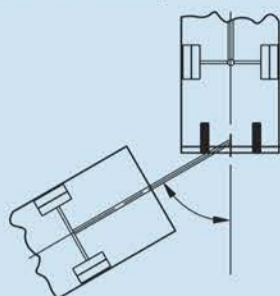


The warranty becomes void if original spare parts are not used and if this information is ignored!

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 it is exceeded, there is a risk that the tail lift cylinders will be damaged.



Be careful when manoeuvring!

The steering angle of the trailer drawbar is limited by the tail lifting gear.



Accident hazard



Risk of damage

2. Loading

When the tail lift is fully loaded, the vehicle may slant 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
Point load max.
Distributed load:

kg
kg
kg/m²



Accident hazard

Ensure the load is evenly distributed. Observe the axle loads.

Secure doors against slamming shut unintentionally (use door holder).

Load and unload with a horizontal loading area.

Ensure adequate ventilation when transporting moist goods.

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 the chock.



Risk of damage

3. Securing the load

Ensure the **load is secured properly** and adequately. Secure **pallet truck**, etc. while driving.

The following applies to the wall lashing system:

The vertical force may not exceed 200 daN (kg).

Do not use **"ratchet straps"** !!!!!!!

The horizontal force may not exceed 250 daN (kg).



Accident hazard



Risk of damage

See separate label below for the eyelets in the floor

Attention: If the lashing system is overloaded, high forces will abruptly be released. This is an accident hazard.

4. Securing loads to lashing systems with lashing straps



Accident hazard



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 use, avoid water temperatures over 60° C.

The nozzle of the pressure washer should not be closer than 30 cm. **Do not use aggressive cleaning agents.** Regularly condition **seals** with silicone lubricant. Replace defective seals as soon as possible.

External seals: replace defective seals as soon as possible. Ingress moisture will cause serious damages.

Damaged parts must be replaced immediately to avoid major damage. **Lubricate joints and pivot points regularly with commercially available grease.**

Damaged to the GRP coverings (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.

Touch up **paint damage** as soon as possible to prevent major damage due to corrosion.

Verify the **fastening screws in the base assembly** are **tight** once a year

(**torques** for screw fittings without elastic elements: M12x1,5: 105Nm, M14x1,5: 172Nm, M16x1,5: 270Nm)

Check **expansion screws** after the first load, then every six months.

Replace **self-locking screws** after tightening twice.

Visually inspect rivet joints on the subframe of **Athlet S vehicles** once a year.

Visually inspect the **load restraint system** for damage once a year.

Treat **electrical plug connections** (plug and socket) with terminal grease or similar every six months.

For attachments such as roller shutters, tail lifts, etc., see separate maintenance instructions from the manufacturers !



Accident hazard



Risk of damage

6. Repairs and modifications

For safety reasons, structural repairs should only be carried out by **qualified personnel**. Spare parts must be ordered from Spier spare parts sales.



Accident hazard



Risk of damage

7. General information

Generally avoid temperatures over 80°C (e.g. when removing the lettering or for long periods in strong sunlight)! There is a risk that the coating of the structure walls will be damaged.