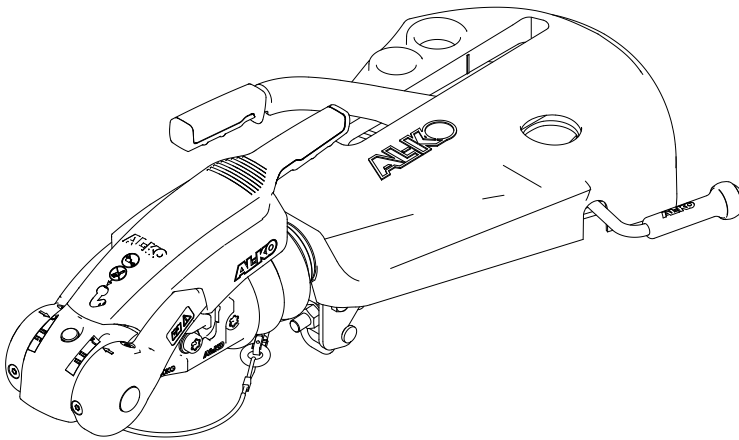


BETRIEBSANLEITUNG

AL-KO Auflaufeinrichtung

130V / 150V / 200V



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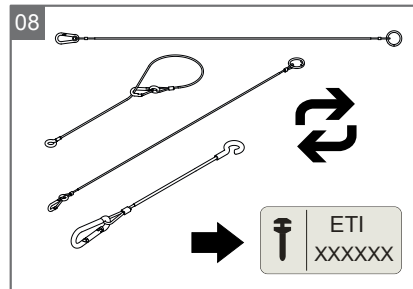
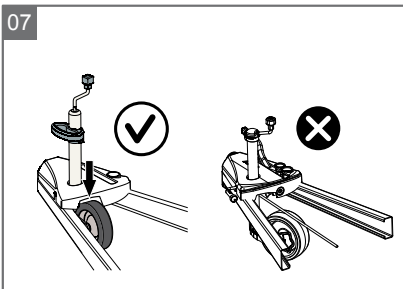
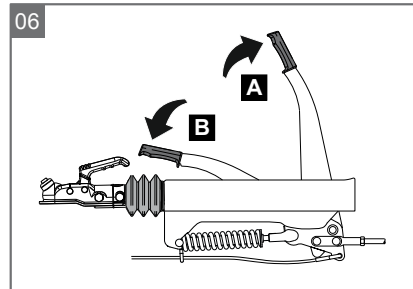
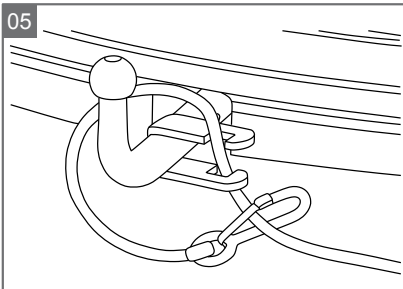
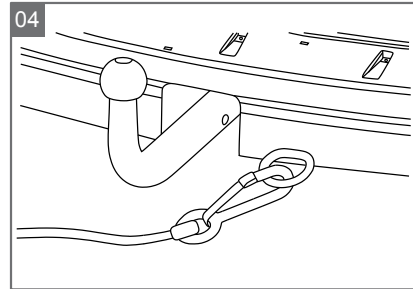
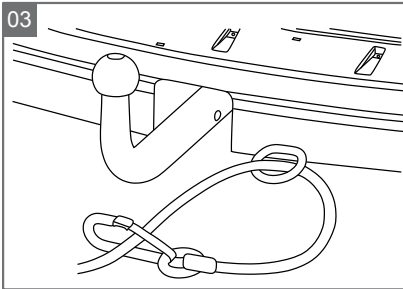
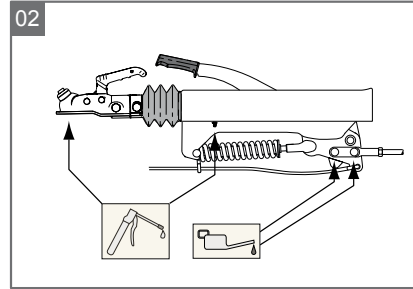
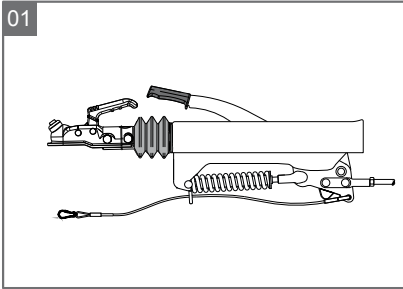
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TRANSLATION OF THE ORIGINAL OPERATING INSTRUCTIONS

ABOUT THIS DOCUMENTATION

- Please read this document before use. This is essential for safe working and trouble-free handling.
- Comply with the safety and warning instructions in this documentation and on the product.
- This document is a permanent component of the described product, and should remain with the machine if it is sold to someone else.

Explanation of symbols



CAUTION!

Following these warning instructions can help to avoid personal injuries and/or damage to property.



Special notes for ease of understanding and regarding handling.

PRODUCT DESCRIPTION

Designated use

The overrun device is a component of the trailer's brake system, and may be used for connecting the trailer to the towing vehicle only after being completely installed and tested.

Type Permissible weight range

| | |
|-------|----------------|
| 130V: | 700 - 1350 kg |
| 150V: | 800 - 1500 kg |
| 200V: | 1300 - 2000 kg |

Any use not in accordance with this designated use shall be regarded as misuse. The manufacturer cannot be held liable for damage resulting from this.

Possible misuse



CAUTION!

Risk of accidents due to failure of the parking brake!

Do not use the eye of the breakaway cable guide, parts of the brake linkage or the spring pack of the parking brake for lashing or towing!

SAFETY INSTRUCTIONS

- The gross weight rating is stamped onto every overrun hitch. The gross weight of the trailer must not exceed this value.
- The connection to the vehicle must satisfy the requirements of ECE R55-01 Annex 7 for height-adjustable support equipment (jockey wheel) for support loads greater than 50 kg.
- Any applicable installation guidelines must be taken into consideration.
- The handbrake lever must not contact the ground in an emergency. Appropriate clearances must be strictly observed!

Breakaway cable



CAUTION!

Danger of uncoupling of the trailer! Always route the breakaway cable through the eye of the breakaway cable guide (01)!

- Attach the breakaway cable in such a way that cornering does not cause problems.
- The breakaway cable must not wrap around the jockey wheel.
- When attaching the breakaway cable, observe the country-specific regulations.
- If there is an eye on the vehicle, hook in the breakaway cable directly.
- The breakaway cable defined by the number in the spare part identification number (ETI) card is to be used in the case of replacement (08). When using the correct breakaway cable, a reliable breakaway function is guaranteed.

Jockey wheel

- Make sure the jockey wheel is seated firmly.
- Always secure the jockey wheel in the recess of the coupling head security device (07).
- The raised jockey wheel must not impair the brake rod and its function(07).

Handbrake

- Danger from uncontrolled movement! Always apply the handbrake lever fully.



CAUTION!

Do not use the handbrake lever as a manoeuvring handle.

Parking

- If the trailer is uncoupled from the towing vehicle, then the following must be done:

- the parking brake must be engaged.
 - the trailer must be secured with two additional wheel chocks.
- When parking or laying up the vehicle/trailer combination, engage the trailer's parking brake.

**CAUTION!**

The trailer may roll back 25 to 30 cm until the full force of the brake takes effect. When laying up the trailer, ensure sufficient clearance.

**CAUTION!**

When you apply the parking brake ensure that it functions correctly.

Incorrect function may be noticeable by the following:

- Noticeable loss of force
- The handbrake lever does not move smoothly
- The handbrake is difficult to move
- Loose components

OPERATION**Coupling the tow ball coupling**

1. Position the ball coupling over the towing hitch.
2. Open the ball coupling.
3. Turn the jockey wheel crank clockwise until the ball coupling engages.
4. Keep turning the jockey wheel crank until the wheel is fully retracted. The support shoe must be securely engaged in the recess of the outer tube.
5. Open the clamp.
6. Retract the jockey wheel as far as possible and secure in the opening of the hood.
7. Tighten the clamp.
8. Connect the power cable with the towing vehicle.
9. Route the breakaway cable through the eye of the breakaway cable guide.
10. Attach the breakaway cable to the towing vehicle using a spring hook (**03, 04, 05**).
11. Release the handbrake lever and remove the wheel chocks.

Handbrake**CAUTION!**

Danger from uncontrolled movement. Always apply the handbrake lever fully!

Engaging

1. Engage the handbrake lever completely (**06-A**).

Releasing

1. Return the handbrake lever to the starting position through the dead-centre position (**06-B**).

MAINTENANCE AND CARE**CAUTION!**

Always secure the trailer with chocks prior to performing any maintenance and care jobs.



The overrun device forms part of the brake system. Irrespective of the service intervals for the overrun device, the brake system must be inspected for the first time by a specialist workshop after 1500 km or 6 months.

During maintenance, care and inspection work, check all system parts for operational safety and perfect technical condition.

Have damaged parts replaced.

Limited liability

- Checking the brake system does not mean that the prescribed maintenance measures for the overrun hitch can be neglected.
- The manufacturer cannot be held liable for injury to personnel and damage to material attributable to failure to comply with the safety regulations and to carry out the indicated maintenance work.

Oil and lubricating points

- Lubricate or oil the sliding and articulation points of the overrun device every 10,000–12,000 km or every 12 months (**02**).

Lubricant type: Multi-purpose grease to DIN 51825

Maintenance and care jobs

The formation of white rust on hot dip galvanised vehicle components does not reduce safety, and can be reduced by the following measures:

- When laying up or storing hot dip galvanised components, ensure good air circulation.
- After winter journeys, wash the hot dip galvanised components with clean water (e.g. steam jets).

Repair work



CAUTION!

Repair work may be carried out only by AL-KO service centres or authorised specialist workshops.



Replacement parts are safety parts!

For the installation of replacement parts into our products, we recommend the use of original AL-KO parts, or of parts that we have expressly approved for installation. For the clear identification of replacement parts, our service stations require the replacement part identification number (ETI).

Type plate



- 1 Spare part identification number (ETI No.)

TROUBLESHOOTING

| Malfunction | Possible cause | Solution |
|--|--|--|
| Inadequate braking effect | Excessive friction losses in the overrun device | Remove dirt and corrosion from the transmission system and brake cable and then check that the system operates smoothly. |
| | Corrosion on the pull rod | |
| | Serious damage when manoeuvring | Seek assistance from an AL-KO service centre. |
| Overheating of the brakes when driving forward | Handbrake not released | Release the handbrake. |
| | Jockey wheel blocks linkage | Release the jockey wheel and move it to the correct position. |
| Driving is not smooth, or braking is jerky | Shock absorber defective | Have shock absorber replaced. |
| Trailer brakes when accelerator pedal is released | Shock absorber defective | Have shock absorber replaced. |
| Trailer brakes when driving in reverse | Corrosion and/or lack of lubrication for the wheel brake | <ul style="list-style-type: none"> ■ Clean and regrease the moving parts of the wheel brake. ■ Have worn brake shoes (< 2 mm) replaced. |
| Overrun device hits end stop audibly and noticeably | Shock absorber defective | Have shock absorber replaced. |
| Overrun device overruns or Parking brake too weak to stop trailer moving backwards | Too much air in the transmission device | Have brake system adjusted. |
| | Brake linings worn | Have brake pads replaced. |



If you encounter any malfunctions that are not listed in this table or that you cannot rectify yourself, please contact our responsible service centre.

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