



INSTRUCTIONS MANUAL



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IMPORTANT NOTE

Instruction manual

These operating instructions are intended to help you maintain and operate your trailer correctly. We therefore ask you to note the following:

- Read through the entire operating manual carefully before using the vehicle!
- Please note that non-compliance with these operating instructions can lead to personal injury and damage to the trailer.
- Vezeko assumes no liability for damage caused by non-compliance with these operating instructions.

Safety and warning notices

Working methods that impair the safety of the trailer are strictly prohibited.

All drop sides, flaps, doors and locks must be closed and secured while driving. The trailer may only be used within the scope of its intended use and may not be used for purposes other than intended. The safety regulations, road traffic regulations and accident prevention regulations are always valid for the operation of the trailer.

Operating instructions

Compliance with the operating instructions is part of the warranty conditions. The operating instructions must always be available to every user of the trailer. The operating instructions must be kept in a safe place and given to the new owner each time it is sold on. The operating instructions must also be included if the customer passes the trailer on later! Anyone who takes over the trailer must be informed and trained in the operating instructions and instructions before commissioning.

Intended Use

The trailer is intended for the transport of goods in the range of the respective permissible total weight (see technical data). For the safe operation of the vehicle, all protective systems and devices as well as all instructions for handling the trailer and its accessories must be observed and adhered to. Non-compliance or any further use is considered improper. Vezeko assumes no liability for damage caused by improper use.

The following is expressly not permitted:

- Overload
- Support load exceeded
- Transporting people
- Transport of animals (except special trailers)
- Unauthorized structural changes
- Transport of hot materials (e.g. tar)
- Driving unsecured cargo
- Transport of dangerous goods
- Groceries (except special trailers)

Safety conscious working

- The operating instructions must be read carefully by the operator before the first use.
- Always work in a safety and hazard conscious manner!
- Before each start-up, a visual inspection of the functionality of the trailer must be carried out.
- Any damage and defects must be reported to the person responsible immediately.
- The trailer must not be used until the damage or defects have been rectified.
- The tail lights of the trailer must be visible at all times. Should protruding cargo or open flaps, etc. obscure the view of the rear lights, the end of the trailer must be marked with an additional, clearly visible lighting unit.
- Admissible axle loads, support loads and total weights must be observed.
- The driving style must always be adapted to the road, traffic and weather conditions. Weather influences such as heavy rain or snowfall, cross winds etc. must be taken into account.

Basic security instructions

- Before using the trailer, the driver must familiarize himself with all controls and their functions. It's too late for that while driving.
- Before each start-up, check the trailer for roadworthiness and operational safety.
- All protective devices must be installed on your trailer and be in good working order.
- No overstraining due to unreasonable or inappropriate driving style or incorrect treatment. Avoid impact and shock loads on the axles.
- No overstressing through the use of wheels with one-sided runout or tires with centrifugal imbalance.
- Make sure that the tire inflation pressure corresponds to the pressure for full load.
- The timely replacement of worn and / or damaged covers, barriers, add-on parts or fittings is necessary to ensure traffic and operational safety.
- When driving with a trailer, the driving and braking behavior changes. Avoid quick steering movements and sudden braking.
- Inspections may only be carried out in specialist companies that are authorized by Vezeko. In addition to the handover inspection, all other inspections must be carried out in accordance with the inspection plan.

The following is never allowed:

- The permissible axle loads, the permissible total weight and the vertical load must never be exceeded!
- Exceeding the permissible maximum speed (see legal regulations)!
- The transportation of people. (Animals may only be transported with the special trailers provided for them, such as horse, cattle, dog trailers, etc.).
- If third-party products such as cooling, heating, winches, cranes, loading ramps, tipping devices, etc. are installed in our vehicles, the operating instructions, safety regulations, accident prevention regulations and expert test specifications of these manufacturers must be observed.
- It is forbidden to start up the vehicle until it has been established that the user is informed about the intended use, the safety, cargo and accident prevention regulations.

Maintenance and repair

Maintenance and repair work may only be carried out by skilled workers. Only original Vezeko spare parts may be used for repairs.

Check-maintenance interval	Check-Maintenance
after 1.500 km or latest all 6 months	<ul style="list-style-type: none">• Check the axial play of the bearing• if necessary, adjust the axial play - check that the tires are evenly worn• Check the brake pads through the inspection opening• Checking the play between the brake pads and the brake drum due to wear• Check the wear of the brakes and other components
after 10.000 km or latest all 12 months from the latest check	<ul style="list-style-type: none">• Lubricate the brake drum bearings and adjust the axial clearance of the bearing• Check the brake damper and the moving parts• Replace the damper if necessary• Lubricate the sliding points and the pivot points of the brake• Check the trailer coupling or the coupling eye of the overrun brake• Disassembly of the brake drum• Check the wear of the brakes and other internal components of the wheel unit• ATTENTION, the components of the braking system are exposed to greater wear and tear when driving frequently in hilly terrain; for trailers used commercially, earlier adjustment may be necessary• Function test overrun brake• if necessary exchange of tired springs• if necessary, exchange of the brake shoes• Adjustment of the entire braking system• Check the shock absorbers - if any are installed• Control of even tire wear and geometry• in the event of wear, adjustment of the geometry (convergence and inclination)
all 24 months	<ul style="list-style-type: none">• Disassembly of the brake drum• Lubricate the friction points of the adjusting nut, the bolts of the automatic reverse system and the bolt on the lever of the expansion mechanism• Adjustment of the entire braking system

We point out that all work in connection with the service or control intervals may only be carried out by a competent body. In the opposite case, the guarantee is void. Depending on the axis and the brake system used, as well as the manufacturer AL-KO or KNOTT, you can choose a service point from the links below. The trailer must be returned in a clean condition for any inspection or repair.

AL-KO, KNOTT Service points:

AL-KO Service points you will find on: www.al-ko.de

KNOTT Service points you will find on: www.knott.de

Safety during maintenance and assembly work

Changes, conversions and work processes that influence the safety of the trailer and the operating personnel are not permitted. Only original spare parts from Vezeko may be used for maintenance work. Assembly work may only be carried out by trained personnel.

Assembly work on the chassis

Attention: No holes may be drilled on the chassis or existing holes may be drilled open. Suitable protective measures (covering, dismantling) must be taken for welding and grinding work in the immediate vicinity of plastic lines and hydraulic hoses.

Takeover determination

The chassis number in the vehicle frame and the nameplate must be checked for correspondence with the chassis number in the vehicle registration document!

Paintwork and stickers

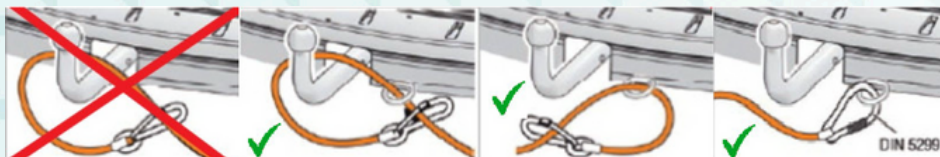
In the case of dark colors or colors with many color pigments and especially in direct sunlight, paintwork and stickers can cause surface temperatures of well over + 80 ° C. This can e.g. B. with different box body top layers such. B. polyester sandwich structures, plastic structures, etc. lead to blistering, deformation, etc. and thus to damage to the structure. In order to avoid such damage, it is urgently necessary to clarify beforehand whether the installed top layer is suitable for the color you want.

STATUTORY REGULATIONS

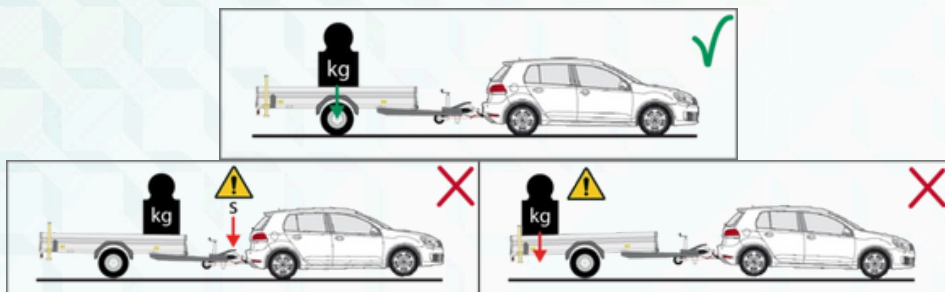
- Driving license, registration, speed, general inspection / HU obligation is based on the laws of the individual states.
- The permissible payload shown in the vehicle documents must not exceed the permissible axle load. It can differ from the nominal load.
- In general, vehicles and cargo together must not be higher than 4 meters and not wider than 2.55 meters.
- The load must always be firmly and securely lashed to the vehicle in accordance with the regulations, or secured with other approved aids that are sufficient for the respective load.
- Use only DIN-type-tested lashing straps or lashing rings and eyes (available as accessories)!
- All trailers must be tested once a year and after major changes.
- All general inspections, property and accident prevention tests are to be arranged by the operator. He is responsible for whom he assigns the inspection to be an expert.
- If third-party products such as cooling, catering equipment, heating, winches, cranes, loading ramps, tipping devices, etc. are installed in our trailers, the operating instructions, safety regulations, accident prevention regulations and expert examination specifications of these manufacturers must be observed.

Check before each drive

- Your trailer must be approved in accordance with the regulations of the approval country and with a valid identification mark. Please note that the number of the sign may be fixed at any time, so that the lights on the other lights are good.
- Check regular tire pressure and air pressure.
- Wheel nuts and screw connections are tested on these seats, especially the bolt-on fastening or height-adjustable access lines.
- When buying the ball joint clutch, check this at the right seat, secure the locking system.



- Handbrake oil.
- Check the lighting connector and check the lighting. Checks, including the same discs and glasses of lighting equipment. In addition to the overheating, in-service storage of the lighting system, the additional lighting system has been completed. When using a trailer, you can reach the safety line over the trailer coupling and solve the parking brake.
- In the case of darkness or bad view, the impact of the consensus is not the lighting cover remove the rear flap.
- All support devices are connected to the connection and set, and any available support wheel can be used for securing and arranging as well, as it is shown to the rear of the brake design.
- The dampers and doors are arranged in an orderly manner and the unlocked openings must be closed. (You can also use two double-seater rear doors to close in.) Plans, open windows, windows, roofs and roofs can be closed and closed.
- Set the interior and exterior mirrors of the vehicle. The observation of the motorway by hand must have two external mirrors as difficult as possible.
- At the time of loading, the permissible total weight of the trailer does not exceed the difficult parts of the ladder possible in the range of the axle of the axle.
- Carefully dispose of the shipments, secure and do not wish to enter. In this way, the necessary changes of the ladegutes during brakes and disintegrated are achieved. In the event of a change in the occupation of the ladder, the weight of the load must not be complied with at all times when the load-bearing braking system can be subject to a wide range of changes - the load on the frame of the trailer will be reduced. The approved weight of the storage bowls at Boden weighs 750 kg, the combined storage bowls 800 kg.



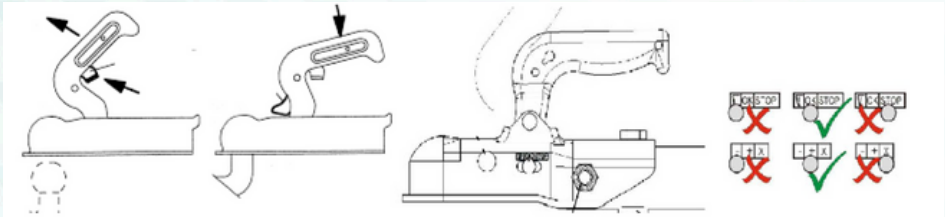
- The maximum permissible load on the trailer coupling does not exceed the minimum required for 4% of the trailer load (not more than 25 kg required)!
- Lose loading (z.B. Sand, paper, pigeon) with plane or net cover.
- Secure transmissions against locks. The loose built-in rails are safe to drive in front of the drive. Aluminum suspension rails are not used with steel chains.
- Check dimensions. The vehicle does not exceed 4 m and does not exceed 2.55 m.
- Checks that the inclination brake (with the trailer trailer) is reduced and that the components are covered. Attention: A non-existent solution to the brake leads to brake and tire damage, as well as to the driving directions of the trailer.
- During the process, work directly on all wheels. Only after long-term parking, in addition to landscaping weather and frost, the danger is achieved by the brake pads.
- Before each drive, a test drive is carried out and set aside, both of which can be used to make the braking load easier, and the brakes are always open to the load. In the case of the last rails on the brake system, these works should be secured by an authorized specialist workshop.
- Trailers that are equipped with a hydraulic discharge of the load area (HUSKY) are designed with a locking blade. This does not exist as a tragic element, only as a safety in the fall of a hydraulic system.

Hitching the trailer

- First place the drawbar support wheel on the ground; back up to the trailer with a car or maneuver it to the coupling point for smaller trailers (only on a flat surface)!
- The ball coupling of your trailer is type approved. The maximum vertical load at the coupling point must not be exceeded!

Trailer total weight	recommended load	maximum load
up to 1300kg	30 kg	50 kg
up to 1300kg	40 kg	70 kg
over 1600kg	50 kg	100 kg

- The ball coupling is equipped with a safety control display. This consists of clearly embossed symbols that are pasted over with a red-green-red label with the same symbols and a pointer. If the label is destroyed, it is removed and the imprint is used. If the display is in the red "-" area, the coupling is incorrectly closed and the trailer must never be driven!



- The electrical lighting system is connected to the trailer and the socket on the towing vehicle by means of a plug.
- If the trailer is braked, the parking brake must be released and the breakaway cable attached to the ball neck of the towing vehicle or at a specific point
- Trailer coupling - trailer joint for the trailer coupling ISO 50 or coupling eye 40mm.

Uncoupling the trailer

- Before uncoupling, the trailer must be secured using the parking brake. Pull the handbrake on the trailer as far as it will go or use wheel chocks if the trailer is unbraked.



- Turn the support wheel, if present, all the way down until the trailer is relieved from the ball coupling.
- Pull out the lighting plug
- Remove the breakaway cable when the trailer is braked.
- By triggering the safety device and lifting the handle of the ball coupling, the trailer can be lifted off the ball of the towing vehicle. Consider shifting the load as much as possible.
- A trailer can be stolen easily. We therefore recommend that you buy an original coupling lock or a safety box to prevent the theft of the trailer.

OPERATION OF ASSEMBLIES

Overruling brake

All braked trailers are equipped with a fully automatic reversing system, which is automatically activated when reversing and does not require any special operation. Please also note the manufacturer's documents supplied.

Braking pads

Test braking on braked trailers. Carry out a test braking at the beginning of every journey and determine whether the overrun brake of the trailer is working properly! The brake must pull evenly so that the combination keeps on track. With the slightest defects in the braking system an authorized specialist workshop must be visited immediately!

Parking brake (braked trailers)

Parking brake with gas pressure damper: With this version, the handbrake lever only needs to be pulled past dead center, the gas spring tensions the brake and keeps it tensioned. To release the brake, it is tightened a little further, while the button in the lever is pressed and the handbrake lever is pushed forward past dead center and down.

Axles

All Vezeko trailers are equipped with maintenance-free rubber suspension axles. Any repairs that may be necessary on the axle can only be carried out by authorized specialist workshops. Please also note the manufacturer's documents supplied.

Wheels & Tires

Correct tire pressure is essential for the trailer to have good driving characteristics. The prescribed tire pressure for the various models can be seen in the table below. In order to avoid so-called "standing plates" on the vehicle tires, trailers should be jacked up for longer periods of storage or fixed periods (such as sales trailers, horse trailers, etc.), or the wheels should be turned a quarter turn further every week.

Tire pressure (also marked on the tire)

Tires	Pressure (max.)	Load capacity (Ll / Kg)	Tires	Pressure (max.)	Load capacity (Ll / Kg)
155/70 R 13	2,3 bar	75N / 387 Kg	195 R 14 C	4,5 bar	106N / 950 Kg
165/70 R 13 Trailer	2,3 bar	79N / 437 Kg	195/50 R13C	6,5 bar	104N / 900 Kg
175 R 13	2,3 bar	84N / 500 Kg	195/50 B10	6,0 bar	98N / 750 Kg
185/70 R 13	2,3 bar	86T / 530 Kg	195/55 R10	6,0 bar	98N / 750 Kg
165 R 13C	4,5 bar	94N / 670 Kg	155/70 R 12C	6,0 bar	104N / 900 Kg
185 R 14 C	4,5 bar	104N / 900 Kg	225/55 B10	6,9 bar	98N / 750 Kg

Wheel change

The trailer must be secured against rolling away. It is forbidden to stand under the raised vehicle without additional, suitable support. Tighten the wheel nuts crosswise with a torque wrench to the specified torque. After a distance of 50 km, the wheel nuts of the changed wheel must be checked with a torque wrench and tightened if necessary.

Assembly and disassembly, proceed as follows when changing a wheel:

- Loosen the wheels with a 19 mm wheel wrench.
- Slide a jack under the axle that corresponds to the total weight of the trailer so that it is as close as possible to the wheel hub.
- **ATTENTION!** When changing a wheel, the jack must be on a firm surface!
- Lift the trailer high enough so that the wheel to be changed is at least 5 cm above the ground.
- Prepare the spare wheel.
- Remove the screws from the wheel to be changed and take the wheel off the hub.
- Place the spare wheel on the hub and tighten the screws.
- Let the trailer on the ground.
- Tighten the screws with the appropriate torque of:
 - 120 Nm for wheels up to 13"
 - 180 Nm for wheels over 13"

Spare wheel

As an accessory, Vezeko offers the right spare wheel for every trailer model. This can be mounted on the trailer with the help of a holder (not possible with all models) or carried loose. Spare wheels that are more than 2 years old are no longer suitable for continuous use as a running wheel, have to be removed after use and can still be used as a spare wheel.

Winch

- The towed vehicle must be on firm, level ground.
- The winch can only be used for vehicles equipped with undamaged wheels.
- The vehicle must be empty.
- The weight of the towed vehicle must not exceed the permissible weight.

Final Provisions

The trailer is of the type approved by the Ministry of Transport, Expansion and Regional Development of the Slovak Republic in accordance with the certificate "Certificate of EC type approval of a vehicle taking into account Directive 2018/858, last change and addition by Regulation (EU) No. 2019/2144" and the type approved by the Ministry of Transport of the Czech Republic according to the certificate "Certificate of Approval of Technical Suitability of Vehicle Type".

LOADING

Vertical load

- The vertical load must be at least 4% of the total weight of the trailer, but not more than 25 kg. A slightly higher vertical load, taking into account the maximum permissible vertical load of the trailer or the towing vehicle, is usually an advantage. The information can be found in the respective vehicle documents or the nameplate stickers.
- Too low or even negative support load, i.e. there is more weight behind the axle, has negative effects on the handling of the trailer and must be urgently avoided - risk of skidding!
- The load capacity of the support wheel including the bracket is based on the permissible vertical load of the trailer. When loading the unhitched trailer from the front, exceeding the drawbar load can damage the support equipment and drawbar construction.

Loading and unloading the trailer

- When transporting heavy loads with high point loads, you should first clarify with the manufacturer or specialist dealer whether the loading area is suitable for this case.
- The place of loading and unloading should, if possible, be in a safe place for traffic. The loading zone must be level, load-bearing and illuminated in the dark.
- Road traffic must not be impaired. Other road users or people must not be hindered or even endangered.
- The trailer must be coupled to the towing vehicle for loading and unloading.
- Loading and unloading without a towing vehicle is only possible with prop stands, rotating prop stands, automatic supports, etc. (accessories), as the trailer can tip over during the loading process.

Weight distribution of load

- The load must always be evenly distributed on the trailer's loading area (never one-sided or unfavorable). In particular, the load quotient must be adhered to, which indicates the maximum load that can act on one m² with an even load distribution. The load quotient can easily be calculated by dividing the payload of the trailer by the loading area.
- Load heavy objects above the axle if possible. Distribute light objects evenly.
- Severely uneven or even punctiform load distributions can lead to overstressing and damage to load-bearing components, especially the side members.
- Load protruding beyond the drop side is considered improper and the manufacturer accepts no liability for any resulting damage.



LIGHTING & ELECTROINSTALLATION

Depending on which plug your towing vehicle or trailer has (7- or 13-pin), the use of an adapter may be necessary. This is available as an accessory from Vezeko.

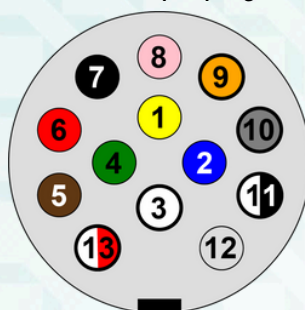
Defective bulbs can be replaced after unscrewing the lens. On the prescribed Pay attention to the wattage indicated on the respective bulbs. The function of the lighting system must be checked before each journey!

Electroinstallation

12 V, 7-pin plug



12V, 13-pin plug



Lighting 7-pin		Cable colour	Function
1	L	Yellow	Indication left
2	54G	Blue	Fog light
3	31	White	Mass
4	R	Green	Indication right
5	58R	Brown	Light right
6	54	Red	Brake light
7	58L	Black	Light left

Lighting 13-pin		Cable colour	Function
1	L	Yellow	Indication left
2	54G	Blue	Fog light
3	31	White	Mass (1-8)
4	R	Green	Indication right
5	58R	Brown	Light right
6	54	Red	Brake light
7	58L	Black	Light left
8	-	Gray	Reversing light
9	-		Continuous power
10	-		Charging
11	-		Mass (10)
12	-		Free
13	-		Mass (9)



TILTABLE TRAILERS WITH HYDRAULIC

Attention! It is forbidden to stay in the folding area of the drop sides - risk of injury!

- For hydraulic pumps with a handwheel, check whether the drain valve is closed. Turn the handwheel to the right.
- Unlock the loading floor before tilting.
- Always use the hydraulic pump when lowering. Otherwise the ventilation of the system threatens.
- Tilt the loading area with the hydraulic pump by hand. For electro-hydraulic tilting devices, press the raise or lower button on the remote control.
- To lower the pumped dock leveler, slowly open the hydraulic pump valve by turning it to the left so that an even flow of oil is ensured.

Important safety instructions

- When tipping, bulk goods can slide down unintentionally jerkily. It is therefore advisable to tilt the loading area carefully and slowly. When unloading the loading area, tilt it only until a slow, steady flow of material occurs.

Danger:

- Hasty / uncontrolled tipping processes with electrohydraulics can lead to overturning, but also to brief material overloads and damage to the tipping frame and chassis!
- When tipping, only pump / tilt until the safety rope is slightly tensioned. A cylinder that is extended too far can lead to considerable damage to property and personal injury - risk to life!
- When tilting, make sure that no people are in the respective tilting area - risk of death!
- Do not drive away until the drop sides are closed, the tipper bridge has been completely lowered and secured with the socket pin or the front locking device! It is strictly forbidden to move the trailer when the loading area is raised. Risk of death! Risk of accident!
- Never try to tip over poorly sliding tipping goods by jerking driving, steering or braking movements! - Risk of accident!

Maintenance

- For trailers with a hydraulic system, monitor the oil level in the hydraulic tanks. For trailers with a manual pump, the maximum oil level in the container is just below the mouth of the refill neck of the container. You can check by removing the plastic cover and valve from the container. For trailers with an electro-hydraulic pump, the min. and max. Values displayed on the plastic container.
- Always use high quality hydraulic oil HV 32 in accordance with the ISO VG 32, ISO 6743/4 - HV, DIN 51 502 - HV, DIN 51 524 section 3 - HVP standards.
- More complicated maintenance work on the hydraulic system, any oil changes should be left to a specialist workshop.

SPECIAL OPERATING INSTRUCTIONS FOR SELECTED MODEL SERIES

IMOLA

- It is a car transporter and the transport of other objects, except a two-lane vehicle, is prohibited, as there is a risk of soil damage
- Before driving up or down you have to tilt the light holder and license plate holder, after moving up or down you have to put the light holder and license plate holder in the driving position
- The driver is responsible for the warning labels on the trailer when driving up or down
- Only tip (raise and lower) when the trailer is attached to the towing vehicle and is standing on a firm, level surface.
- To tilt, close the pump valve and operate the pump. First you have to unlock the trailer. When pumping with the lever, the valve must be closed. For electrohydraulics, press the button. Attention - it is forbidden to lift with the loading area other than with pumping - this threatens the ventilation of the hydraulic system



- After the loading area is back in the driving position, you have to release the pressure in the system (open the valve for the manual pump) and secure the loading area
- The correct position of the winch is in the middle of the trailer, in the frame of the trailer is the hole where the rope must be attached. The rope should be tensioned slightly
- The cable winch should only be used in the direct direction, otherwise there is a risk of damage to the holder and other parts



- If the trailer is equipped with a battery, it must be checked and charged regularly
- We recommend covering the tarpaulin with the electric winch
- The trailer is equipped with a wheel stopper and many lashing brackets, the driver is responsible for correct fastening
- The fixed driveways in the rear of the trailer do not serve as a loading area, they only serve to drive the vehicle on and off. This is indicated by the red / white sticker with information about the correct position of the vehicle
- If the trailer is equipped with the tarpaulin, this tarpaulin shortens the loading area. The trailer should be equipped with the double-acting hydraulics
- Underride protection must be fitted at the rear of a 3.5 t tandem trailer
- Note the correct position of the cable winch when driving

Maintenance:

- Regular checks of the hydraulics, tilting bearings and lubrication of all moving parts as required, at least once for 6 months

JUMBO LIGHT

- It is a car transporter and the transport of other objects, except a two-lane vehicle, is prohibited, as there is a risk of soil damage
- The driver is responsible for the warning labels on the trailer when driving up or down
- The loading ramps are pushed in under the loading area and each is secured with the lever. The lever can be operated with the foot. After the loading ramps are unlocked, they have to be pushed out completely and placed on the floor. After manipulating with the hydraulics, you have to check the correct position of the loading ramps. There is a risk of the loading ramps slipping and the loaded vehicle falling. After the loading ramps have been pushed into the loading ramp shaft, both ramps must be secured with levers
- Only tip (raise and lower) when the trailer is attached to the towing vehicle and is standing on a firm, level surface.
- To tilt, close the pump valve and operate the pump. First you have to unlock the trailer. When pumping with the lever, the valve must be closed. For electrohydraulics, press the button. Attention - it is forbidden to lift with the loading platform other than with pumping - this threatens the ventilation of the hydraulic system



- After the loading area is in the driving position again, you have to release the pressure in the system (open the valve for the manual pump) and secure the loading area
- The correct position of the winch is in the middle of the trailer, in the frame of the trailer is the hole where the rope must be attached. The rope should be tensioned slightly
- The cable winch should only be used in the direct direction, otherwise there is a risk of damage to the holder and other parts



- If the trailer is equipped with a battery, it must be checked and charged regularly
- We recommend covering the tarpaulin over the electric winch
- The trailer is equipped with a wheel stopper and lots of lashing brackets; the driver is responsible for correct fastening

Maintenance:

- Regular checks of the hydraulics, tilting bearings and lubrication of all moving parts as required, at least once for 6 months

FORMULA

- It is a car transporter and the transport of other objects, except a two-lane vehicle, is prohibited, as there is a risk of soil damage
- The driver is responsible for the warning labels on the trailer when driving up or down
- The opened side flap can reach over the road! The side flap must be clearly labeled! Warning - the risk of damage to the trailer and life threatening.
- When driving, the side flaps, doors and access ramp must always be properly locked
- The rear ramp can only be opened after the trailer has tipped over
- Only tip (raise and lower) when the trailer is attached to the towing vehicle and is standing on a firm, level surface.
- To tilt, close the pump valve and operate the pump. First you have to unlock the trailer. When pumping with the lever, the valve must be closed. For electrohydraulics, press the button. Attention - it is forbidden to lift with the loading platform other than with pumping - this threatens the ventilation of the hydraulic system



- After the loading area is back in the driving position, you have to release the pressure in the system (open the valve for the manual pump) and secure the loading area
- The cable winch should only be used in the direct direction, otherwise there is a risk of damage to the holder and other parts
- If the trailer is equipped with a battery, it must be checked and charged regularly
- The trailer is equipped with a wheel stopper and lots of lashing brackets; the driver is responsible for correct fastening

Maintenance:

- Regular checks of the hydraulics, tilting bearings and lubrication of all moving parts as required, at least once for 6 months

JUMBO

- The driver is responsible for the warning labels on the trailer when driving up or down
- When driving, the ramp and drop sides must always be properly locked
- The rear ramp can only be opened after the trailer has tipped over
- Only tip (raise and lower) when the trailer is attached to the towing vehicle and is standing on a firm, level surface.
- To tilt, close the pump valve and operate the pump. First you have to unlock the trailer. When pumping with the lever, the valve must be closed. For electrohydraulics, press the button. Attention - it is forbidden to lift with the loading platform other than with pumping - this threatens the ventilation of the hydraulic system



- After the loading area is in the driving position again, you have to release the pressure in the system (open the valve for the manual pump) and secure the loading area
- The cable winch should only be used in the direct direction, otherwise there is a risk of damage to the holder and other parts



- If the trailer is equipped with a battery, it must be checked and charged regularly
- We recommend covering the tarpaulin over the electric winch
- The trailer is equipped with a wheel stopper and lots of lashing brackets; the driver is responsible for correct fastening

Maintenance:

- Regular checks of the hydraulics, tilting bearings and lubrication of all moving parts as required, at least once for 6 months

JUKI

- The driver is responsible for the warning labels on the trailer when driving up or down
- When driving, the ramp and drop sides must always be properly locked
- The rear ramp can only be opened after the trailer has tipped over
- Only tip (raise and lower) when the trailer is attached to the towing vehicle and is standing on a firm, level surface.
- There is a lever in front of the loading area. This lever is used to operate the trailer. You can choose whether the trailer is to be used as a car transporter or a tipper.



- Caution - when using as a tipper, you must first remove 2 safety bolts, depending on whether we want to tilt (sideways or backwards). Two safety bolts must always be free, either on the side or in the front, otherwise there is a risk of damage to the trailer.
- To tilt, close the pump valve and operate the pump. First you have to unlock the trailer. When pumping with the lever, the valve must be closed. For electrohydraulics, press the button. Attention - it is forbidden to lift with the loading platform other than with pumping - this threatens the ventilation of the hydraulic system
- **Warning** - when manipulating under the loading area, the loading area must always be secured with a bar - **DANGEROUS TO LIFE**
- After the loading area is back in the driving position, you have to release the pressure in the system (open the valve for the manual pump) and secure the loading area
- If the trailer is equipped with a battery, it must be checked and charged regularly
- The trailer is equipped with many lashing brackets, the driver is responsible for correct fastening

Maintenance:

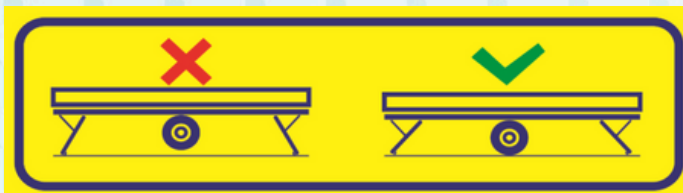
- Regular checks of the hydraulics, tilting bearings and lubrication of all moving parts as required, at least once for 6 months

Cooling trailers

- The trailer is not intended for the transport of loads or people
- When using the cooling unit, it must be braked and secured with crank supports. The wheels must not be relieved, the supports are only used to balance the trailer. There is a risk of damage to the trailer.
- If the trailer is equipped with the rotary crank supports. The wheels must not be relieved, the supports are only used to balance the trailer. There is a risk of damage to the trailer.
- The trailer is not intended for transporting food, the trailer for transporting food should be specially ordered

MOBI, WC Trailers and Catering trailers

- The trailer is not intended for the transport of loads or people
- When using the trailer, it must be braked and secured with crank supports. The wheels must not be relieved, the supports are only used to balance the trailer. There is a risk of damage to the trailer.



- Before using the trailer it is necessary to connect the trailer to the sewer. After connecting the drinking water you have to open the taps so that the air is pushed out of the pipe and the boiler could fill with water. Warning - if the boiler is switched on without water, there is a risk of damage to the boiler
- Before the trailer is connected to electricity, the trailer must be grounded with a ground spike
- The electric heater must not be covered, there is a risk of damage to the heater or fire
- The opened side flap can reach over the road! The side flap must be clearly labeled! Warning - the risk of damage to the trailer and life threatening.

Preparing the trailer for the journey:

- The water must be completely drained from the system before the journey, including any remaining water from the water pipe and boiler (open the water taps). Warning - there is a risk of damage to the trailer
- All free-standing objects (chairs, tables, etc.) must be secured before driving. Warning - there is a risk of damage to the trailer
- Before driving, the trailer must be disconnected from the power supply, water and sewer pipes
- The crank supports must be cranked into the driving position
- The stairs must be fastened in place
- All windows, doors and flaps must be closed before driving. The windows must be covered with sheet metal, blinds or shutters

Preparing the trailer for winter:

- The water must completely drain out of the system before winter, including residual water from the water pipe and boiler (open the taps so that the water could flow freely)
- The antifreeze must be poured into the devices from which the water cannot flow freely (chopper, toilet bowl, siphons, etc.)
- Warning - there is a risk of damage to the trailer if the trailer is not well prepared for winter. The customer is responsible for the correct preparation for winter!

KONOS – Hook container trailer

- There is a special instruction manual for this trailer. If you are missing these operating instructions, request these operating instructions from your seller.

HUSKY – Trailer with lowable axle

- For hydraulic pumps with a handwheel, check whether the drain valve is closed. Turn the handwheel to the right.
- Unlock the loading floor before tilting.
- Tilt the loading area with the hydraulic pump by hand. For electro-hydraulic tilting devices, press the raise or lower button on the remote control.
- To lower the pumped dock leveler, slowly open the hydraulic pump valve by turning it to the left so that an even flow of oil is ensured.
- If the pump valve opens too quickly, the hose rupture protection blocks the oil flow and thus prevents the bridge from lowering. In this case, the pump valve must be closed by turning it clockwise and counter pressure built up by pumping again so that the safety valve opens again. Only then can the bridge be lowered by slowly opening the pump valve (turn to the left). If necessary, the procedures shown must be repeated.



- Do not drive away until the drop sides are closed, the tipper bridge has been completely lowered and secured with the socket pins or the front locking device! It is strictly forbidden to move the trailer when the loading area is raised. Risk of death! Risk of accident!
- Never try to tip over poorly sliding tipping goods by jerking driving, steering or braking movements! - **Risk of accident!**
- The Husky trailer must also remain under the hydraulic pressure in the driving position (the system must not remain depressurized). The lock only serves as an insurance against sinking, e.g. at the hose break. The lock only keeps the loaded trailer in the driving position in an emergency when driving at the limited speed. During this emergency drive this lock is bent and must be replaced.
- When lifting and lowering the trailer, it must be connected to a car or truck. Under no circumstances should the trailer be loaded or unloaded with the trailer disconnected (the support wheel can be destroyed).
- Always use the hydraulic pump when lowering. Otherwise the ventilation of the system threatens.

Maintenance:

- Regular checks of the hydraulics, tilting bearings and lubrication of all moving parts as required, at least once for 6 months.

Final Provisions

The trailer is of the type specified by the Ministry of Transport, Expansion and Regional Development of the Slovak Republic according to the certificate "Certificate of EC type approval of a vehicle taking into account Directive 2018/858, last change and addition by regulation (EU) No. 2019/2144" and the type approved by the Ministry of Transport of the Czech Republic according to the certificate "Certificate of Approval of Technical Suitability of Vehicle Type".

WHAT SHOULD YOU DO IN THE EVENT OF A FAULT?

Fault	Possible Reason	Removal of fault
The coupling does not engage	The coupling housing or head are dirty	Clean the parts
	The clutch was not lubricated	Lubricate the parts
	The ball or shell is worn out	Go to a specialist workshop
Trailer cannot be uncoupled	Unround ball	Move trailer and car in the same direction and uncouple. Grease the clutch mechanism
Trailer is not in a horizontal position after coupling	Landing is unevenly distributed	Make sure it is evenly distributed
	The coupling height of the towing vehicle is not suitable for the trailer	Find another towing vehicle
	The support wheel is still cranked down	Wind up the support wheel
Too much play between clutch and ball clutch worn	Swivel range exceeded	Have the clutch replaced, have the ball replaced
The trailer has a right or left twist when driving	The landing is not evenly distributed or is not secured	Spread the landing evenly and secure the landing sufficiently
	The tire pressure is uneven	Top up with air to the prescribed level
	The brake of a wheel is set incorrectly and is braking	Go to a specialist workshop
The trailer clicks while driving	The landing is not secured	Secure the landing
	A wheel bearing is defective	Go to a specialist workshop
	The support wheel was not cranked up and is coming loose	Crank up the support wheel and have it properly reattached in a specialist workshop
Braking effect is too weak	Too great friction losses in the overrun device, corrosion on the drawbar, forceful damage when maneuvering	Make the transmission device including the brake cable run smoothly
	Linings not retracted, linings damaged or soiled, corrosion on the pulling stand, leave the jaw set again	Make the transmission including the brake cable run smoothly
Handbrake effect is weak	Gas spring defective	Go to a specialist workshop
Restless driving behavior, trailer brakes when taking off the accelerator	Springs defekt	Go to a specialist workshop
Handbrake effect too weak	Incorrect setting. Too much loss of travel, linings not retracted, excessive friction losses	Have the adjustment set, smooth the transmission device including the Bowdencable (oil)

WARRANTY CONDITIONS

Guarantee terms

Our products are manufactured with the greatest care and according to the latest state of the art. Should defects nevertheless occur, we give the following guarantee:

- Defective goods will be repaired or replaced within the guarantee period. The guarantee determines the form of the guarantee at its own discretion.
- The guarantee relates to material, processing and construction defects and is only guaranteed for original parts in their original design.
- Damage caused by overloading, improper handling or in the course of use contrary to the operating instructions are not covered by the guarantee. The guarantee does not apply to spherical lamps, festoons and reflectors. Damage caused by wear and tear, features of use and natural aging do not constitute a defect in terms of the guarantee.
- The guarantee for our products is granted to the customer for a period of 12 months from the date of delivery. This can e.g. be proven by means of a delivery note or purchase contract.
- Any claims of the end user resulting from the guarantee shall expire if the end user makes unauthorized changes and interventions on the trailer, or has repairs carried out or has repairs carried out without the contractual partner's consent. Repairs do not extend the warranty period.
- For car trailers with a braking system, proof (service manual, axle manufacturer) of the workshop interval maintenance prescribed by the axle manufacturer is a prerequisite for maintaining the guarantee.
- The guarantee does not include the replacement of other damages (e.g. due to the failure of the function in vain wages, lost benefits of use or lost profit and the like) as well as the costs for maintenance measures.

The following procedure is required for the guarantee to be granted:

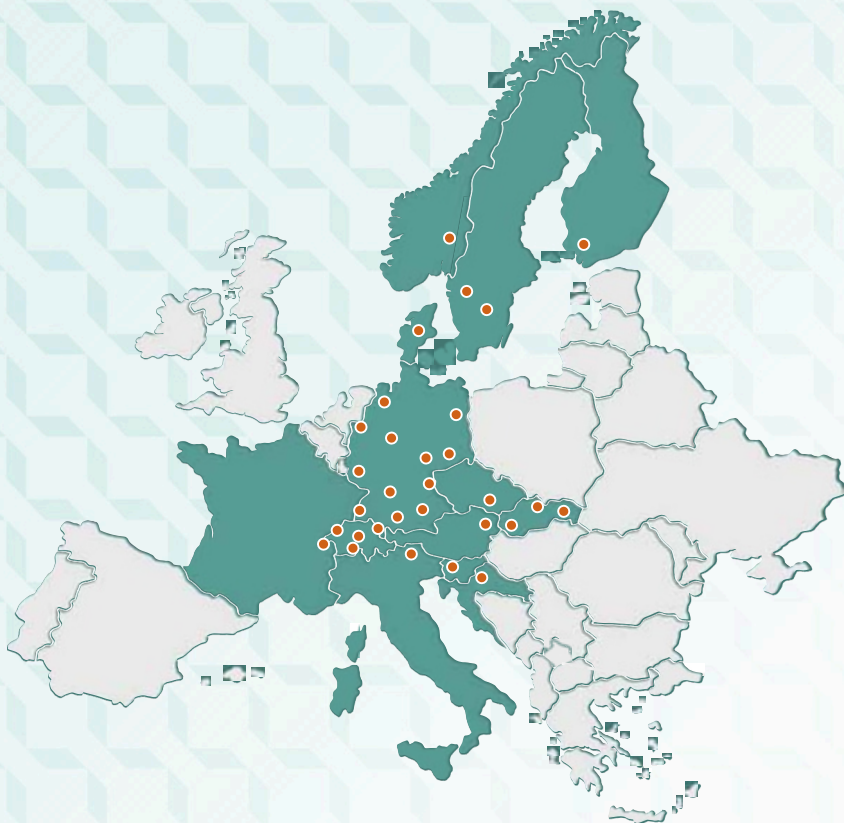
- Defects must be reported to the contractual partner immediately.
- The contractual partner or end user must request the guarantor in writing to remedy the defect.
- Any transport costs to the guarantor are to be borne by the end user.

Warranty

The warranty for trailers and their accessories covers defects that cannot be traced back to wear and tear, negligent or improper handling, accidents, poor maintenance or improper operation.

The warranty does not cover the costs for necessary maintenance measures. The customer's warranty claims expire:

- Accidents, except for those accidents that can be proven to be caused by defects in the trailer for which the manufacturer is liable.
- When worn.
- In the event of damage not reported by the customer in good time were.
- If the product has been used improperly or overstrained.
- If the product has been repaired or serviced by an unauthorized person.
- When installing / attaching unapproved parts and the unauthorized modification of the object.
- If our care, maintenance and operating instructions are not observed.



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Po - Pá: 6.00 - 16.00



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