not exceed the trailer width (unmarked mountings can extend up to 1m over the rear part);

3. Coupling and uncoupling

Attach the safety cable of the mobile trailer to the coupling hook of the towing vehicle and check its condition. Lift the coupling device of the trailer onto the ball mount of the towing vehicle and push it down until the coupling device locks into place with an audible click. The green status indicator on the coupling device of the mobile trailer indicates that the trailer coupling is firmly locked (+ position shown in Figure 1).



Coupling device of the towing car

Figure 1: locked coupling device.

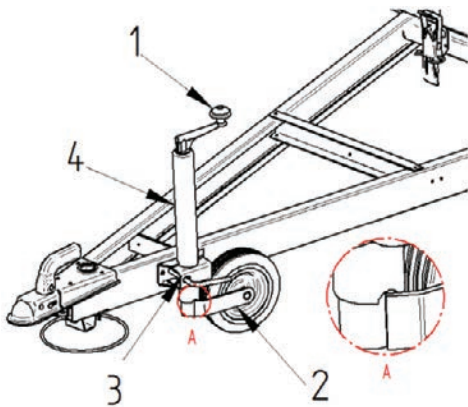


Figure 2: support wheel fixed in the upper position.

When the coupling device is properly locked, use the crank (1) to turn the support wheel (2) into the prescribed position (Figure 2), i.e. into the groove (Frame A in Figure 2), which fixes the wheel position parallel to the driving direction and prevents spontaneous loosening. Then, open the support wheel clamp (3) and lift the support wheel to the upper position as shown in Figure 2. When the support wheel is in the upper position, close the clamp to prevent the support wheel from dropping.

Press on the safety catch of the coupling device, pull the handle up, and then move in the direction 2 shown in Figure 3 until the device is uncoupled and released from the ball mount.

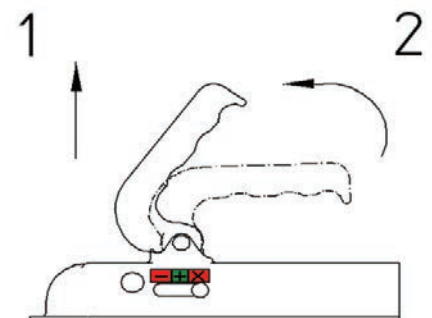
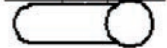


Figure 3: uncoupling the coupling device.

3.1 Coupling device status indicators



Red 'x' position indicates that the coupling device is unsecured.



Green '+' position indicates that the coupling device is secured, sits correctly on the ball mount; driving is allowed.



Red '-' position indicates that the coupling device is not properly secured; driving is prohibited. The coupling device is not locked onto the ball mount or the coupling device and/or the ball mount is too worn.

4. Before driving

Before driving, check the following:

- the condition of the coupling device (see Figure 1 and Section 3.1);
- the secure coupling of the trailer and the towing vehicle; there should be no gap, and the ball mount of the vehicle should be completely inside the coupling device (see section 3.1);
- that the safety cable of the trailer is mounted on the coupling hook and that the safety cable is in good working condition;
- that the power plug of the trailer is connected to the towing vehicle and that all trailer lights are working properly;
- the condition of trailer tyres, tyre pressure, and proper wheel attachment;
- that the removable and securable parts of the trailer (including support legs and wheel chocks) are safely secured or removed;
- that the parking brake of the trailer is released;
- that the support wheel is raised to the upper position, the support wheel must be parallel to the direction of driving;

5. Traveling with a trailer

When traveling with a trailer, you must follow the traffic regulations of the country of location; be sure to familiarise yourself with the regulations before driving. Driving permissions and requirements for traveling with a trailer may vary from country to country. Driving with a trailer is only permitted to persons in possession of relevant authorisation.

Do not drive the boat trailer into a water when the trailer's power system is connected to the towing car's power system! Contact with water may lead to a short circuit, or cause cracking of the light bulbs due to rapid cooling. Trailers that are not connected to the towing car's power system can be driven into water only until the water reaches the level of the hub caps or any illuminating device.

The dimensions and load-capacity of the tyres and wheels must comply with the parameters provided by the manufacturer and be identical to those in the index (see the certificate of registration). The depth of the tyre tread must be at least 1.6 mm; in case of winter tyres, the tyre tread must be at least 3.0 mm.

Trailer overrun brakes and parking brakes do not apply when reversing the trailer. To prevent the trailer from moving it is necessary to use wheel chocks.

6. Trailer maintenance and servicing

Check the tension of all threaded fasteners (including the wheel bolts) after the first 500 km and tighten them if necessary.

You are required to have an initial maintenance check carried out at a Respo maintenance service centre or an authorised distributor, no later than one year from the date of your purchase, or after 10 000 km. From then on it is advisable to perform a maintenance check after every 10 000 km;

The galvanized parts of a new trailer are shiny, but over time the zinc reacts with atmospheric oxygen and the surface becomes dull. This is a normal oxidation process that makes the zinc layer more resistant to corrosion.

Use a regular hose or a pressure washer to clean your trailer **after each use**. Especially in winter or if the trailer is often in contact with seawater or boat cleaning products. Although salt and other chemicals generally do not harm the construction or functionality, they can still cause permanent visual damage to all surfaces.

Regularly cleaning (at least once a year) of the electric system with a contact lubrication will help to prevent oxidation. The bulb bases in the lights can also oxidize over time, so they must be checked regularly and cleaned or replaced if necessary.

If you have a trailer with brakes, it is important to check the performance of the bearings, the brake system, the brake pads - all moving parts in general.

One of the most important parts are the wheel bearings, rings that connect the wheel to the axle. Part of any trailer maintenance should include cleaning and greasing the wheel bearings for each wheel. The wheel bearings of the same axle should be replaced at the same time.

The coupling should be checked to see it operates correctly and is relatively tight on the ball. If the movements of the coupling device appear to be restricted, apply lubrication to the places shown (See figure 4), or contact a Respo maintenance centre or an authorised distributor. Damaged and worn out coupling or it's parts should be replaced before using the trailer.

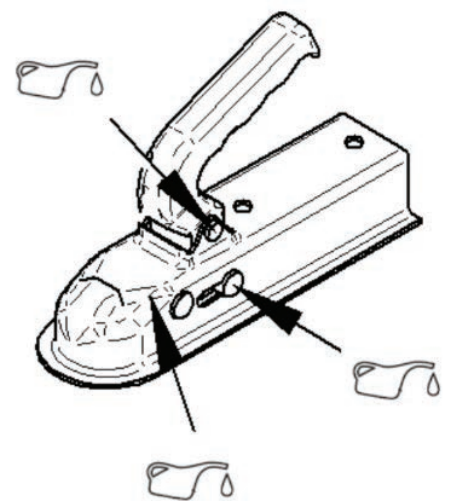


Figure 4: coupling device lubrication

7. Warranty

The warranty period for trailers is 24 months. The warranty period starts from the moment the trailer is transferred to the final consumer. The warranty is valid only if the owner complies with the trailer operating and maintenance manual requirements and if the trailer undergoes regular maintenance.

The purchaser must inform the dealership that sold them the trailer of discovering a defect, for which they intend to make a claim, within 3 working days. The dealership must be given the opportunity to check the alleged malfunction. If the defect is to be eliminated in the scope of the warranty, the dealership will provide the manufacturer with a written claim as agreed.

The warranty does not cover changes to parts caused by natural wear and tear (tyres, brake pads / discs, rubber shock absorbers, rims, lights, bulbs, etc.);

Transport of the product to the place of warranty repair and back takes place at the expense of the buyer.

More detailed information about warranty terms of trailers can be found on Respo Haagised webpage: www.respo.ee/en/warranty/trailer-warranty-terms

