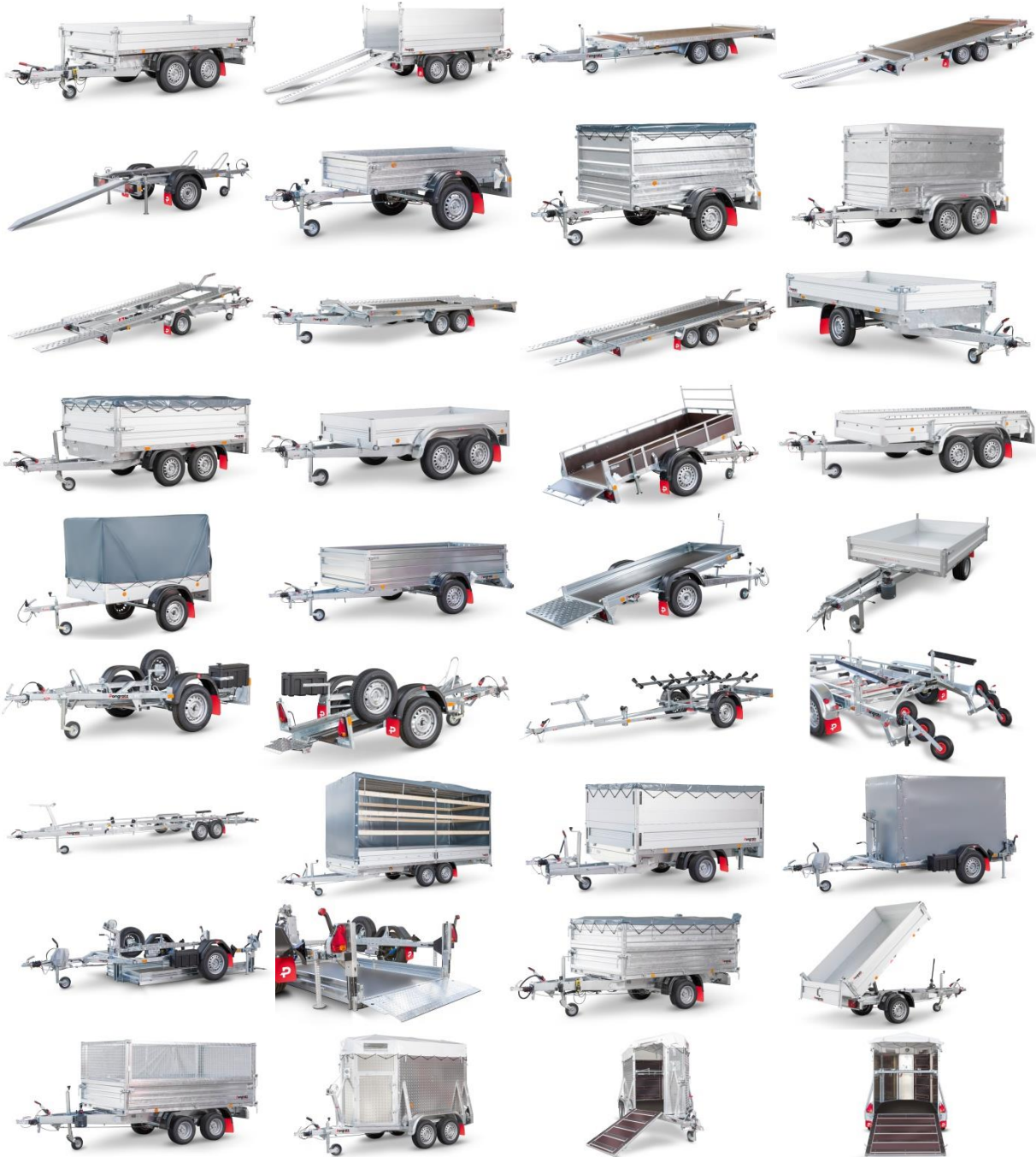




Operating Manual

CAR TRAILER



Hearty Congratulations on your Purchase

Our Company - Our Philosophy

The awareness of the responsibility of developing and constructing a vehicle that is registered for road traffic is emphasised as the corporate policy time and again.

A certain workmanship goes without saying and serves to provide safety to the customers. Comprehensive development work, the most modern manufacturing technology and equipment, select materials and constant and continuous quality controls are the guarantee for the *Pongratz Quality* that has been proven and assured all along. Thus, there is a balance that can be expressed in a few words: Pioneer and market leader since over 75 years in Austria - Perfection right up to details.

At the same time during which our company has grown - starting from Austria - we have acquired comprehensive trading partners, who have developed into a customer-friendly service and sales network in large parts of Europe over the last few decades. Prompt deliveries of spare parts, the fastest possible completion of repair work and a comprehensive warehouse of accessories ensure optimal usage of the Pongratz trailers.

The diverse range of accessories already mentioned facilitates a trailer package customised to the needs of our customers. Pongratz trailers can grant this advantage since several years with which our company has been able to win the trust of several customers interested in the same. The constantly increasing market presence in several countries of Europe and the many decades of experience are indisputable benefits that we can offer to our customers and all those who would like to become our customers.

Please note the following:

- 1. Read the complete operating manual carefully before you put the vehicle into operation.***
- 2. Keep this operating manual in safe custody in the glove compartment of your vehicle in order to have it always ready at hand***

We wish you a pleasant drive.

Table of Contents

TOC

1. Commissioning

1.1. Coupling and Decoupling

1.1.1. Coupling

Place the opened coupling head on the ball. With the help of visual inspection and checking by hand (lifting the draw-bar), check that it latches completely on the trailer device.

Tighten the safety chain (if available) or the breakaway cable on the towing vehicle. Recommendation: Visual inspection – in case of damage, have it replaced by a specialised workshop.

Crank the support wheel (if available) and loosen the clamp connection of the support wheel. Pull the support wheel up and fix it once again.

Recommendation: The wheel should be able to rotate freely and it should be aligned in the direction of travel.

Connect the lighting plug on the towing vehicle (use the plug adapter if required). Perform a trial of the lighting in order to ensure that the lighting works. Release the hand brake completely by pressing the brake lever down.

Make sure that

- the support load is at least 4 % of the actual trailer load of the vehicle. However, more than 25 kg is not necessary,
- the maximum support load of the vehicle is not exceeded.

The support load specifications are given for the towing vehicle:

- on a trailer sticker,

Check that the bolts of the wheels are tightened properly before driving it for the first time, and thereafter, check it at regular intervals. If required, you have to tighten the wheel bolts. Check the tyre pressure (pay attention to the sticker on the trailer) and correct it, if necessary. Observe and follow the points 3.3 – Tyre filling pressure and 4.5 – Tightening torques.

1.1.2. Decoupling

Pull out the lighting plug from the socket of the towing vehicle. Note: Never pull the cable since this could lead to the contacts coming loose.

Remove the breakaway cable or the safety chain from the ball head.

Loosen the support wheel and let it down if it is available. After fixing it, crank the support wheel downwards.

Pull the coupling grip upwards and lift the coupling from the ball.

1. Commissioning

1.1.3. Before every drive

- Close and lock board walls, flaps, doors, covers, etc.
- Place tilted structures and / or swinging components to the driving position and secure them
- Lift and secure the supporting equipment
- Fasten the loading aids and secure them
- Close tarpaulins or nets and fasten them with the bracing provided
- Place the identification components in the driving position and secure them
- Check that the accessories present are fitted tightly or fasten them with the locks and braces provided and secure them

1.2. Securing the load

The load must be secured adequately against any inadvertent shift in its position. This must be done to the extent required, so that the goods loaded do not slip, fall over, roll off or fall down from the trailer or make it turn over under **customary traffic conditions**. "Customary traffic conditions" also include swerving manoeuvres, emergency braking, lane unevenness, etc.

For this purpose, please also observe and follow section **2.2. Loading and weight distribution**

General information on loading animals:

- Observe and follow the EU animal transport guidelines and the ordinance on animal protection during transport. In doing so, please also consider meeting the minimum requirements for the space needed.
- Ensure that there is adequate ventilation.
- Load your trailer only when it is coupled to the towing vehicle.
- Avoid high acceleration, abrupt braking, driving fast on curves etc., since the animals get stressed by such unreasonable style of driving.
- In order to be able to ensure safe transport of the animals, you must hook all box rods (even for partial loading) into the opening provided for this purpose immediately after loading and secure them with safety chains.

2. Safety Instructions

Read and follow the safety instructions given below in order to prevent accidents and injuries. Follow the instructions if possible before using a Pongratz trailer.

2.1. Ramp rails

Parking supports must be used for loading with the help of ramp rails. Pay attention to the load-bearing capacity of the rails (refer to the stickers on the rail, if available) and make sure that the maximum load capacity of the trailer is not exceeded. Moreover, the loading ramps must be secured against slipping. Do not support the ramps for the purpose of enhancing the load-bearing capacity. Moreover, they must be hooked in parallel and properly.

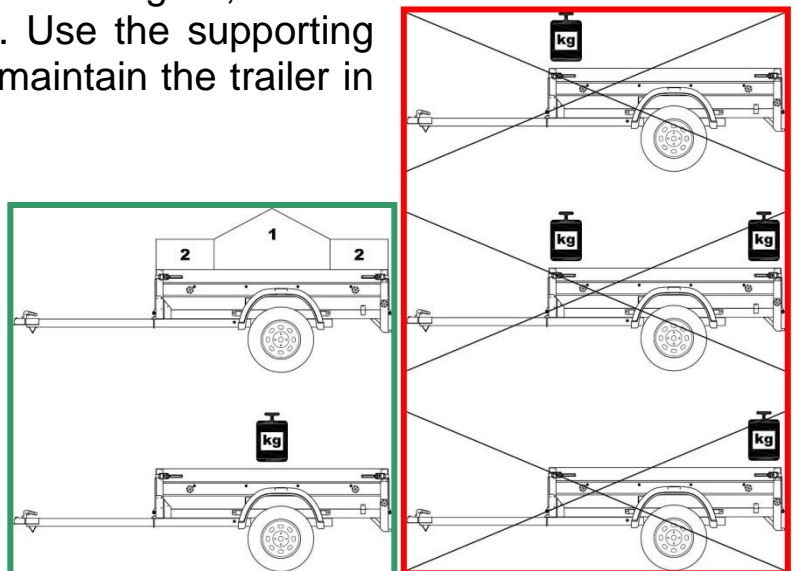
2.2. Loading / Weight distribution

The maximum permissible weights (total weight, load capacity, supporting loads and trailer load) of the trailer and the towing vehicle must be complied with at all costs. *Total weight = Trailer weight when empty + weight of the accessories + weight of the load.* The minimum and maximum supporting load should not be undershot or overshoot (refer to section 1.1.1.).

Load the trailer only when it is coupled to the towing vehicle and when it has been secured against rolling away. In doing so, ensure even and uniform load distribution. Use the supporting equipment, if available, in order to maintain the trailer in a stable position.

The centre of gravity of the load should lie in the middle above the axle(s) as far as possible. Moreover, you must ensure that both sides of the trailer are loaded evenly and uniformly.

The load must be secured at all times with the help of intact and tested lashing materials (belts, etc.) or covers (for loose load items).



2.3. Lighting

Before driving, check the lighting as well as the function of the indicator system. You must take care to safeguard the trailer with the help of the breakdown triangle / warning lamp if the lighting system is concealed during unloading or loading under poor visibility conditions or darkness.

2. Safety Instructions

2.4. Board walls / Covers / Flaps / Tarpaulins / Doors

Board walls, covers, doors, etc. must be closed before driving and must be kept closed as long as you are driving. Moreover, the means of locking / locks must be secured against unauthorised or inadvertent opening or unlocking.

2.5. Brakes

Pongratz recommends that you check the brakes every time before driving. If the brakes are defective, maintenance / repair should be done only by an authorised and specialised workshop or by a Pongratz dealer.

2.6. Driving mode and parking the trailer

When driving with the trailer the national statutory provisions must be complied with. You can get information on this from the relevant authorities, car driver clubs and similar agencies.

When parking the trailer, you must secure it against moving on its own.

The statutory provisions for parking motor vehicles must be complied with.

2.7. Driving speed and driving instructions

The driving speed needs to be adjusted not only to the conditions of the road or weather. You also need to take the loading condition into account since this may impair the driving characteristics of the vehicle combination under certain circumstances. Hence, it is recommended not to drive at the speed limit of the maximum speed.

If the load (or parts of the load) conceals the indicator and lighting system, an extra light bar must be placed on the load in order to ensure adequate effect of the signal.

2.8. Wheels

It is recommended that you carry out visual inspection of the wheels and rims at regular intervals in order to be able to rule out damage to them. In addition, while doing so that wheel bolts should be checked and tightened with a torque spanner. Please refer to the Table in section 4.5 – Wheel bolts, for the respective values of tightening torque that are necessary.

2.9. Supporting equipment

The supporting equipment and the support wheel are not used to arrange the loaded trailer but merely to support the unloaded / loaded vehicle.

Before driving, the supporting equipment and the support wheel must be fixed in the uppermost position or cranked up and then secured there.

2. Safety Instructions

2.10. Accessories and Spare Parts

Spare parts and accessories are available with all Pongratz dealers. Only those add-on parts or attachments that have been approved by Pongratz should be used. All removable accessories represent a part of your vehicle load capacity → that must be taken into consideration at the time of loading.

2.11. Instructions on tilting trailers with hydraulic systems



The following warnings and safety instructions must be followed strictly. In case they are ignored, it may lead to personal injuries or damage to the vehicle as well as to failure of the tilting equipment. Moreover, any modification leads to warranty claims becoming null and void.

2.11.1. General safety instructions

- Make sure to read the operating manual before putting it into operation the first time, including those of the wireless remote control.
- A tilting platform lock must be installed for a reverse tilting unit with a high level tarpaulin.
- Do not initiate any tilting operations when the trailer is at an inclined position.
- Lift and lower the platform only when the vehicle is stationary.
- Driving is permissible only when the platform has been lowered completely.
- If an electric pump is fitted: For driving operation, put the main switch to the OFF position.
- The load must be distributed evenly on the loading surface during the tilting operation.
- It is prohibited to stand under raised loads.
- The towing vehicle and the trailer must always be horizontal and straight in the longitudinal direction.
- In case of maintenance work, secure the loading area against unintentional lowering. (e.g. maintenance support, crane, etc.).

2. Safety Instructions

2.11.2. Before tilting

- The trailer must be coupled to the towing vehicle.
- It is strictly prohibited to tow the trailer with the loading platform raised.
- Tilting operations in an inclined position must be prevented (risk of turning over, risk of damage to the trailer).
- If parking supports are provided, these should be used for extra stability.
- Make sure that the load is distributed evenly and uniformly on the loading platform.
- It is prohibited for those who are not trained or experienced to carry out operations or maintenance.
- For trailers that have an electro-hydraulic tilting device, we do not assume any warranty for any damage to the towing vehicle if the battery is being charged via this device. Hence, we advise you to charge the battery using a battery charger.
- The hydraulic fluid HLP ISO VG 32 or HLP 32 is used as the operating liquid, which should not be mixed with other liquids under any circumstances.
- The leak-tightness of the hydraulic elements and the hoses as well as the fluid level must be checked regularly. [refer to section 2.11.4]



It is strictly prohibited to stand below the trailer platform. Danger to life.

2.11.3. Hydro compact units 12 / 24V:

Description of the tilting operation:

▪ Lifting operation

1. For a three-sided tilting device, depending on the type of tilting operation (backwards or on the side) the security bolts provided for this purpose must be inserted at the appropriate location and secured. [refer to Figure 2] It is a special backwards tilting device, then only the locks that are placed at the front of the trailer need to be opened. For simply backward tilting, ignore point 1.
2. The appropriate board wall must be opened accordingly.
3. The main switch must be set to the ON position. (horizontal position); [refer to Figure 5]
4. Operate the switch located on the control panel to lift depending on the angle of tilt required. [refer to Figure 6]

▪ Lowering operation

1. Operate the button located on the control panel to lower.

2. Safety Instructions

[refer to Figure 7]

2. The platform must rest completely on all four points.
3. The main switch must be put to the OFF position. (vertical position); [refer to Figure 8]
4. The board wall must be closed.
5. If the tilting operation was done on the side, the securing bolts inserted for this purpose must be inserted once again behind and secured. [refer to Figure 2]. For the backward tilting unit, the locks must be locked again.
6. If available, the parking supports for driving must be swung away or reinserted. (depending on the design)

2.11.4. Tilting trailer with hand pump

Description of the tilting operation:

▪ Lifting operation

1. For a three-sided tilting device, depending on the type of tilting operation (backwards or on the side) the security bolts provided for this purpose must be inserted at the appropriate location and secured. [refer to Figure 2] If it is a special backward tilting unit, then only the clamping locks fixed to the trailer in the front need to be opened. For simply backward tilting, ignore point 1.
2. The appropriate board wall must be opened accordingly.
3. The lowering valve must be closed with the help of the hand wheel. (Clockwise rotation until the end stop); [refer to Figure 3.1 or Figure 3.2]
4. Insert the lever fixed in the front on the platform into the hand pump and keep pumping until you reach the required angle of tilt. [refer to Figure 4]

▪ Lowering operation

1. The lowering valve must be opened with the help of the hand wheel. (anticlockwise rotation); [refer to Figure 3.1 or Figure 3.2]
2. The platform must rest completely on all four points.
3. The board wall must be closed.
4. If the tilting operation was done on the side, the securing bolts inserted for this purpose must be inserted once again behind and secured. [refer to Figure 2]. For the special backward tilting unit, the locks must be locked again.
5. If available, the parking supports for driving must be swung away or reinserted. (depending on the design)

2. Safety Instructions



Figure 1.1: Metallic tank
Design: Hand pump



Figure 1.2: Plastic tank
Design: Electric and combination pump

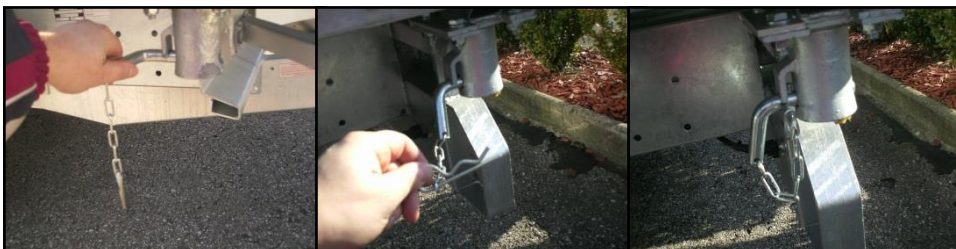


Figure 2: Securing bolts

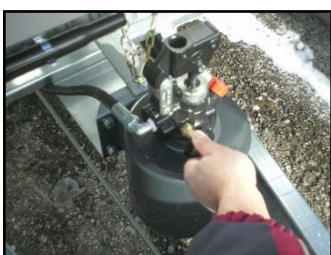


Figure 3.1: Lowering valve
Design: Hand pump



Figure 3.2: Lowering valve
Design: combination pump



Figure 4:
Lever and hand pump



Figure 5: Main switch
set to ON



Figure 6: Button
For lifting



Figure 7: Button
For lowering



Figure 8: Main switch
set to OFF



Figure 9: Supporting base
holder



Figure 10: Supporting base

3. Technical Specifications

3.1. Dimensions and weights

The dimensions and permissible or actual weights are given in the vehicle documents.

3.2. Characteristics

The nameplate (vehicle identification plate) is fixed on the right side of the vehicle seen in the direction of travel. In addition, the vehicle registration number is fixed on the right side or in the front on the right side in the frame seen in the direction of travel.

Variante 1 Angaben nur in Österreich!

<p>Hersteller →</p> <p>ABE-Nummer bzw. EG BE-Nr. oder leer →</p> <p>Fahrzeugidentifikationsnr. (17-stellig) →</p> <p>Gesamtgewicht →</p> <p>Angabe der 1. Achse und 2. Achse →</p>		<p>Type</p> <p>PHL T</p> <p>Eigengewicht</p> <p>470</p> <p>Nutzlast</p> <p>1530</p>
--	--	---

Variante 2 Angaben nur in Österreich!

<p>Hersteller →</p> <p>ABE-Nummer bzw. EG BE-Nr. oder leer →</p> <p>Fahrzeugidentifikationsnr. (17-stellig) →</p> <p>Gesamtgewicht →</p> <p>Angabe der 0. Achse (Stützlast) →</p> <p>Angabe der 1. Achse und 2. Achse →</p>		<table border="0"> <tr> <td>Type</td> <td>PHL T</td> </tr> <tr> <td>Eigengewicht [kg]</td> <td>676</td> </tr> <tr> <td>Gesamtgewicht [kg]</td> <td>von 1800 bis 3000</td> </tr> <tr> <td>Baujahr</td> <td>2013</td> </tr> <tr> <td>Nutzlast [kg]</td> <td>1124 bis 2324</td> </tr> </table>	Type	PHL T	Eigengewicht [kg]	676	Gesamtgewicht [kg]	von 1800 bis 3000	Baujahr	2013	Nutzlast [kg]	1124 bis 2324
Type	PHL T											
Eigengewicht [kg]	676											
Gesamtgewicht [kg]	von 1800 bis 3000											
Baujahr	2013											
Nutzlast [kg]	1124 bis 2324											

The overrun coupling bears a nameplate or its characteristic values are embossed on the housing. The axle nameplate is located on the axle body, the brake anchor plate bears a nameplate or the characteristic values of the wheel brake are embossed directly on it. The draw-bar or the towing fork bar may bear a nameplate or the characteristic values may be embossed directly on it.

3. Technical Specifications

3.3. Tyre filling pressure

The tyre pressure must be adjusted to the appropriate tyres fitted and the loading condition. The values given in the table are those generally recommended.

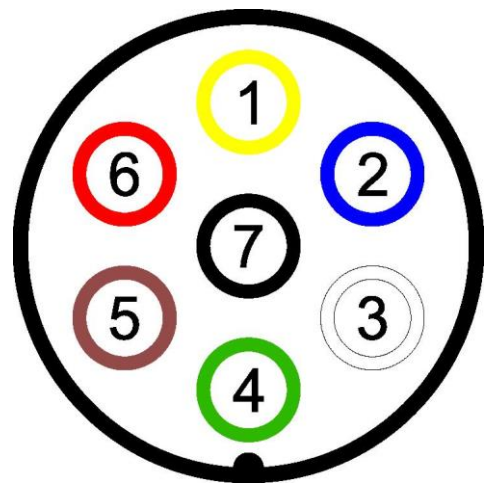
Tyres	Recommended tyre pressure in bar	Tyres	Recommended tyre pressure in bar	Tyres	Recommended tyre pressure in bar
175R14 (175/80R14)	2.50 - 3.00	185R14C	3.50 - 4.50	165/70R13C	4.50
185R14 (185/80R14)	2.50 - 3.00	195R14C	3.50 - 4.50	195/50R13C	6.00 - 6.50
185/80R14 Reinf.	2.75 - 3.25	205R14C	3.50 - 4.50	155/70R12C	6.00 - 6.25
195R14 (195/80R14)	3.75	215R14C	3.50 - 4.50	225/55R12C	6.00 - 6.25
205R14	2.50 - 3.00	145R13 (145/80R13)	2.50 - 2.90	225/55B12C	6.00 - 6.25
215R14	2.50 - 3.00	155R13 (155/80R13)	2.50 - 2.90	195/55R10C	6.00 - 6.25
185/75R14	2.50 - 3.00	155R13 Reinf. 155/80R13 Reinf.	2.75 - 3.25	195/50B10 (18x8.0-10)	6.00 - 6.25
185/75R14C	4.75	155/70R13	2.50 - 2.90	18.5x8.5-8	3.45 - 3.75
185/70R14	2.50 - 3.00	165R13 (165/80R13)	2.50	20.5x8.0-10	6.25
185/65R14	2.50 - 3.00	165R13 Reinf. 165/80R13 Reinf.	2.75 - 3.25	145R10	2.25 - 2.50
185/65R14 Reinf.	2.75 - 3.25	165/70R13	2.50	3.50-8	2.50
195/70R14	2.50 - 3.00	165/70R13 Reinf.	2.75 - 3.25	4.80/4.00-8	2.50
195/70R14 Reinf.	2.75 - 3.25	195/55R13	2.50	5.00-8	3.50 - 4.50
195/65R14	2.50 - 3.00	155R13C (155/80R13C)	4.50	4.50-10C	3.50 - 4.50
175R14C	3.50 - 4.50	165R13C (165/80R13C)	4.50	5.00-10C	3.50 - 5.00

The maximum permissible tyre pressure is embossed on the side wall of the tyre.

3. Technical Specifications

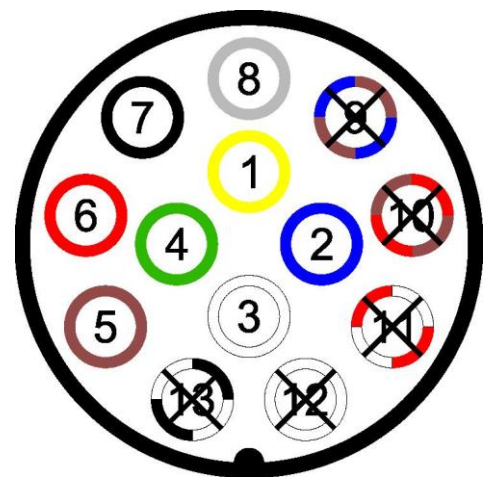
3.4. 7-pin plug assignment

Item no.	DIN Cl.	Loads connected	Cable colour
1	L	Direction indicator lamp LEFT	Yellow
2	54g	Rear fog lamp	Blue
3	31	Earth for contacts 1 to 8	White
4	R	Direction indicator lamp RIGHT	Green
5	58R	Tail lamp, Contour marking light, Licence plate light RIGHT	Brown
6	54	Brake lights	Red
7	58L	Tail lamp, Contour marking light, Licence plate light LEFT	Black



3.5. 13-pin plug assignment

Item no.	DIN Cl.	Loads connected	Cable colour
1	L	Direction indicator lamp LEFT	Yellow
2	54g	Rear fog lamp	Blue
3	31	Earth for contacts 1 to 7	White
4	R	Direction indicator lamp RIGHT	Green
5	58R	Tail lamp, Contour marking light, Licence plate light RIGHT	Brown
6	54	Brake lights	Red
7	58L	Tail lamp, Contour marking light, Licence plate light LEFT	Black
8	1	Reversing light	Grey
9	4	Pos. power supply directly from the battery	Brown / Blue
10	6	Pos. power supply with ignition key	Brown / Red
11	7	Return earth for contact no. 10	Red / White
12	2	Warning light for trailer connection	
13	3	Earth for contact no. 9	Black / white



If your motor vehicle is not compatible with the Pongratz trailer, you will need to use an adapter.

Attention: The terminals 9 - 13 are assigned only on request.

4. Maintenance and Care

In order to maintain smooth working and proper condition of your vehicle, you should follow the maintenance tips provided in the following.

Maintenance work should always be carried out by specialists. In particular, work on the brake system and the axle(s) should be done in the workshops of authorised Pongratz dealers.

Cleaning the vehicle is an important aspect to ensure proper condition. For this purpose, clean your trailer with water and brush, if necessary, with the high-pressure cleaner. Let your Pongratz trailer dry properly and avoid permanently wet conditions.

Even with the least use, maintenance work must be done at least once a year. Snow and water-based paints must be removed promptly from the trailer and the accessories (top level tarpaulin, flat tarpaulin, etc.).

4.1. Lubricating and oiling

Clean all moving parts such as hinges and security locks as well as bolts, joints and reversing lever of the hand brake and oil or grease them slightly; moreover, they should be checked for ease of movement.

The coupling head must be kept clean, and the mechanical system should be oiled slightly and the ball holder should be greased at regular intervals.

4.2. Overrun brake system

The sliding points and joints of the overrun coupling must be lubricated or oiled at regular intervals of time. This should be done every 10,000-15,000 km, but at least every 12 months in case of less use.

Please refer to the manufacturer's documentation supplied for detailed information.

4.3. Suspension

Your vehicle has axles supported on rubber suspensions that are maintenance-free and hence, neither is lubrication needed nor can it be done. Please also observe and follow the manufacturer's documentation supplied for this purpose.

4.4. Wheel bearings

The wheel bearings are essentially maintenance-free, however, the play in the bearing should be checked occasionally. If necessary, a repair set is available with the dealer or at the specialised workshop. Please refer to the manufacturer's documentation supplied for details on this.

4. Maintenance and Care

4.5. Wheel bolts

The table given below provides information about the tightening torque required for the wheel bolts. Tight fit should be checked after the first few kilometres driven (even after every wheel replacement). The wheel bolts should be (as in the case of passenger vehicles) tightened diagonally.

Type of wheel bolt	Thread diameter in mm		Thread pitch for one revolution in mm	Spanner size	Tightening torque when using steel rims in Nm
Spherical wheel bolt	M 10	x	1.25	SW 17	52
Conical wheel bolt	M 12	x	1.5	SW 19	90
Spherical wheel bolt	M 12	x	1.5	SW 19	90
Spherical wheel bolt	M 14	x	1.5	SW 19	150
Spherical wheel bolt	M 18	x	1.5	SW 24	325
Wheel nut	M 18	x	1.5	SW 24	325

Source: AL-KO Main catalogue; Issue 10/2012

4.6. Tyres and Rims

The tyres and rims must be washed thoroughly every time that the trailer is washed in order to prevent dirt, brake lining particles and de-icing salt from getting deposited on them.

Touch up any damage to paint or coating on steel rims before rust forms on them.

When fitting the tyres, you must observe and follow the minimum profile depth prescribed. Moreover, you must also pay attention to the ageing of the tyres and damage arising as a result of the same. Check the tyres of your trailer and replace them if necessary, regardless of the condition of the profile.

4.7. Cleaning

You may clean the trailer with the help of commercially available products. If the galvanization is damaged, e.g. by the impact of stones, clean this thoroughly and treat the damaged spots with a commercially available zinc spray. Avoid contact with corrosive agents, and after contact with de-icing salt etc. clean the vehicle with a high-pressure cleaner, if necessary. You may protect damaged wooden surfaces from further damage by water or exposure to sunlight with the help of wood preservative paints.

4. Maintenance and Care

4.8. Hydraulic system



YOU MUST USE THE LOADING BRIDGE SUPPORTING BASE FOR MAINTENANCE WORK

The supporting base [refer to Figure 9 → Safety instructions] must be inserted into the supporting base holder [refer to Figure 10] provided for this purpose. This ensures safe maintenance work on the trailer.

- Check the state of charge of the battery for electro-hydraulic drives and charge it if needed.
- The ball socket must be lubricated at least every three months after longer periods of standstill.
- Before operating the cylinder you must gently remove any stubborn dirt and ice from it.
- If you use a high-pressure cleaner, cover the sealing area of the cylinder.
- Checking the oil level:
 - a) With an electric tilting unit, the oil level should lie between the maximum and minimum. The marking (yellow) provided for this purpose is located on the oil tank. [Figure 1.2]
 - b) For a tilting unit with a hand pump, open the three Allen screws with an appropriate Allen key and remove the pump head. The suction line must be able to be immersed, and if necessary, top up some hydraulic fluid (HLP ISO VG 32, HLP 32).



THE UNIT SHOULD NEVER RUN WITHOUT FLUID!

4.9. Materials

When installing the trailer or the accessories, our employees pay attention to undamaged and fault-free surface. Since it is a hand-crafted product, there may be some minor scratches on the surface while assembling the trailer that do not affect the utilisation.

4. Maintenance and Care

4.9.1. Galvanized trailer components:

Several trailer components are galvanized or hot-dip galvanized. This serves as corrosion protection, which is subject to long-term and constantly ongoing chemical process. Hence, it may happen that the surfaces and cut edges become dark subsequently and form a top coat (Patina). A red-brown colouration (oxidation) cannot be avoided until the formation. White rust may possibly also get formed. However, this is no defect and is completely harmless. The corrosion protects lasts over a time period of 10 years based on our experience.

What can you do to protect the surface further:

- Apply a neutral protective wax.
- Locations damaged by goods loaded (deep scratches) must be touched up with zinc spray.

Colouration of the surfaces that occurs, e.g. by using a tarpaulin or by goods loaded, are normal features of use and do not represent any defects. Moreover, they cannot be avoided.

4.9.2. Wood:

Board walls or base plates are cut to size from wooden panels by us and installed. Wood is an organic substance that should be protected from permanently wet conditions. This substance starts swelling up if it comes into excessive contact with water or dries up by exposure to severe sunlight. Some of the individual layers may come loose under certain circumstances.

Prevention:

- Make sure that the water can always drain off in order to avoid moisture build-up. For example, by placing a top level or flat tarpaulin or by positioning your trailer such that it is inclined.
- Also ensure that there is adequate ventilation inside the trailer, since moulds may get formed as a result of condensed water.

No trailer is 100% watertight (on account of windows, flaps and doors)! The colours may get bleached as a result of weathering.

4. Maintenance and Care

4.9.3. Aluminium:

Some trailer components that we use are made of anodised aluminium. Maximum corrosion protection is achieved by doing so. However, even aluminium is also not conserved against harmful environmental influences. Hence, clean your trailer thoroughly after use. Scratches caused by goods loaded cannot be avoided in most cases and cannot be influenced. Moreover, there may be colour deviations in the individual profiles.

Please do not clean them with strong or potent alkaline cleaning agents since they cause a chemical reaction with aluminium.

4.9.4. Powder-coated parts:

These parts offer optimal protection against corrosion. You should clean these parts only with neutral cleaning agents or water. If you would like to provide extra protection to the surface, you may then apply protective wax.

4.9.5. Silicone joints:

Silicone joints, if any, are clearly maintenance-free that may come loose in the course of time. This is why we request you to do rework on them or to replace them.

4.9.6. Polyester components:

Stress cracks on the surface (hairline cracks) cannot be prevented. However, these do not lead to impairment in the stability or utilisation of the vehicle. The individual components of a polyester construction may vary in colour and degree of gloss. This means that their colour is not 100% stable which means that their colour may change or they may get bleached.

5. Definitions

Type designations and definition of terms

OUR TYPE DESIGNATION KEY

EPA, FPA, LPA, ...	Model types
180, 206, 230, ...	Loading lengths for low-loaders
2500, 3000,	Loading lengths for high centre of gravity loaders
/12, /13, ...	Loading widths for low-loaders
U	Single-axle trailer without brakes
G	Single-axle trailer with brakes
T	Tandem trailer with brakes
AL	Aluminium board walls
H	Wooden board walls
STK	Hinged front wall

DEFINITIONS OF TERMS (National and EU)

Self-weight (SW): Mass that can be driven	The weight of a vehicle that is completely equipped, ready to be driven, standing on a horizontal, even lane without any load.
Total weight (TW): Instantaneous weight	The weight of the stationary vehicle ready to be driven along with the load.
Maximum permissible total weight (MpTW): Technically permissible total weight in the loaded condition	The maximum <i>total weight</i> that a certain vehicle may have.
Maximum weight (MW):	This is the maximum technically possible total weight of the vehicle specified by the manufacturer.
Maximum permissible load capacity (LC):	This is the maximum weight of the load that can be borne by a certain vehicle.

Moreover, the manufacturer of the motor vehicle or the trailer equipment often specifies maximum loads such as:

- **Maximum permissible trailer load with / without braking facility:** the maximum actual weight of a trailer to be coupled to a motor vehicle.
- **Maximum supporting load (SL):** the load that may act on the trailer equipment when the vehicle is stationary.

When steering the combinations, the **lower value of load specified should not be exceeded.**

Example: SL auto max. 45 kg, SL trailer max. 75 kg

While loading the trailer, attention must be paid to ensure that **actual supporting load of 45 kg does not get exceeded.**

6. Guarantee and Warranty

Guarantee going beyond a statutory warranty claim is granted by us only within a framework to be specially agreed on with us.

Claims for guarantee or warranty can only be determined in our business premises.

The costs of freight for completing the work of guarantee or warranty must be borne by the party sending the consignment.

Please use only original accessories and original spare parts, other the claim for warranty is rendered null and void.

Have the work of inspection and checking certified by the repair workshop in order to safeguard your warranty claims.

Any agreement pertaining to guarantee or warranty must be in writing.

6.1. Identification card

- Identification card

This card remains in your operating manual are it is filled up.

Trailer type:

Year of manufacture:

Chassis no.: VAP

Permissible total weight:

Tyre size:

Purchase date:

Purpose of use: Personal Official

The Pongratz Dealer

6. Guarantee and Warranty

Pongratz

1. Edition 01/2017

Pongratz Trailer-Group GmbH

An der Bundesstraße 34, A-8772 Traboch
Tel. +43 3843/26033-0, Fax DW 40
office@pongraztrailers.com
www.pongratztrailers.com