

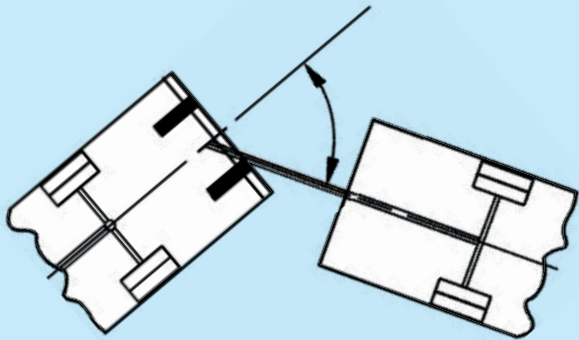
User Information: Athlet S "Ultra-Lightweight"

The warranty becomes void if original spare parts are not used and if this information is ignored!



- 1. Central axle trailer operation
To avoid damage, please remember that the steering angle is limited when combining a centre axle trailer and a motor vehicle with a tail lift. If exceeded, there is a risk that the tail lift cylinders will be damaged.

Caution when maneuvering! The steering angle of the trailer drawbar is limited by the tail lifting gear.



Risk of accident



Risk of damage

- 2. Loading
When the tail lift is fully loaded, the vehicle may tilt backwards. When operating the tail lift, refer to the manufacturer's operating instructions and load diagram. For vehicles with doors or roller shutters, use the ladder or the step to get in and out!

As shown in the picture, the floor load may not exceed 750 kg. Point load max. 300 kg.



The floor load according to the illustration may not exceed max. 750 kg. Point load max. 300 kg



Risk of accident



Risk of damage

Ensure that the load is evenly distributed and **adhere to permissible axle loads**. Secure doors against slamming shut unintentionally (**use door holder**). Load and unload in a **level loading area**. When transporting damp goods, ensure sufficient ventilation. Make sure that the **doors**, the **roller shutter** or **tail lift**, and the **opening hatch** are **properly closed**. Insert and secure the **access ladder**. **Before uncoupling the loaded trailer**, extend the supports **and secure them with a wheel chock**.

- 3. Securing the load
Ensure the load is secured properly and adequately. Secure pallet trucks, etc., during transport!

The following applies to the wall lashing system:

Do not use 'ratchet straps'!

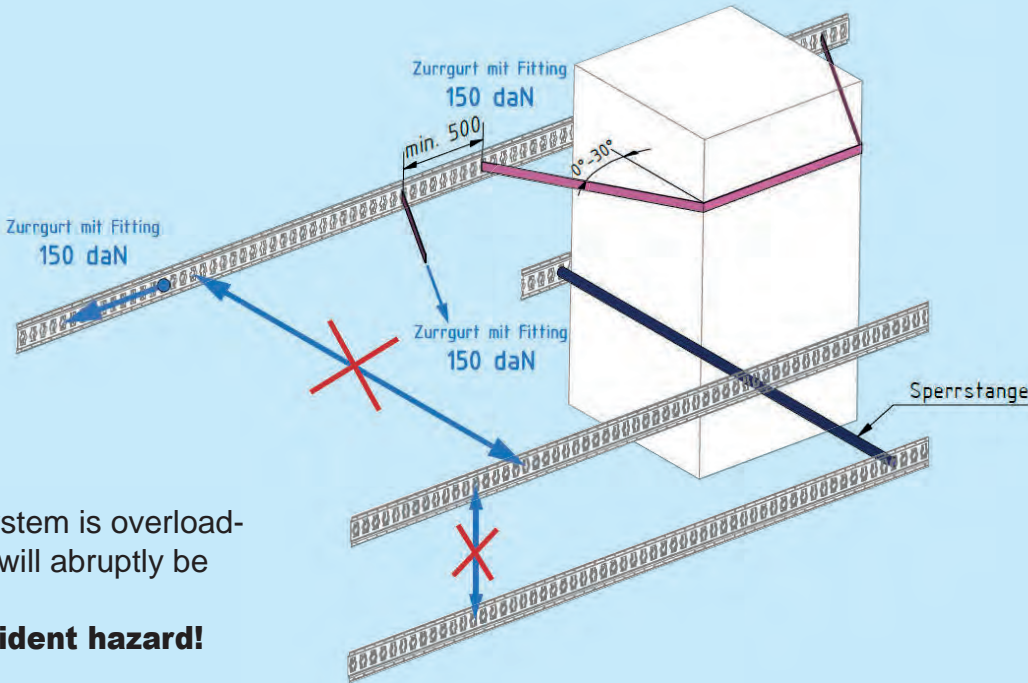


Single lashing point on the lashing rail: LC 150 daN
Minimum distance between lashing points:..min. 500 mm
Permissible lashing angle:0° - 30°

(Approved for securing loads with strapping!
Angle between package and lashing strap!)

Single lashing point parallel to the rail: LC 150 daN
(Angle between rail and lashing strap = 0°)

Warning:
If the lashing system is overload-
ed, high forces will abruptly be
released.
This is an accident hazard!



Risk of accident



Risk of damage

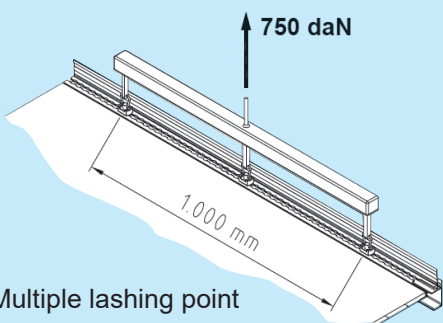
- Warning:
▶ Lashing from wall to wall is not permitted! ▶ Lashing between overlapping lashing rails is not permitted!

4. Load securing in the floor frame according to DIN

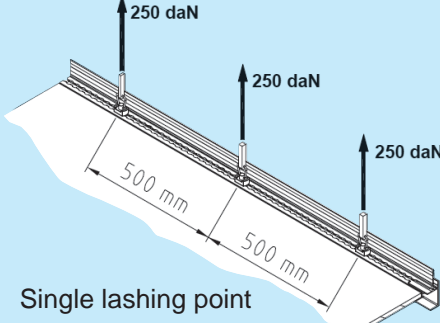
Permissible lashing point load capacity

Multiple lashing point in the airline system:....LC 750 daN
(with 3 lashing points with a load capacity of LC 250 daN distributed over 1,000 mm)

Single lashing point in the airline system: LC 250 daN
Minimum distance between individual lashing points: min. 500 mm



Multiple lashing point



Single lashing point



Risk of accident



Risk of damage

5. Maintenance and care

During the first 3 months of use, ▶ only wash the structure with cold water, not with **pressure washers**. After 3 months of operation, avoid water temperatures above 60°C. Do not use the high-pressure cleaner nozzle closer than 30 cm. ▶ **Do not use aggressive cleaning agents**. ▶ **Treat seals** regularly with silicone lubricant. ▶ Replace defective seals as soon as possible. ▶ **External seals**: defective seals must be replaced as soon as possible. Ingress moisture will cause serious damage. ▶ **Damaged parts** must be replaced immediately to prevent further damage. ▶ **Joints and pivot points** should be lubricated regularly with standard grease. ▶ **Damage** to the GRP cover layers (inside and outside) must be temporarily sealed with plastic film or similar as soon as possible to prevent ingress moisture and must be quickly professionally repaired. ▶ **Paint damage** must be repaired as soon as possible to prevent further damage due to corrosion. ▶ **Check the fastening screws of the base assembly** for tightness once a year! Risk of damage! (**Tightening torques** for screw connections without elastic elements: M12x1.5: 105Nm, M14x1.5: 172Nm, M16x1.5: 270Nm)
▶ **Expansion screws** must be checked after the first loading – then every six months. ▶ **Self-locking bolts** must be replaced after being tightened twice. ▶ **Athlet S vehicles** must undergo a visual inspection of the punch rivet connections on the subframe once per year. ▶ **The load restraint system** must be visually inspected for damage once a year.
▶ **Electrical plug connections** (plug and socket) must be treated with terminal grease or similar every six months. ▶ **For attachments such as roller shutters, tail lifts, etc., see separate maintenance instructions from the manufacturers!**

6. Repairs and modifications

For safety reasons, structural repairs should only be carried out by qualified personnel. Spare parts are to be obtained via SPIER spare parts sales.

7. General information

Avoid temperatures above 80°C (e.g. when removing the lettering or for long periods in strong sunlight)! There is a risk that the coating of the body panels may be damaged.

SPIER GmbH & Co. Fahrzeugwerk KG
Schorlemerstr. 1 - 32839 Steinheim
SERVICE: Tel.: +49 5233 945-254, E-mail: service@spier.de