OPERATING INSTRUCTION

PART 2 | HM / KFT motorcycle / small vehicle transporter

4000 SERIES

EN

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Trailer data:

Date of first registration _____

Gross weight _____

Load capacity _____

Owner 1

Name _____

Address _____

Date (from - to) _____

Owner 2

Name _____

Address _____

Date (from - to) _____

Owner 3

Name _____

Address _____

Date (from - to) _____

Keep these specific operating instructions Part 2 and the general operating instructions Part 1 ready to hand in the towing vehicle!

Pass on the entire documentation to the new owner if you sell the trailer.

Notes on use

PART 2

This operating instruction manual “HM, KFT / Part 2” is intended for you as the user of a ready-to-use trailer.

It provides detailed instructions for handling a motorcycle / small vehicle transporter and its specific accessories.

It contains supplementary information on safe operation, care / cleaning, maintenance and troubleshooting of the trailer.

PART 1

For all other general information on trailers up to 3.5 to, see the operating instruction manual, “Trailers up to 3.5 to / Part 1 - General”.

You can download this specific trailer operating instruction manual (Part 2) from **www.humbaur.com** in the section: **Download – Operating Instructions**.

Refer to the technical documentation of the installed components for additional information.

Obligations of the operator

Only use the trailer if it is in perfect condition.

Ensure that the operating instruction manual is complied with in all life cycle phases of the trailer and that the prescribed personal protective equipment is worn.

Provide the requisite operating and auxiliary materials.

Keyword index

Use the **keyword index** from page **3** to search for **specific** topics.

1 Safety

Intended use

HM

– Designed for transporting a maximum of 2 motorcycles with stand rails installed.

– Transportation of solid cargo as a single unit only with proper force-fitting and form-fitting load securing.

HM 2018

– Designed for transporting a maximum of 3 motorcycles with stand rails installed.

KFT

– For transporting small vehicles with a maximum vehicle width of 1550 mm.

– Designed for transporting a maximum of 3 motorcycles with motorcycle stands installed.

Foreseeable misuse

Any use extending beyond the prescribed transport applications is regarded as other than intended.

– Inadequate, incorrect securing / tying down of motorcycles, small vehicle.

– Uneven load distribution: Motorcycle positioned on one side, small vehicle positioned with centre of gravity at the rear.

– Parking / disconnecting the trailer with motorcycles / small vehicle loaded.

Transport requirements

Motorcycles / small vehicles may only be transported if properly secured and tied down!

Motorcycles need to be positioned in stand rails or motorcycle stands.

The wheels of small vehicles must be securely tied down with authorised lashing straps.

When positioning motorcycles / small vehicles, pay attention to the centre of gravity.

Experience is required to transport a motorcycle!

Loading a motorcycle has associated risks!

The motorcycle could tip over, could slip off the loading ramp, could roll backwards when being pushed up - you could seriously injure yourself!

The risk increases with the size and weight of the motorcycle.

▶ If you do not have any experience loading / transporting a motorcycle - find out about it beforehand and have an experienced person show you how to do it.

▶ Only load a heavy motorcycle with the assistance of at least a second person (min. 2 people).

▶ Support the rear / front of the trailer - connect it up to the car.

▶ When loading a small car, allow someone to guide you.

2 General information

HM (Standard version)

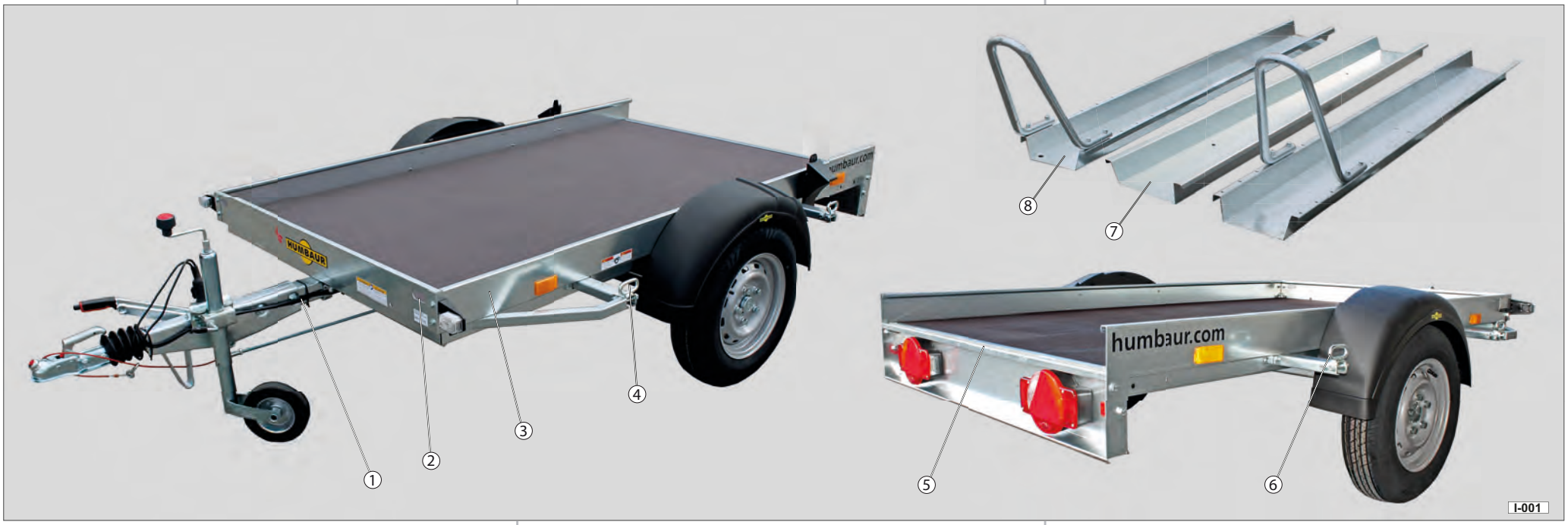


Fig. 1 General view HM

1 Draw tube
2 Integrated tie-down slot
3 Steel skirt (150 mm)
4 Tie-down ring, front
5 Clip-on groove
6 Tie-down ring, rear
7 Loading ramp (1x)
8 Stand rail with bracket (2x)

As standard, the HM has 2 stand rails and 1 loading ramp made of sheet steel for transporting a maximum of 2 motorcycles.

The stand rails and loading ramps are supplied loose and can be installed by the user depending on their actual requirements.

The HM is equipped with 4 side tie-down rings which are connected to the chassis.

The floor panel made of laminated wood (15 mm) makes it possible to transport other cargo.

The HM can be fitted with a chequered aluminium floor as an option.

The HM is available in 2 different models.

	unbraked	braked
Weights	HM752212	HM102212
Gross (permitted GW)	750 kg	1000 kg
Net (empty)	146 kg	180 kg
Load capacity (goods)	604 kg	820 kg
Drawbar load max.	50 kg	75 kg
Tyres		
Standard	155/80 R13	155/80 R13
	on rim 4-5Jx13 ET30	on rim 4-5Jx13 ET30

HM - Ways to install the stand rails

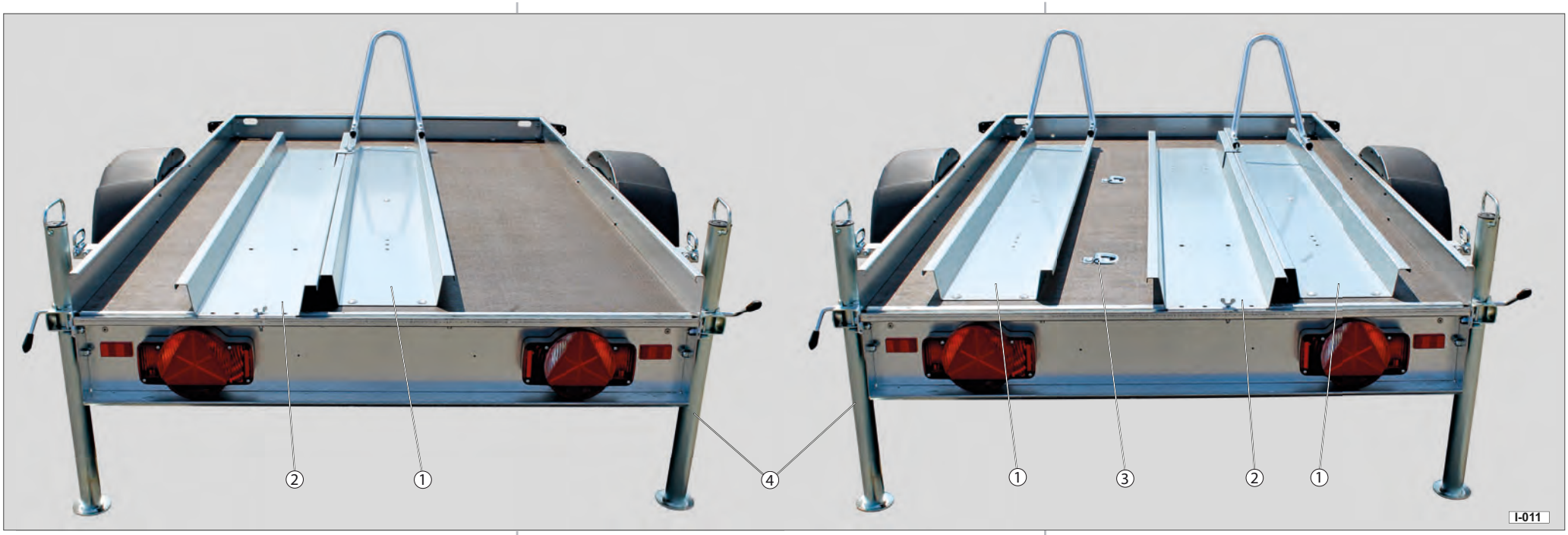


Fig. 2 Rear view HM

1 Stand rail
2 Loading ramp, fastened
3 Tie-down rings (tie-down force = max. 200 daN)
4 Prop stands (optional)

Installation instructions

Installation of the stand rails depends on the respective transport situation: 1 or 2 motorcycles and size of the motorcycles to be transported.

– 1 stand rail in middle for 1 motorcycle
– 2 stand rails right / left for 2 smaller motorcycles
– 2 additional tie-down rings to securely tie down 2 motorcycles

The stand rails may only be installed by people with specialist mechanical knowledge and who can handle tools safely!

Before positioning the drill holes on the cargo bed, check that no components such as electric cables, drawbars, etc. can be damaged underneath the cargo bed!

Pay attention to installation instructions for stand rails!

The position of the stand rails (Fig. 2 /1) must ensure that the loading ramp (Fig. 2 /2) can be attached at the rear in one of the 4 drill holes.

Make sure that the load is evenly distributed!

If necessary, the positioning of the stand rails may have to be adjusted to the size of the motorcycles to be transported.

HM 2018 (m/c transporter)

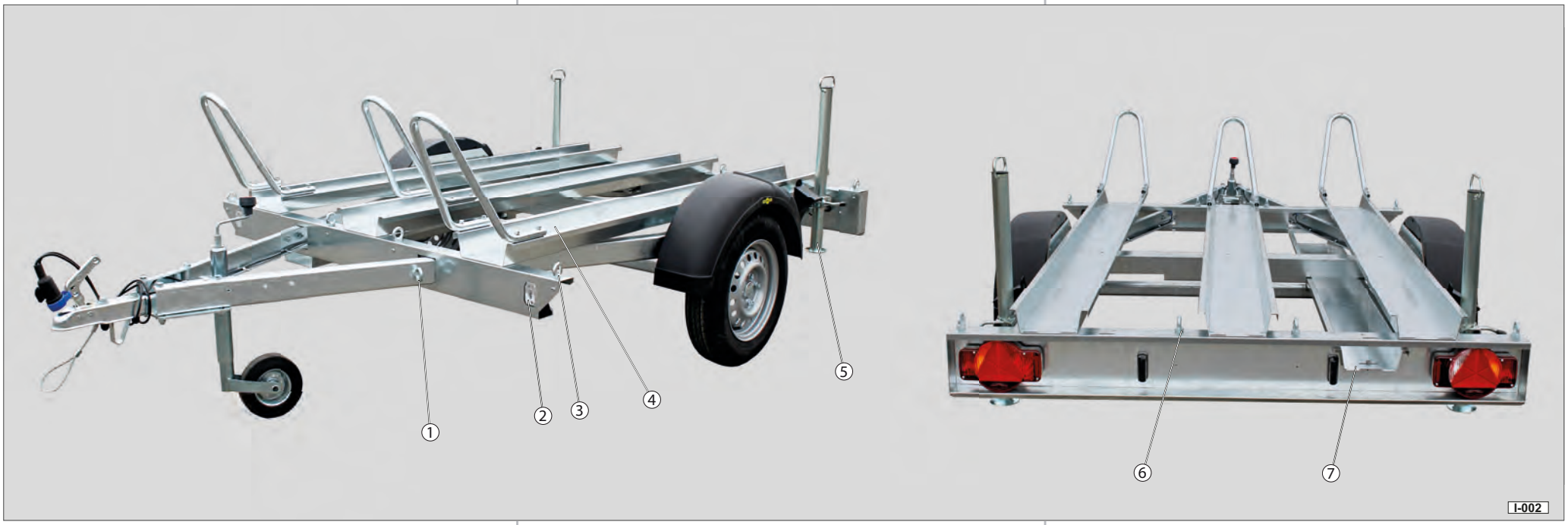


Fig. 3 General view HM m/c transporter

1 V drawbar with tie-down rings (right / left)
2 Position lamps, integrated
3 End plate with 4 tie-down rings
4 3 Stand rails with brackets, adjustable
5 Prop stands
6 Underride protection with 4 tie-down rings
7 Loading ramp

As standard, the HM 2018 has 3 stand rails and an integrated loading ramp made of sheet steel for transporting a maximum of 3 motorcycles.

The HM is equipped with a total of 10 tie-down rings.
In addition to that, the HM has 2 prop stands at the rear.
The HM does not have a floor panel.

The HM is available in 2 different models.

	unbraked	braked
Weights	HM752113	HM102113
Gross (permitted GW)	750 kg	1000 kg
Net (empty)	180 kg	211 kg
Load capacity (goods)	570 kg	789 kg
Drawbar load max.	50 kg	75 kg
Tyres		
Standard	145/80 R13	155/80 R13
	on rim 4-5Jx13 ET30	on rim 4-5Jx13 ET30

KFT (small vehicle transporter)

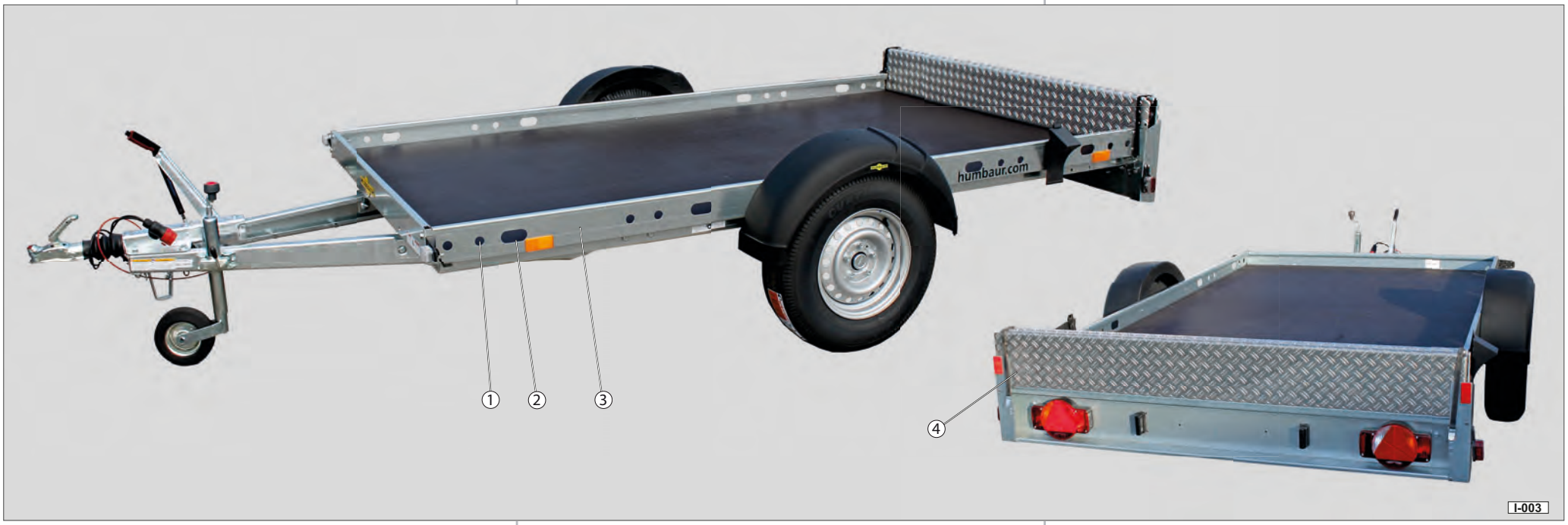


Fig. 4 General view KFT

1 Drill hole for wheel stop
2 Tie-down rings / slot
3 Steel skirt (150 mm)
4 Loading ramps

The KFT is equipped with 2 loading ramps as standard, which are transported at the rear.

In its side steel skirts, the KFT has integrated slots for tying down the goods.
The KFT can be fitted with a wheel stop and a cable winch frame as an option.

A frame with a tarpaulin cover can be installed if required.

The floor panel made of laminated wood (18 mm) makes it possible to transport other cargo.

The KFT can be fitted with a chequered aluminium floor as an option.

The KFT is available in 2 different models.

	unbraked	braked
Weights	KFT 1300	KFT 1500
Gross (permitted GW)	1300 kg	1500 kg
Net (empty)	319 kg	330 kg
Load capacity (goods)	981 kg	1170 kg
Drawbar load max.	100 kg	100 kg
Tyres		
Standard	195/65 R15	185 R14C
	on rim 4,5J-6J x 15 ET30	on rim 5J-6J x 14 ET30

Aluminium chequer plate

Fig. 5 instead of a wooden floor

Prop stands

Fig. 7 Installed at rear right / left

Cable winch

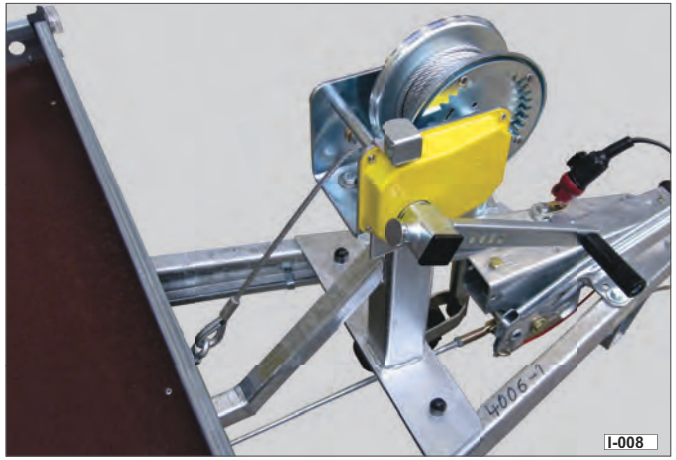


Fig. 9 Positioned on the middle of the drawbar

Tie-down rings (400 daN)

Fig. 6 recessed in the floor (hollow pocket)

Wheel stop

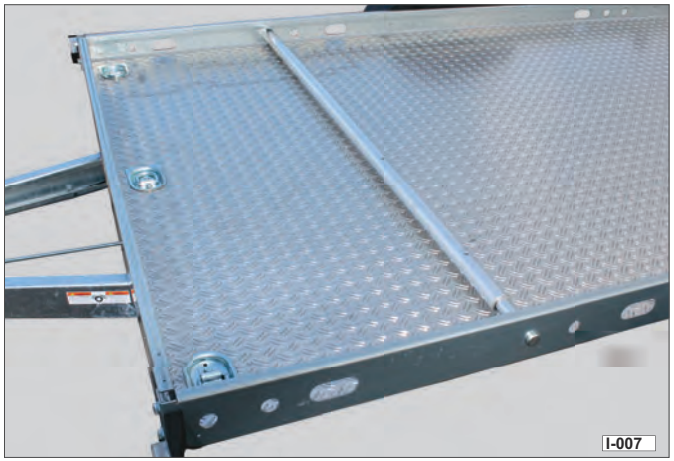


Fig. 8 as wheel stop for small vehicles

Motorcycle stand (KFT)

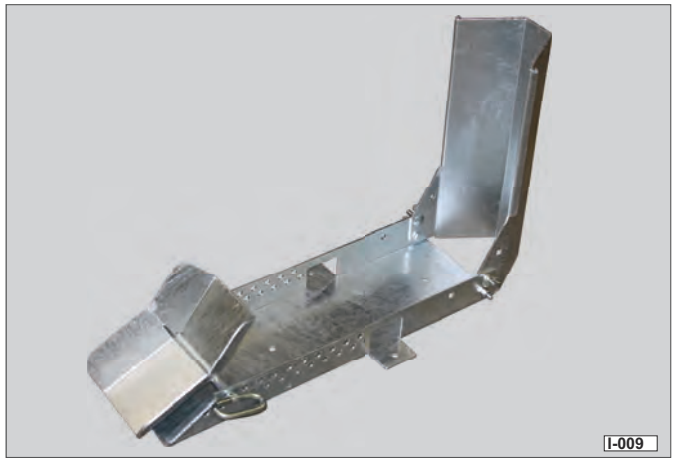


Fig. 10 With rocker to secure motorcycle

3 Operation

Safety when loading / unloading a motorcycle

The load capacity of the loading ramp is not automatically identical to the maximum load capacity of the trailer.

Motorcycles may only be loaded / unloaded when the trailer is coupled to the towing vehicle.

Load the trailer on a level, firm surface - where possible not on a slope. The trailer may not be loaded standing at right angles to the slope!

Heavy motorcycles must be loaded / unloaded with the help of a second person. Observe the maximum load-bearing capacity of the loading ramps.

Fig. 1 Walking on the loading ramp

1 Loading ramp
2 Prop stands

Fig. 2 Correct load distribution

DANGER

Driving onto loading ramp while sitting on motorcycle

When driving on, you could lose your balance and fall over. Risk of being crushed by falling motorcycle.

▶ Push the motorcycle onto trailer on foot - not sitting on it.

WARNING

Driving up the loading ramp

The loading ramp could be deformed and cause the trailer to become unstable. The motorcycle could fall / tip over / suddenly start moving and crush or hit people.

▶ Always couple the trailer to the vehicle and stabilize the rear end using supports.

▶ Before driving on the loading ramp, ensure that it is secured properly to prevent them from slipping off.

CAUTION

Walking on wet, icy or dirty loading ramp

Risk of slipping / falling over.

▶ Use .

▶ Check the loading ramp is not slippery due ice formation or dirt.

▶ If necessary, clean the loading ramp prior to use.

WARNING

One-sided loading on outer stand rail

One-sided loading with only one motorcycle on the outer stand rail can cause the trailer to tip over while driving - risk of accident!

▶ Distribute the load evenly - load distribution see page 17.

Loading motorcycle (HM 2018)

Fig. 3 Loading a motorcycle

1 Loading ramp
2 Prop stands

WARNING

Loss of stability / risk of tipping over

If you walk / drive onto a trailer that is not supported at the rear, the trailer may become unstable and tip over.

- ▶ Support the trailer at the rear when loading or unloading.
- ▶ Never walk onto an unstable trailer.

The motorcycle needs to be positioned with the front wheel in the direction of the towing vehicle.

- ▶ Position the loading ramp (Fig. 3 /1) in the middle or to the side - pay attention to the load distribution.
- ▶ Drive the front wheel (Fig. 4 /2) into the stand bracket (Fig. 4 /1) until the tyre is all touching it and the handlebars can no longer be moved.
- ▶ Tie down the motorcycle at the front tie-down points - see page 18.
- ▶ Tie down the motorcycle at the rear tie-down points - see page 18.
- ▶ Tighten the lashing straps until the motorcycle suspension compresses - however not until it reaches the end stop.
  Make sure that the belts are evenly tensioned.

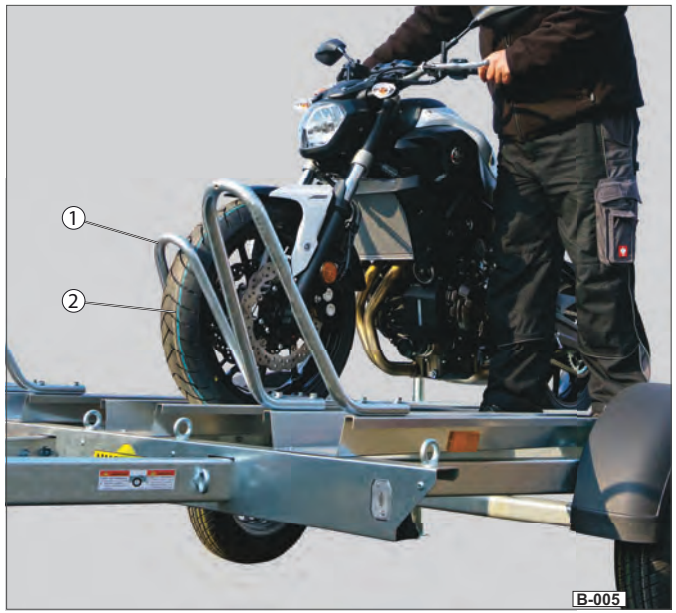


Fig. 4 Attaching the front wheel

1 Stand bracket
2 Front wheel

Recommendation:
The motorcycle can also be braked using brake lever locking straps - this will secure your motorcycle against suddenly rolling as you set off.

Unloading motorcycle

Fig. 5 Unloading motorcycle

Fig. 6 Unloading with 2 people

WARNING

Unloading motorcycle

You could fall over when climbing onto the chassis. You could trip over lashing straps lying around.

- ▶ Do not step onto mudguards, drawbar frame - use the loading ramp to climb on.
- ▶ Stow away loose lashing straps - do not put them down in your working area.

When transporting 3 motorcycles, the motorcycles positioned at the sides need to be unloaded first.

- ▶ Release the rear lashing straps.
- ▶ Release the front lashing straps - secure the motorcycle against falling over.
- ▶ Unload the motorcycle - hold the handlebars and roll it off the trailer while applying the brakes.

Heavy motorcycles must be loaded / unloaded with the help of a second person. Observe the maximum load-bearing capacity of the loading ramps.

Load distribution

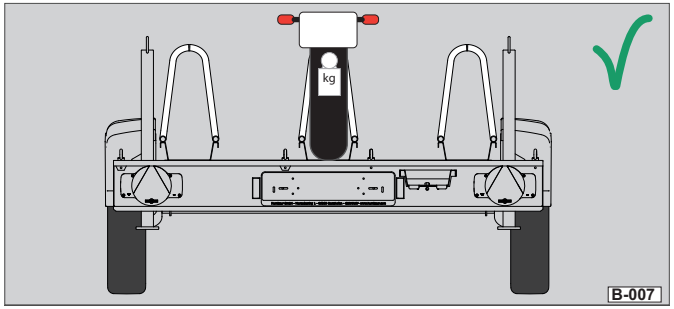


Fig. 7 Correct distribution: 1 Motorcycle in middle

– Optimal load distribution - no risk of swerving.

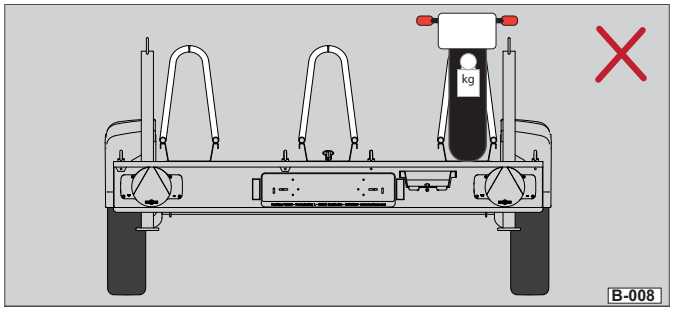


Fig. 8 Incorrect distribution: 1 Motorcycle at side

– One-sided load - risk of serving very high.

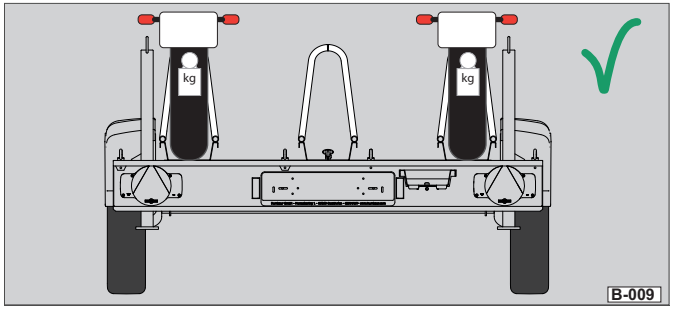


Fig. 9 Correct distribution: 2 Motorcycles at sides

– Even load distribution - optimal driving conditions.

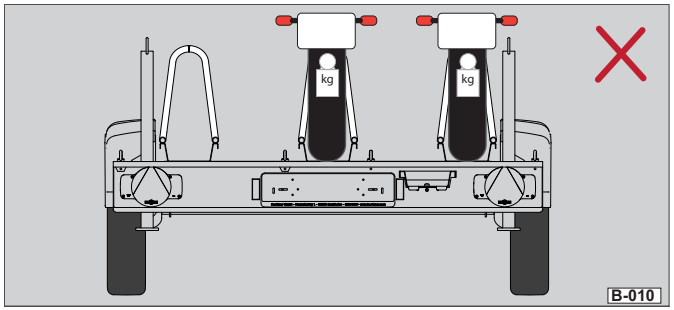


Fig. 10 Incorrect distribution: 2 Motorcycles at one side

– One-sided wheel load - poor driving conditions.

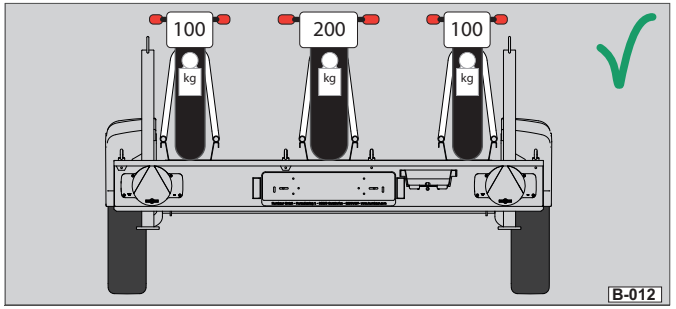


Fig. 11 Correct distribution: heaviest motorcycle in the middle

– Even load distribution.

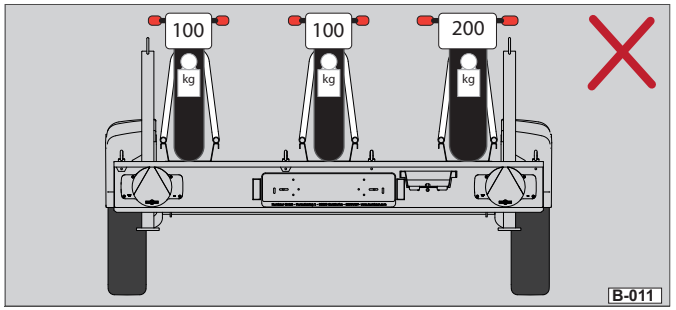


Fig. 12 Incorrect distribution: heaviest motorcycle at one side

– Uneven load distribution.

Safety elements (HM 2018)

Fig. 13 Front lashing points

1 Tie-down rings on frame (4 x)
2 Tie-down rings on drawbar (2 x)

Fig. 14 Rear lashing points

1 Tie-down rings on frame (4 x)

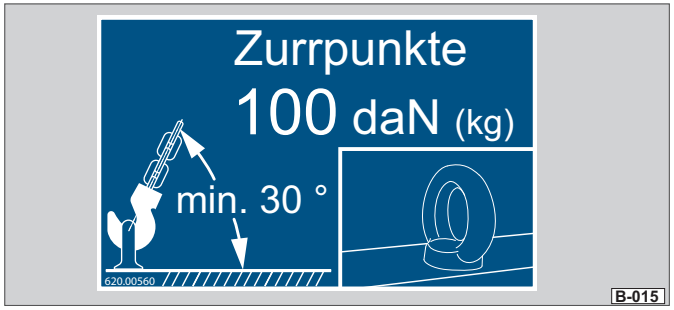


Fig. 15 Tie-down force information

– Lashing points can take load up to 100 daN (kg).

Lashing at front

Fig. 16 Motorcycles secured at the front

1 Lashing strap
2 Tie-down rings on drawbar
3 Tie-down rings on frame

The motorcycle needs to be directly tied to the frame of the trailer.

Lashing it diagonally allows lateral forces to be absorbed.

The lashing straps need to form a triangle of forces and need to be positioned so that at least one is with and one is against the direction of travel.

▶ Tie down the middle motorcycle to the tie-down rings on the drawbar (Fig. 16 /2).
▶ Tie down the side motorcycles to the tie-down rings on the frame (Fig. 16 /3).

Rear tie-down points

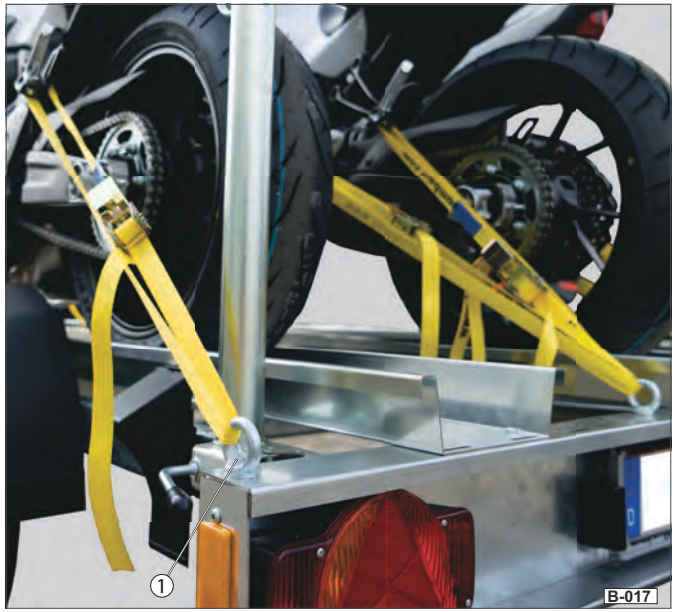


Fig. 17 Motorcycles secured at the rear

1 Tie-down rings on frame, outer edge
2 Tie-down rings on frame, middle

Tighten the lashing straps until the motorcycle suspension compresses - however not until it reaches the end stop.
Make sure that the belts are evenly tensioned.

▶ Tie down the middle motorcycle to the 2 tie-down rings in the middle (Fig. 17 /2).
▶ Tie down the side motorcycles to the tie-down rings on the outer edge (Fig. 17 /1).

Safety elements (HM)

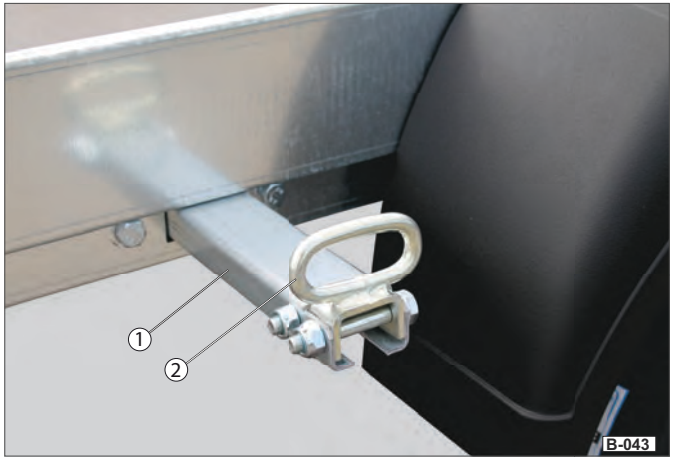


Fig. 18 Rear lashing points

1 Crossbars on frame
2 Tie-down rings, screwed on

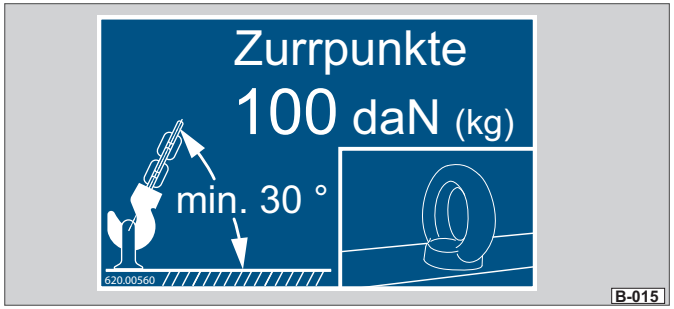


Fig. 19 Tie-down force information

– Lashing points can take load up to 100 daN (kg).

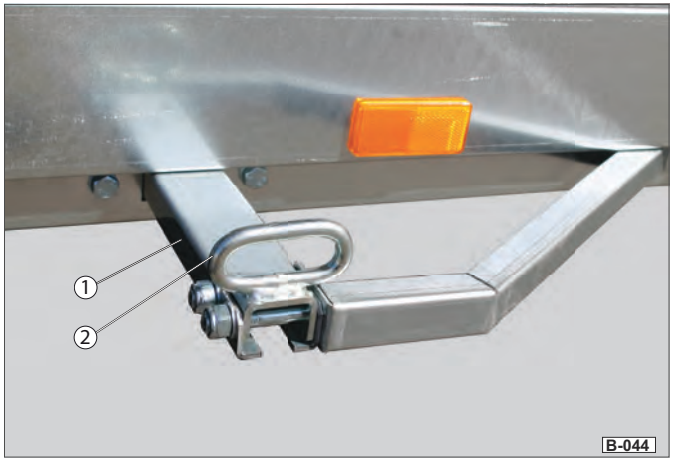


Fig. 20 Front lashing points

1 Crossbars on frame
2 Tie-down rings, screwed on

The motorcycles need to be securely tied to the tie-down rings on the outer edge!

Use suitable tie-down equipment

e.g. Humbaur lashing strap set

 # 753.00002

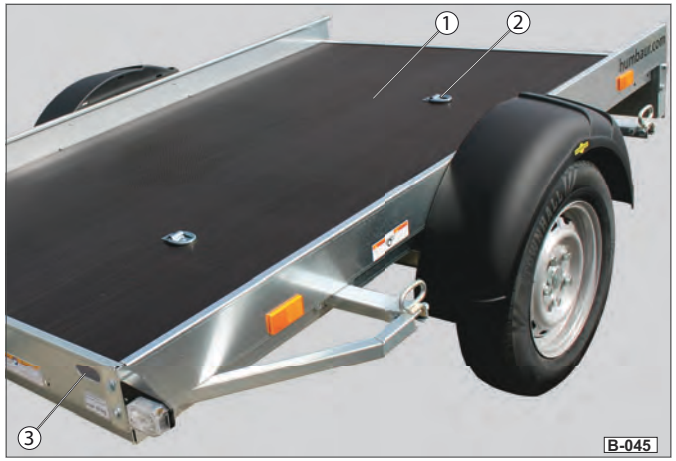


Fig. 21 Tie-down points on the cargo bed (optional)

1 Cargo bed
2 Tie-down rings, screwed on
3 Tie-down slot

To securely tie down 2 motorcycles, additional tie-down rings (Fig. 21 /2) need to be installed on the cargo bed - see installation instructions.

The front tie-down slots (Fig. 21 /3) can also be used to tie down cargo.

Motorcycle transport HM (2018)

Fig. 22 Example: Transport of 3 motorcycles

Please note:

– Motorcycles have a high centre of gravity, particularly with a full tank. This means that the trailer tends to swerve when cornering.

– Driving across a slope with a high centre of gravity is particularly dangerous - risk of tipping over!

▶ Before driving off, make sure that the drawbar load and the load capacity are not exceeded.

▶ Check that there are no loose objects on the motorcycles / trailer before driving off.

▶ Check that the stands are raised and secured.

▶ Check that the loading ramp is positioned in the chassis and is secured.

▶ Before setting off and during breaks, check that the lashing on the motorcycles still has enough tension - if necessary re-tighten the lashing straps.

Small vehicle transporter

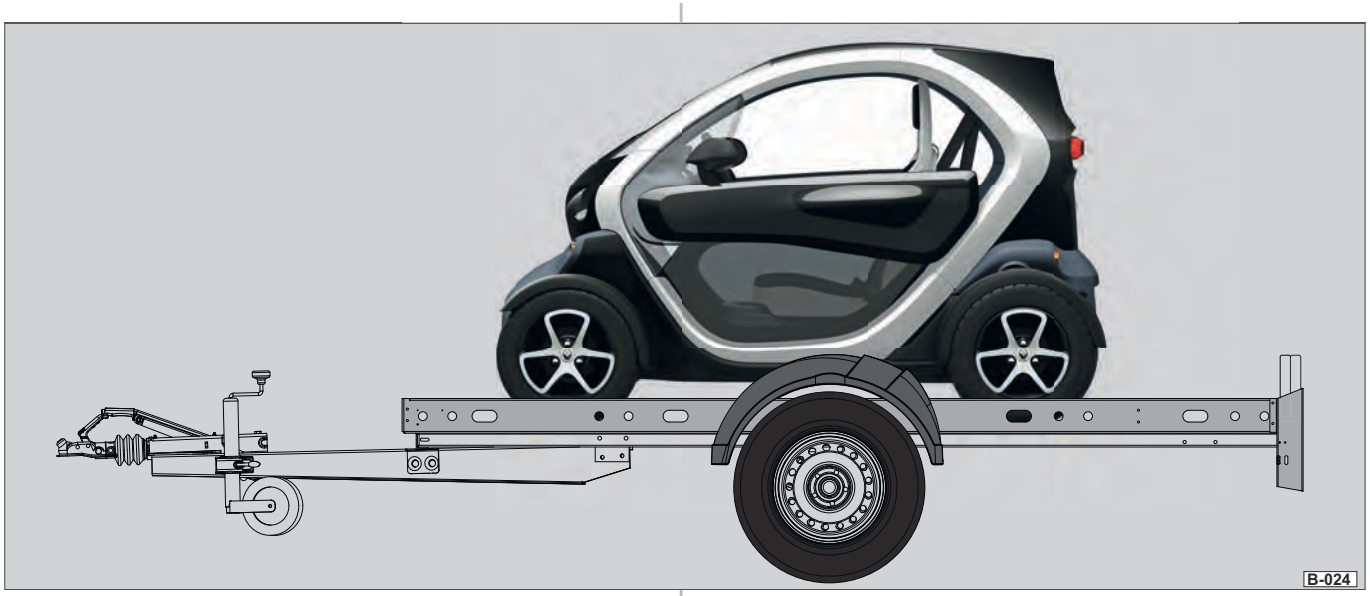


Fig. 23 Example small vehicle

Fig. 24 Example Quad / ATV

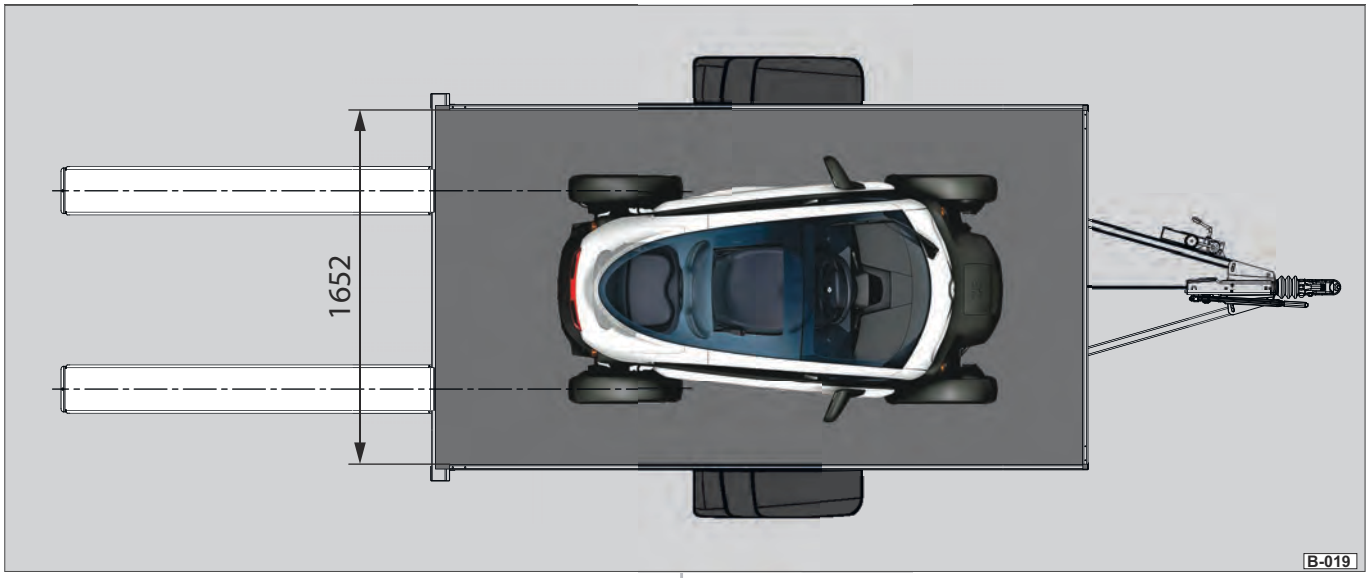


Fig. 25 Cargo bed inner width

The inner width of the cargo bed is 1652 mm. The width of the small vehicle should not exceed 1550 mm.

The user must ensure that the small vehicle is securely tied down.

WARNING

Driving on the loading ramps

The loading ramps could be deformed and cause the trailer to become unstable. The loaded vehicle could fall / tip over / suddenly start moving and crush or hit people.

- ▶ Always couple the trailer to the vehicle and stabilize the rear end using supports.
- ▶ Before driving on the loading ramps, ensure that they are secured properly to prevent them from slipping off.
- ▶ Do not drive over the loading ramps with a pallet loader or a mobile lifting platform - their small wheels exert a high point load.
- ▶ Do not drive over the loading ramps with track vehicles (steel tracks) and road rollers - they could destroy the material.
- ▶ If the driver does not have visual contact with the wheels: Enlist the help of a second person before driving on the loading ramps. Supervision / instruction from a second person recommended.

Loading a small vehicle (KFT)

Fig. 26 Distance: Tyres - steel skirt

1 Steel skirt

NOTICE

Vehicle to be loaded is too wide

The tyres / rims could be damaged.

▶ When driving the vehicle to be loaded up the ramps, please ensure that there is enough distance to the side steel skirt.

Load and unload the vehicle slowly! Drive onto the trailer at max. 0.3 m / sec. Avoid driving at speed and braking as these generate vibrations and drastically increase the stresses on the trailer components.

Fig. 27 Loading a small vehicle

Before loading, ascertain the centre of gravity of the small vehicle - position of engine (front or back respectively). The vehicle to be loaded should be positioned with the motor facing forwards (at the front).

▶ Check and ensure that the weight of the vehicle to be loaded does not exceed the maximum load capacity of the trailer.

▶ When getting out of the loaded vehicle, make sure that the doors do not hit the mudguards.

▶ Do not jump straight out of the loaded vehicle - risk of falling!
Leave your vehicle carefully - do not tread on the mudguards.

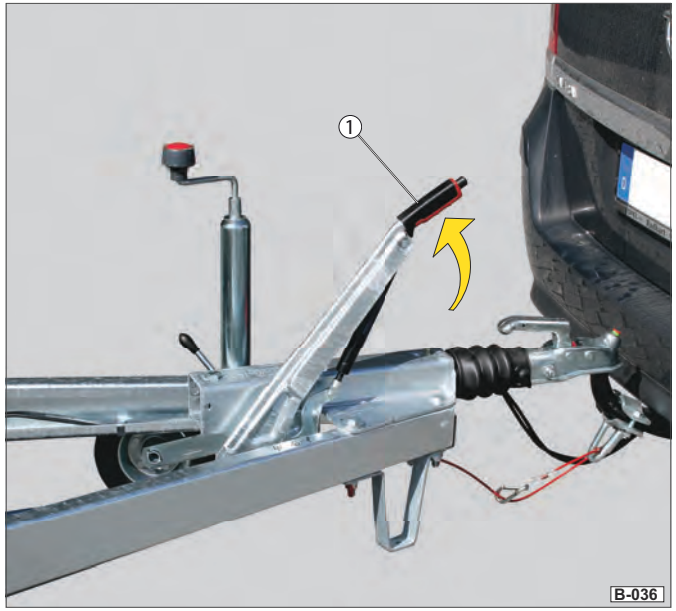


Fig. 28 Hand brake engaged

1 Hand brake lever

To prevent the trailer rolling away while loading / unloading, the handbrake on the towing vehicle and, if applicable, on the trailer, should be engaged.

▶ Pull the hand brake lever (Fig. 28 /1) right up.

Driving on the loading ramps

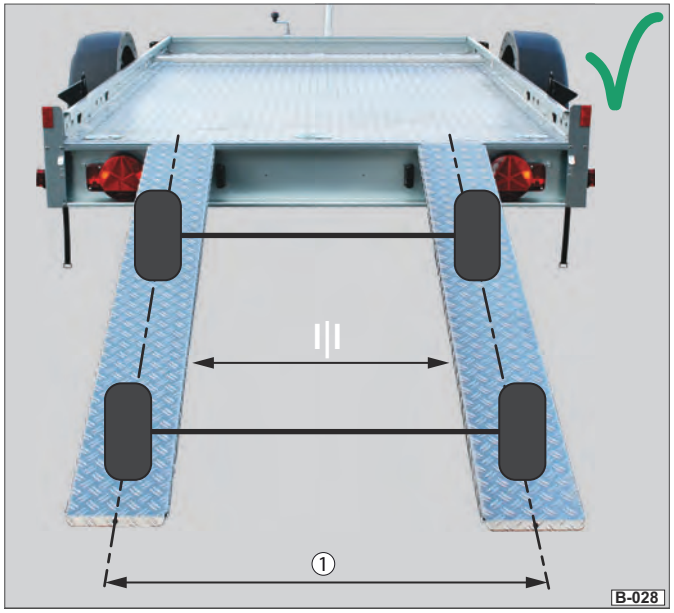


Fig. 29 Loading ramps positioned parallel

1 Track width of vehicle to be loaded

- ▶ Position the loading ramps straight and parallel to one another according to the track width of the loaded vehicle.
- ▶ Make sure that the wheels of the loaded vehicle are centred on the loading ramps.

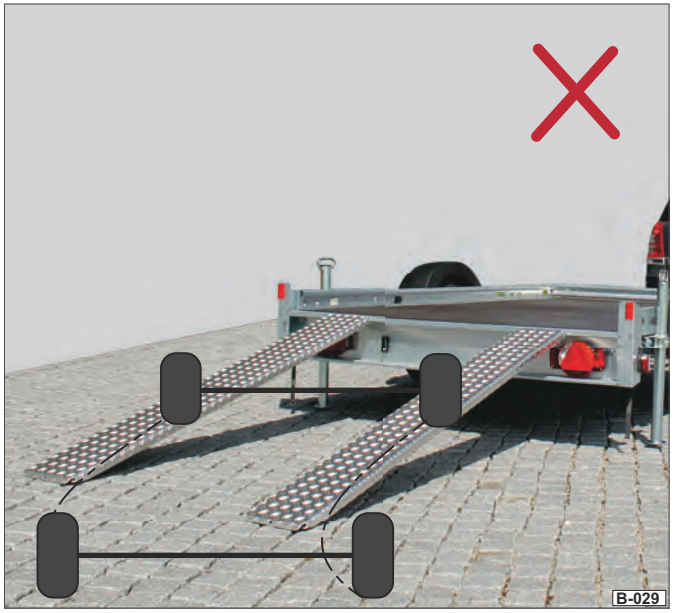


Fig. 30 Negative example: Driving on from an angle

⚠ WARNING

Driving on loading ramps at an angle / not in centre

The loaded vehicle could slide off the loading ramps - risk of being crushed!

- ▶ Make sure there is enough free space to drive on in a straight line, reposition the trailer if necessary.

- ▶ Drive up the loading ramps in a straight line - not at an angle from the side.

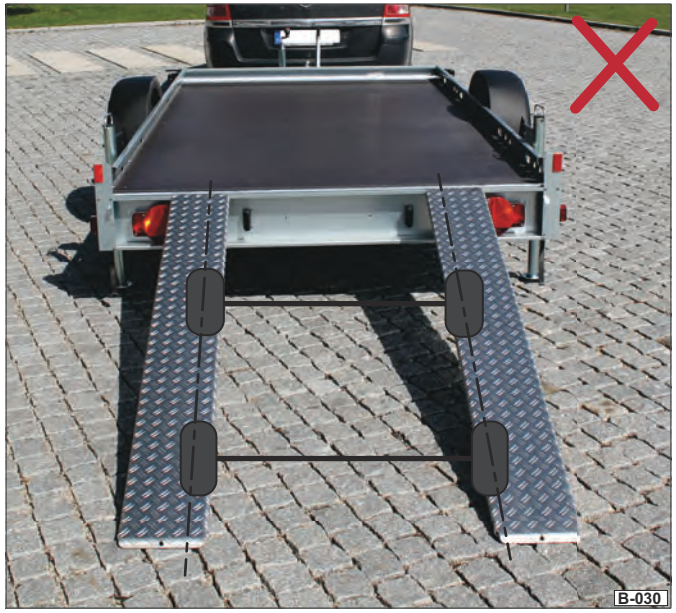


Fig. 31 Negative example: Driving on not in centred

- ▶ Drive up the loading ramps centrally. All wheels on the loaded vehicle should be positioned centrally on both loading ramps.
- ▶ If necessary, adjust the position of the loading ramps to the required track width.

Transport options

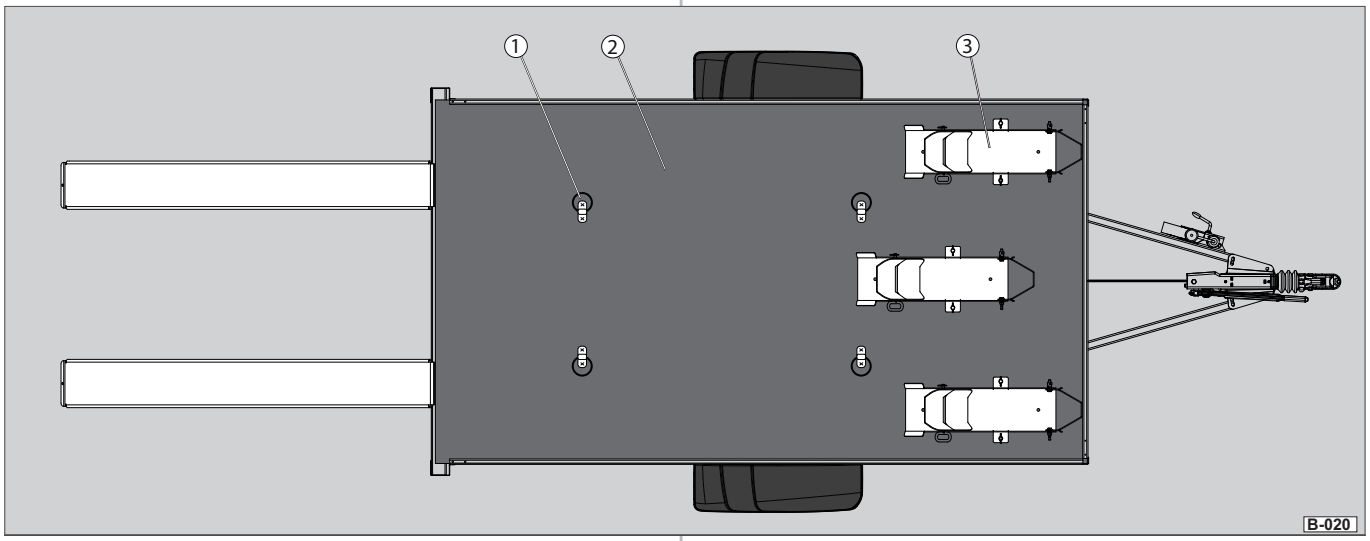


Fig. 32 Example: Optional equipment for transporting motorcycles

1 Tie-down ring
2 Cargo bed
3 Motorcycle stand

Fig. 33 Example: Motorcycle positioned in motorcycle stand

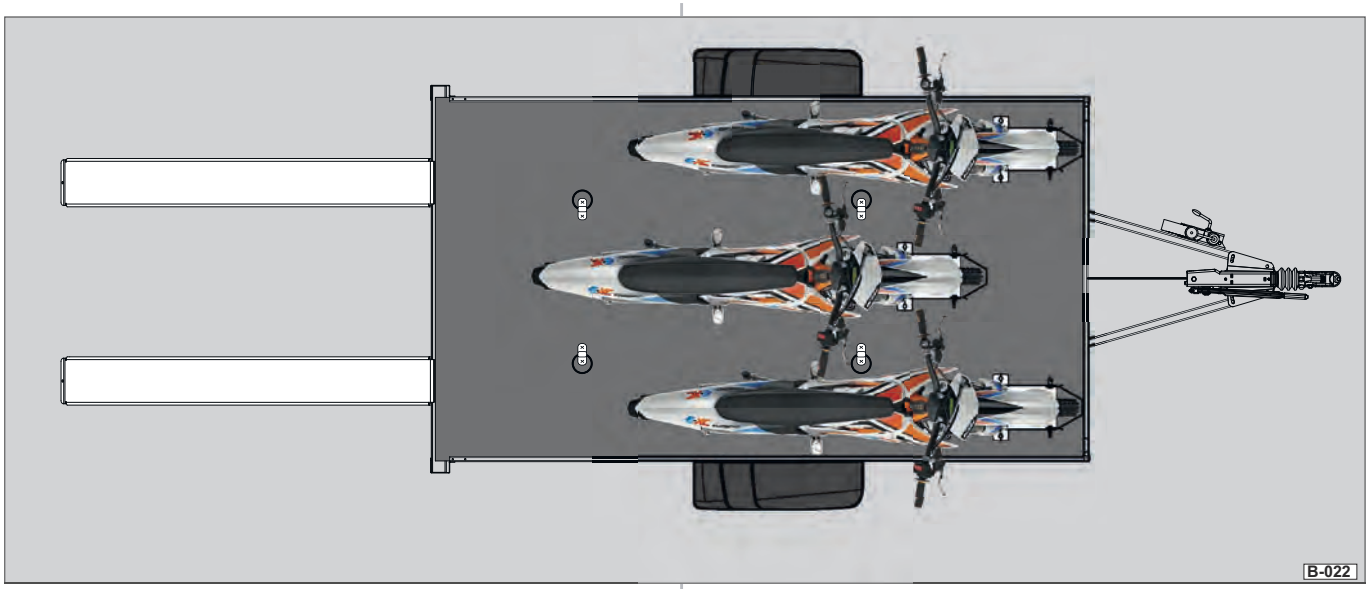


Fig. 34 Example: loaded with 3 narrow motorcycles

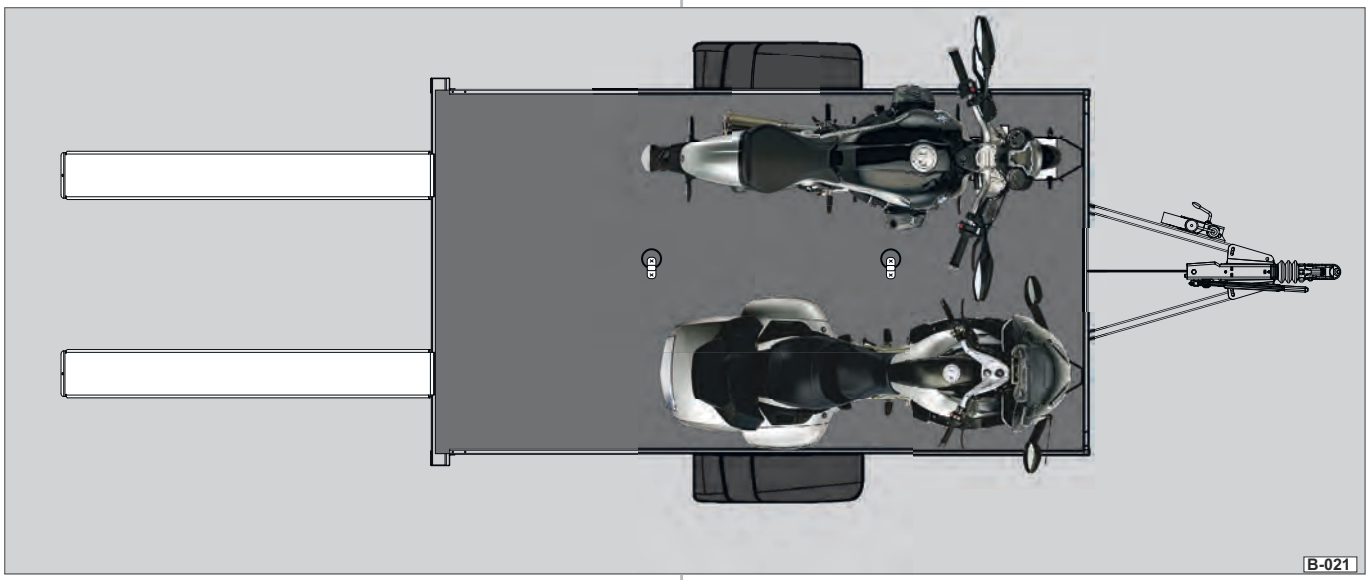


Fig. 35 Example: loaded with 2 wide motorcycles

Loading a motorcycle (KFT)

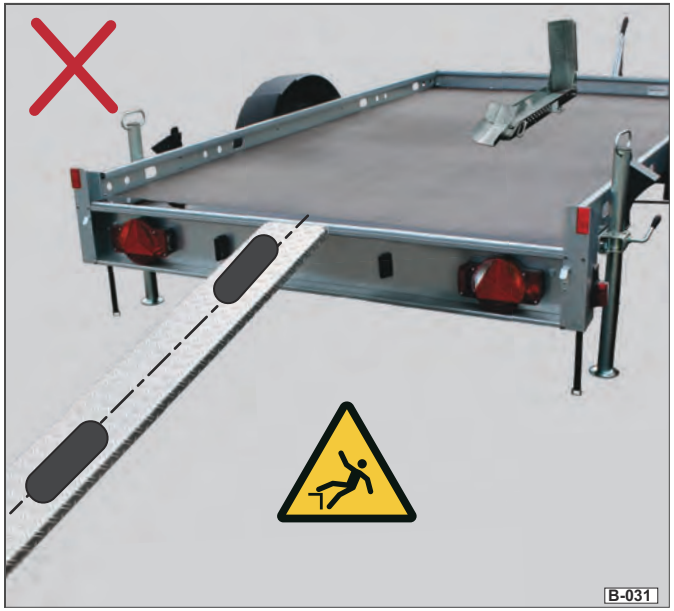


Fig. 36 Negative example: Pushing on a motorcycle

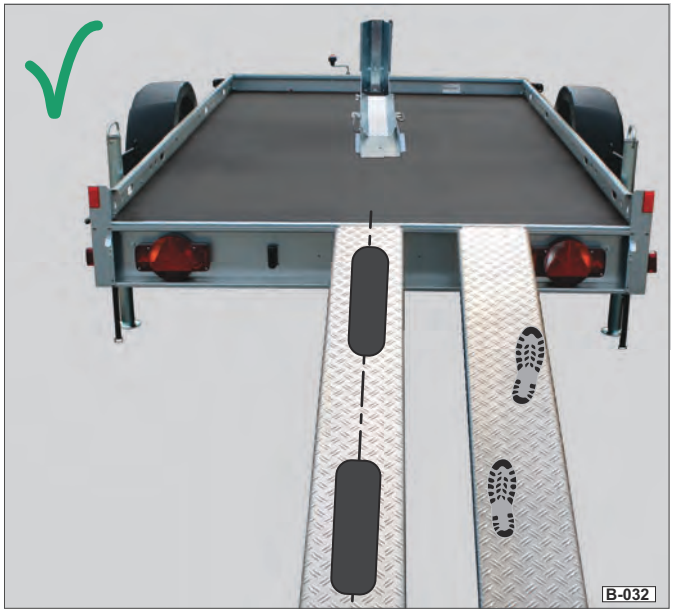


Fig. 37 Pushing on a motorcycle safely

WARNING

Loading / unloading a motorcycle with just one loading ramp

The motorcycle could slip off the unguided loading ramp and could fall over - risk of falling!

▶ When pushing a motorcycle onto the cargo bed or when climbing onto it, use the second loading ramp.

The loading ramps do not have an edge to guide the wheels.

▶ Position the second loading ramp beside the first one. Adjust the distance between the ramps according to the size of the motorcycle!

▶ Guide the motorcycle safely up the ramp - walk up the adjacent rail in parallel.

Securing / tying down the motorcycle

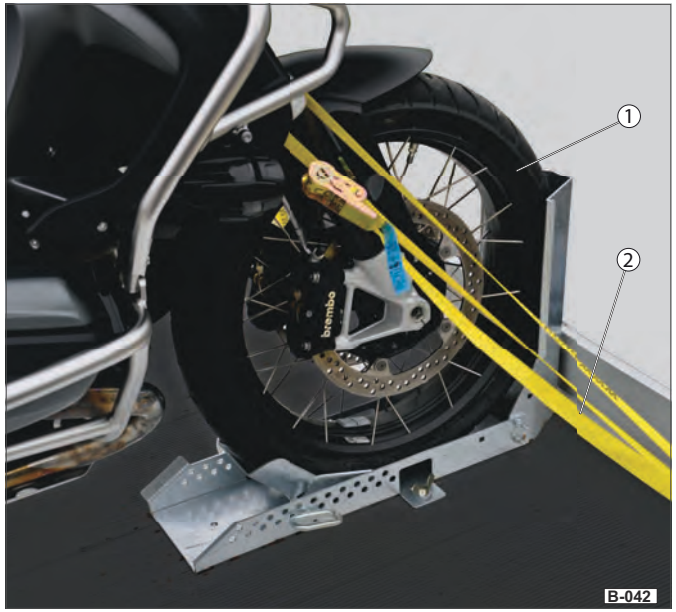


Fig. 38 Example: Motorcycle positioned in motorcycle stand

1 Front wheel, fastened
2 Tie-down materials

▶ Push the front wheel (Fig. 38 /1) of the motorcycle until it reaches the end stop in the motorcycle stand.

▶ Tie down the motorcycle securely - use suitable lashing equipment (Fig. 38 /2).

e.g. Humbaur lashing strap set

 # 753.00002

Tie-down rings (KFT)

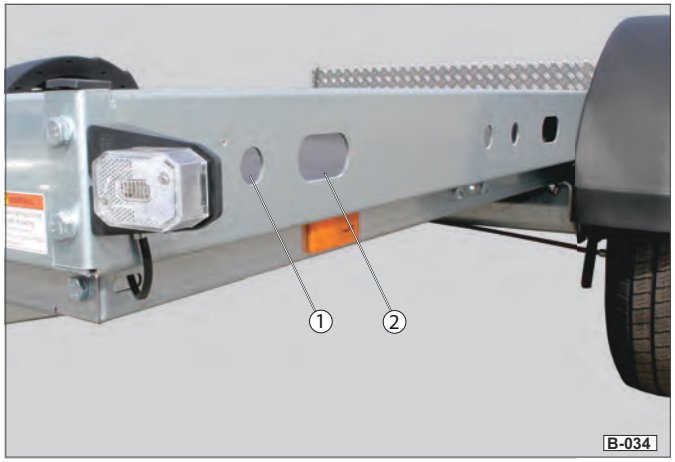


Fig. 39 Tie-down rings in steel skirt at front

1 Round hole (wheel stop)
2 Tie-down ring (slot)

The KFT trailer has tie-down rings at the sides on the steel skirts at the front (Fig. 39 /2) and the rear (Fig. 40 /1) and round holes (Fig. 39 /1, Fig. 40 /2) for wheel stops.

– Tie-down rings 2 each at front / back
– Round rings 4 each at front / back

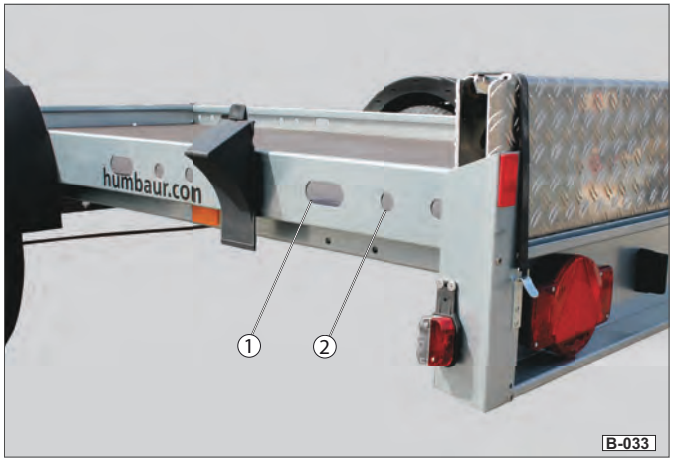


Fig. 40 Tie-down rings in steel skirt at back

1 Tie-down ring (slot)
2 Round hole (wheel stop)

The round holes for wheel stops must not be used to tie-down the load!

NOTICE

Wrapping lashing straps around tie-down rings

The sharp edges could damage the lashing straps causing them to tear.

The tie-down force / tension would no longer be ensured!

▶ Only fasten the lashing straps to the tie-down rings using a steel hook (single / double).

▶ The steel hook can be fastened from the inside or outside - however its tip must not be taking the weight.

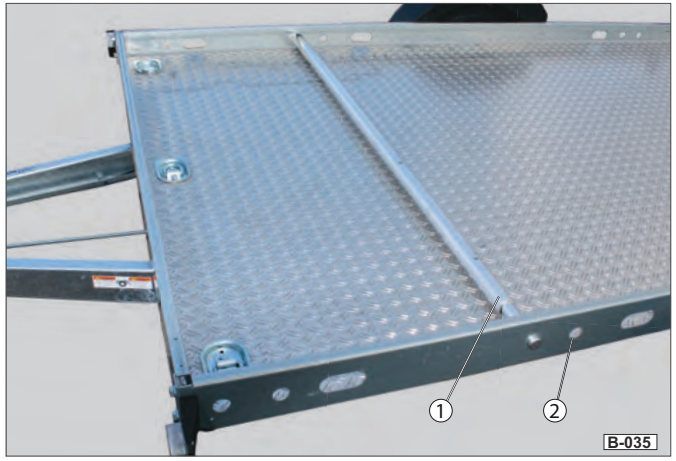


Fig. 41 Wheel stop (optional)

1 Wheel stop
2 Round hole

The wheel stop is used to stop the wheel when loading small vehicles. The wheel stop must not be used to tie-down the load!

– The wheel stop can be positioned at the front and the rear.

Tie-down materials

Fig. 42 Humbaur “Car-Lashing Set“

 # 753.00001

The driver / loader is responsible for securely tying down the small vehicle!

The vehicle may only be tied down by a trained user.

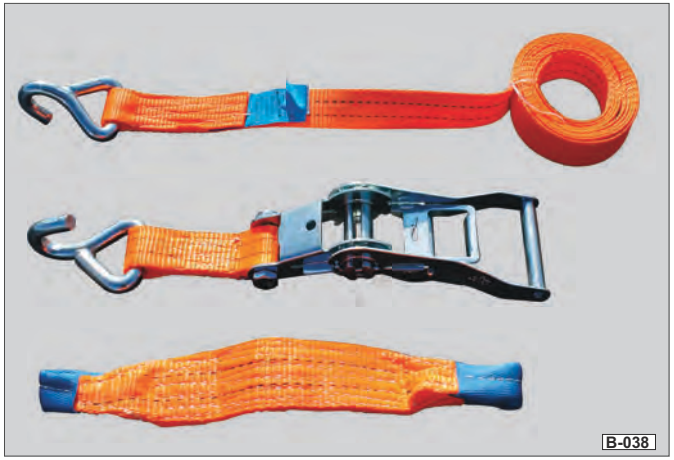


Fig. 43 Lashing strap individual parts

- 3 part

Only suitable lashing equipment may be used for tying down small vehicles by the wheels!

Informationsblatt

TRAILER POOL

Vor dem Transport der Fahrzeuge sollten folgende Dinge sichergestellt werden:

- Fenster, Türen, Schiebedächer, Motorhauben sowie Kofferdeckel müssen geschlossen sein
- Scheibenwischer müssen auf Nullstellung gebracht werden und alle elektrischen Verbraucher ausgeschaltet sein
- Fahrzeuge müssen durch Einlegen des 1. Gangs und Vollanziehen der Handbremse gesichert werden
- Automatikfahrzeuge müssen durch die „P“-Stellung und Vollanziehen der Handbremse gesichert werden
- Zündschlüssel muss aus dem Zündschloss entfernt werden
- das Fahrzeug muss verschlossen sein

Anlegen der Zurrgurte

1. Den ersten Haken in das Fahrbahnelement (oder Lochreling, wenn diese geprüft und zulässig ist) einhaken.
2. Dann den Gurt hinter die obere Hälfte des Rads führen und den Verbindungsgurt vorne über die Felge anlegen.
3. Den zweiten Haken ebenso in das Fahrbahnelement einhaken und den Gurt vor dem Festziehen nochmals auf den richtigen Sitz überprüfen.
Gurt straff ziehen und Ratsche fest verzurren!

Diese Schritte wenden Sie an allen Rädern an
Wenn vorhanden, legen Sie an die Vorderräder zusätzlich einen Radanschlag an.

Bitte beachten Sie noch folgende Gebrauchshinweise:
- zulässige Zugkraft beachten
- Zurrgurte nicht verknoten oder verdrehen
- eingerissene oder zerschnittene Zurrgurte nicht benutzen
- Gurtband vor Säuren schützen
- Zurrgurte nur für gegebene Fahrzeuge / PKW verwenden

Die Verwendung von Zurrgurte, ist nur von geschulten Anwendern vorzunehmen.

Frielitz Fahrzeugbau und Zubehör GmbH

Fig. 44 Information sheet from manufacturer

▶ Pay attention to the enclosed information sheet from the manufacturer.

▶ Make sure that the small vehicle is correctly tied down before driving off.

Position the wheel stops

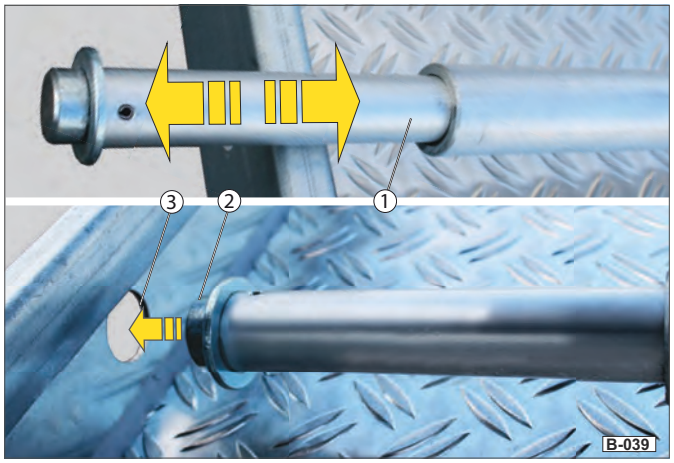


Fig. 45 Using wheel stops

1 sprung side, narrow
2 Lug
3 Holes in steel skirt

CAUTION

Operate the wheel stops

You could crush your fingers between the frame and the cargo bed.

▶ Use  .

▶ When inserting, hold the frame with both hands.

▶ Push the pin (Fig. 45 /2) of the sprung side (Fig. 45 /1) into the holes in the steel skirt (Fig. 45 /3).

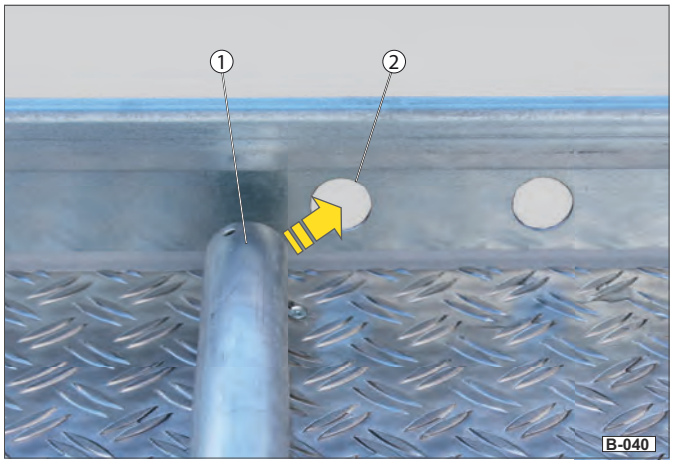


Fig. 46 Attaching wheel stops

1 Pin, fixed side
2 Holes (on opposite side)

▶ Press the wheel stop against the steel skirt and insert the pin on the fixed side (Fig. 46 /1) into the opposite hole (Fig. 46 /2).

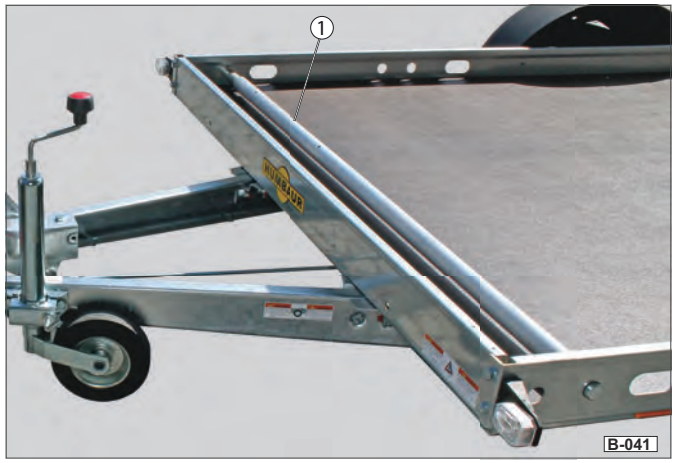


Fig. 47 Wheel stop, in position

1 Wheel stop, fastened

▶ Position the wheel stop (Fig. 47 /1) in accordance with the size of the small vehicle - insert in the appropriate hole.

4 Chassis

HM

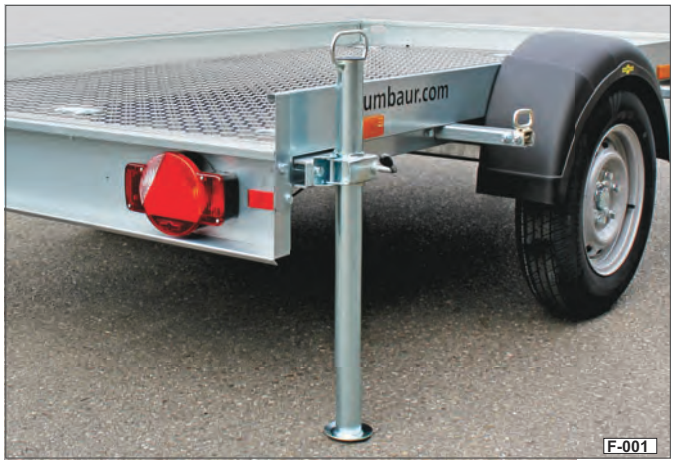


Fig. 1 Prop stands in support position

Fig. 2 Prop stands in driving position

Safety information / maintenance of prop stands can be found in the operating instruction manual part 1 - General.

HM 2018

Fig. 3 Prop stands in support position

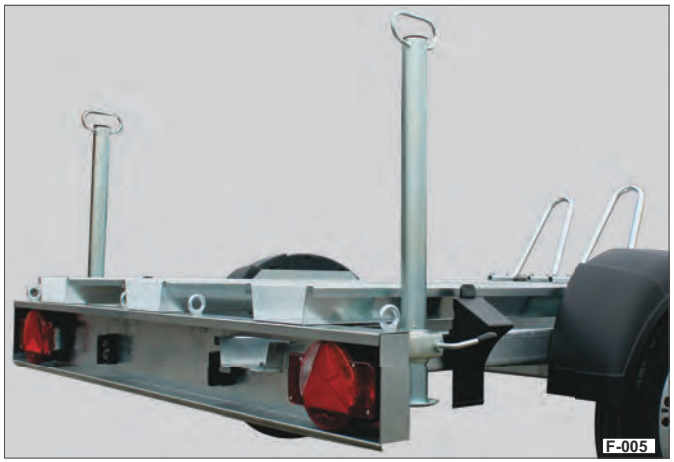


Fig. 4 Prop stands in driving position

KFT

Fig. 5 Prop stands in support position

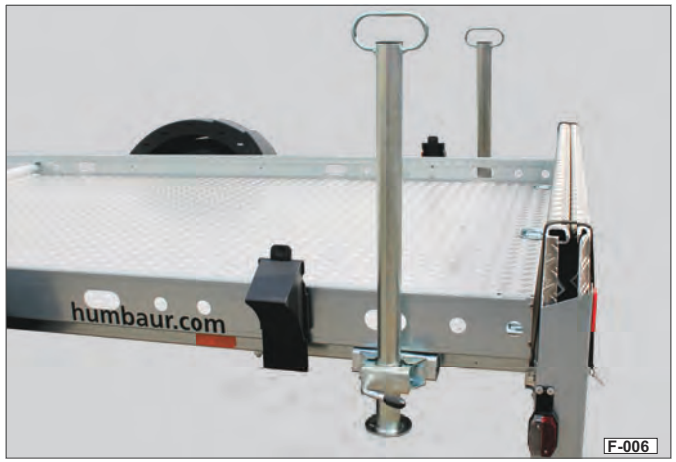


Fig. 6 Prop stands in driving position

Operating prop stands

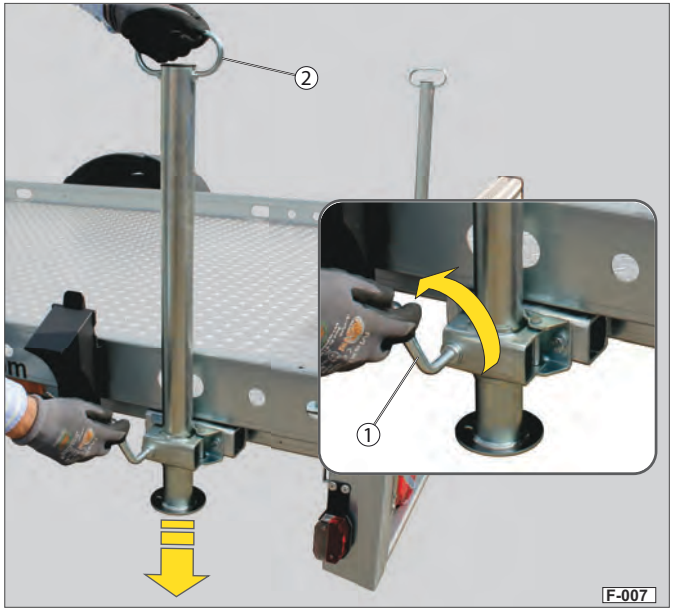


Fig. 7 Undoing prop stand

1 T-handle
2 Handle on prop stand

▶ Unscrew the T-handle (Fig. 7 /1).
▶ Hold the handle (Fig. 7 /2) of the prop stand tight.

The prop stands could be in the way when loading / unloading - e.g. protruding pedals on motorcycles!

▶ Before starting to load / unload, make sure that the prop stands are not in the way.

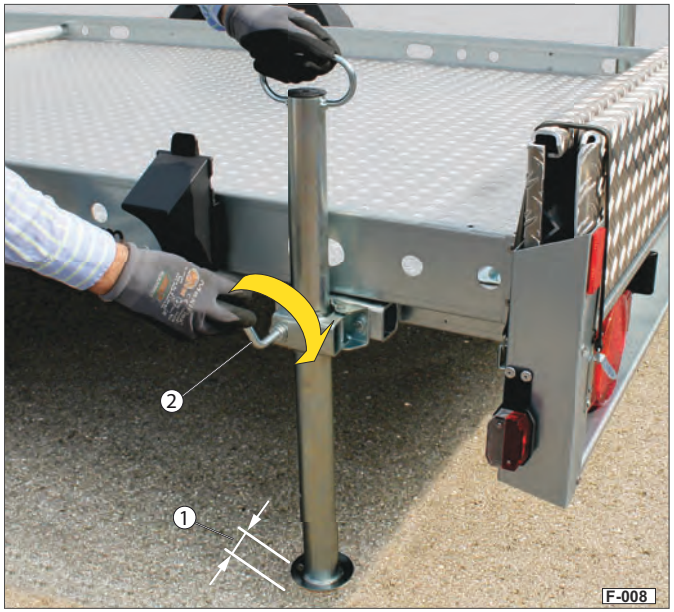


Fig. 8 Fastening prop stand

1 Distance approx. 4 - 6 cm (loading situation)
2 T-handle

▶ Lower the prop stands to the required height - make sure that a distance of approx. 4 - 6 cm from the floor is maintained when loading.
When unloading, the prop stands can be lowered all the way to the ground.
▶ Turn the T-handle (Fig. 8 /2) until it is tight.
▶ Check that both prop stands have been lowered to the same height.
The trailer is stabilised and you can now drive a vehicle onto it.

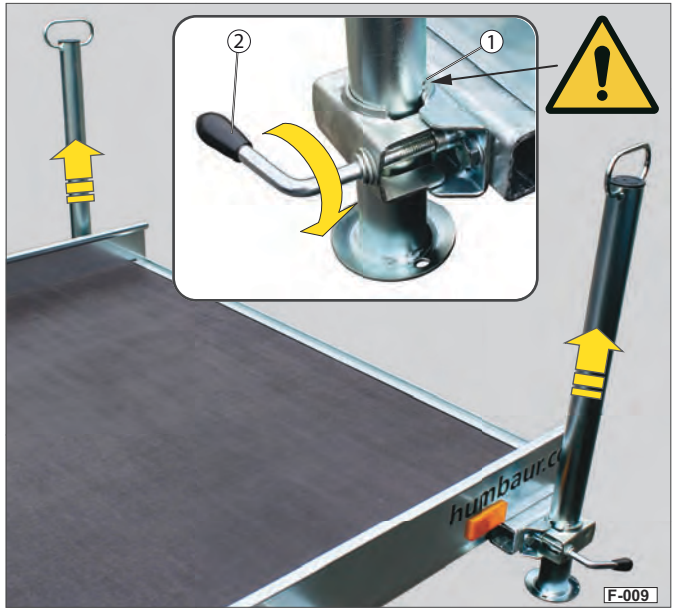


Fig. 9 Raising prop stand (driving position)

1 Welding point (for safety)
2 T-handle

▶ Unscrew the T-handle (Fig. 9 /2).
▶ Hold the handle and pull up the prop stand.
The weld spot (Fig. 9 /1) should be at the edge of the clamp.
▶ Turn the T-handle until it is tight.
The prop stands have been raised and clamped in place.

The goods may not be tied down / attached to the prop stands!

Loading ramp for HM 2018

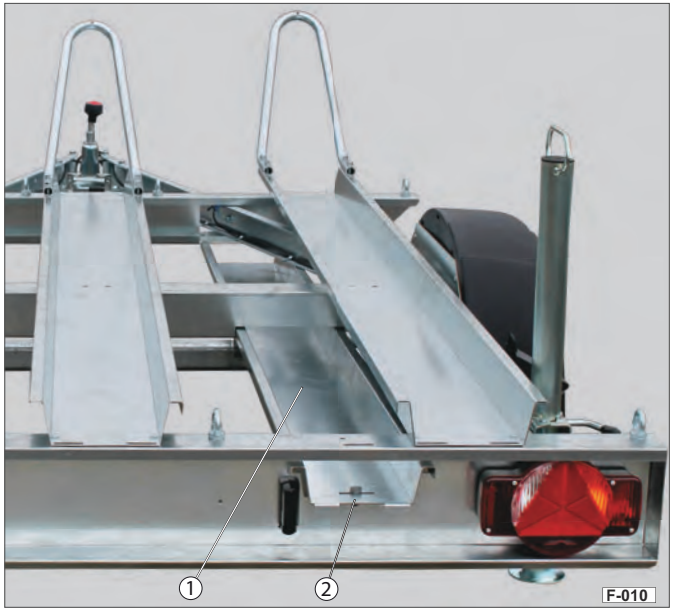


Fig. 10 Loading ramp in chassis (HM 2018)

1 Loading ramps secured
2 Lock, CLOSED

The loading ramp is used for loading / unloading two-wheel vehicles (motorcycles). The motorcycles can be safely guided up the loading ramp with side edges (trough).

The load capacity of the loading ramp is not automatically identical to the maximum load capacity of the trailer!

The loading ramp (Fig. 10 /1) is transported in the4 chassis. The loading ramp is secured with a lock (Fig. 10 /2) using a socket wrench.

Always wear gloves when handling the loading ramp!

Releasing the loading ramp

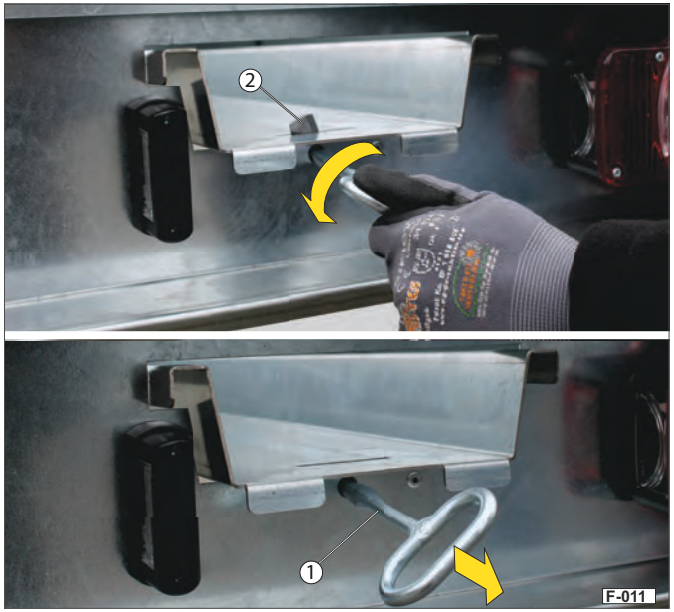


Fig. 11 Releasing the loading ramp

1 Socket wrench (square)
2 Latch

- ▶ Plug the socket wrench (Fig. 11 /1) into the square hole.
- ▶ Turn the socket wrench counter-clockwise by 90°.
  The lock will unlock the loading ramp.
- ▶ Remove the socket wrench.

Removing the loading ramp

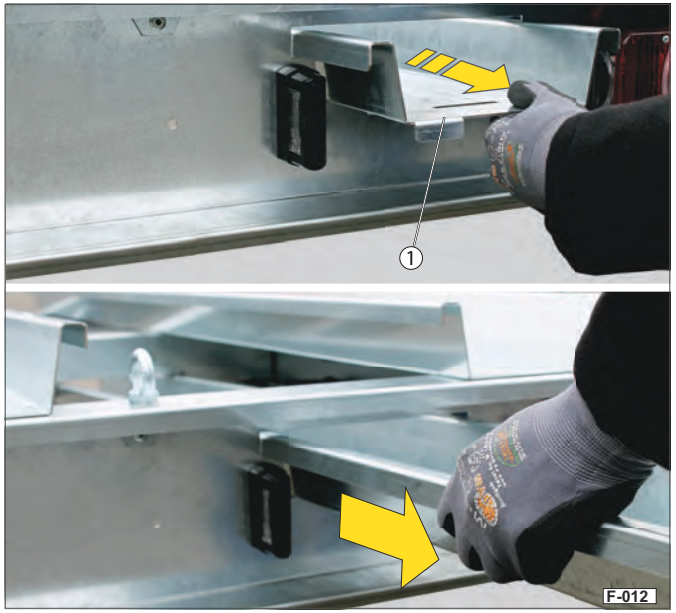


Fig. 12 Pulling out the loading ramp

1 Safety flap

- ▶ Grab the safety flap (Fig. 12 /1).
- ▶ Carefully pull the loading ramp all the way out of the chassis using both hands.

Positioning the loading ramp

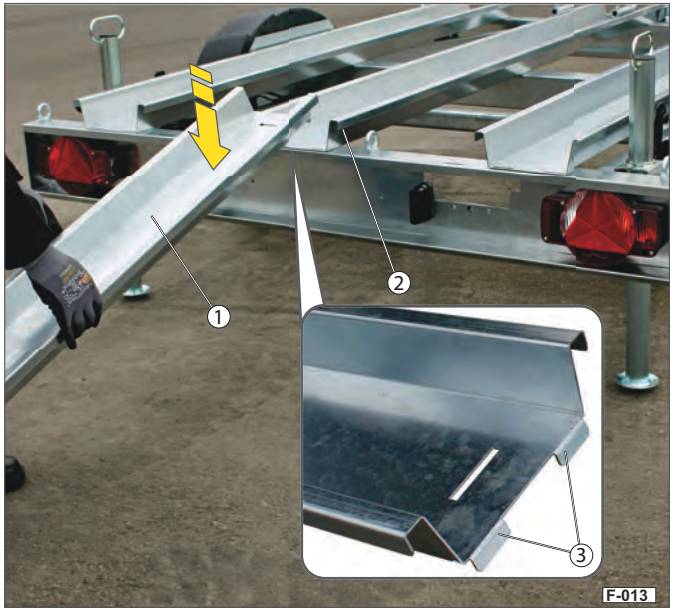


Fig. 13 Positioning the loading ramp

1 Loading ramp
2 Stand rail
3 Safety flap

WARNING

Unsecured loading ramp

The loading ramp could slide off the chassis / stand rail - risk of falling!

▶ Before loading/unloading, check that the loading ramp is secured to the stand rail.

▶ Turn the loading ramp (Fig. 13 /1) over so that the safety flaps (Fig. 13 /3) are pointing forwards.

▶ Position the loading ramp on the respective stand rail (Fig. 13 /2).

Securing the loading ramp

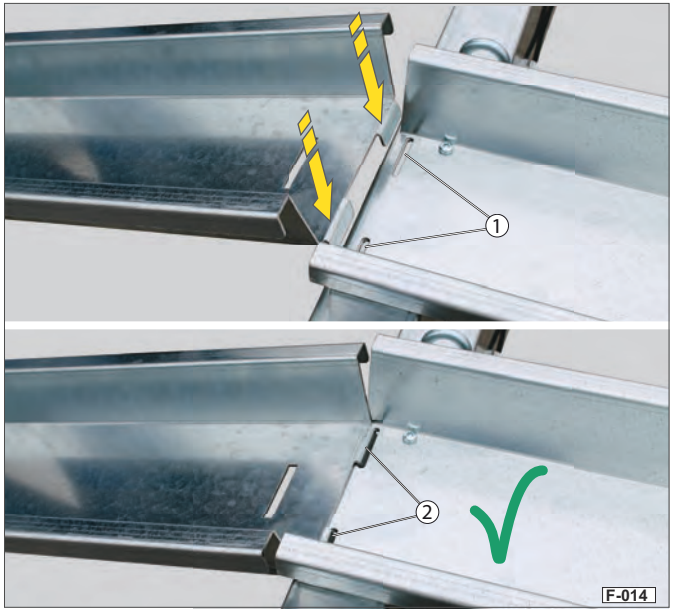


Fig. 14 Securing the loading ramp

1 Slots in the stand rail
2 Safety flap, engaged

▶ Hook the safety flaps (Fig. 14 /2) into the slots on the stand rail (Fig. 14 /1).

▶ Check that the loading ramp is securely fastened against sliding off.

The loading ramp is positioned in a line with the stand rail and secured against sliding off.

▶ Check that the loading ramp and stand rail are not dirty / slippery - clean before use if necessary.

A loading ramp with a deformed / distorted safety flap is to be replaced - it may no longer be used!

Using a loading ramp

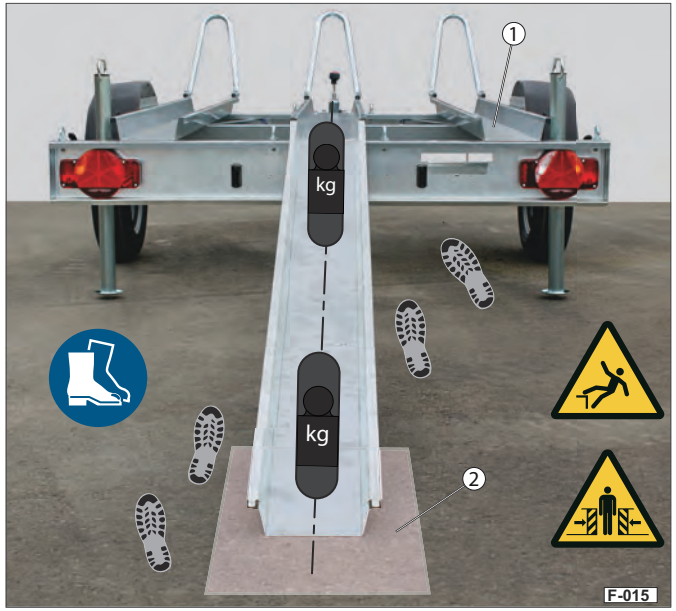


Fig. 15 Loading ramps positioned / secured

1 Stand rail at side
2 Base

The loading ramp may only be loaded with **max. 350 kg** gross weight distributed over 2 axles!

Heavy motorcycles must be loaded with the help of a second person!
1 person guides the handlebars of the motorcycle, second person pushes the motorcycle on from behind.

▶ Before using the loading ramp, make sure that it cannot sink into soft ground, e.g. (on sandy ground, a field, gravel, etc.) - if necessary lay a solid base (Fig. 15 /2) under the loading ramp.

▶ Take special care when climbing onto the trailer - use the side stand rails (Fig. 15 /1) to stand on.

Stowing away the loading ramps

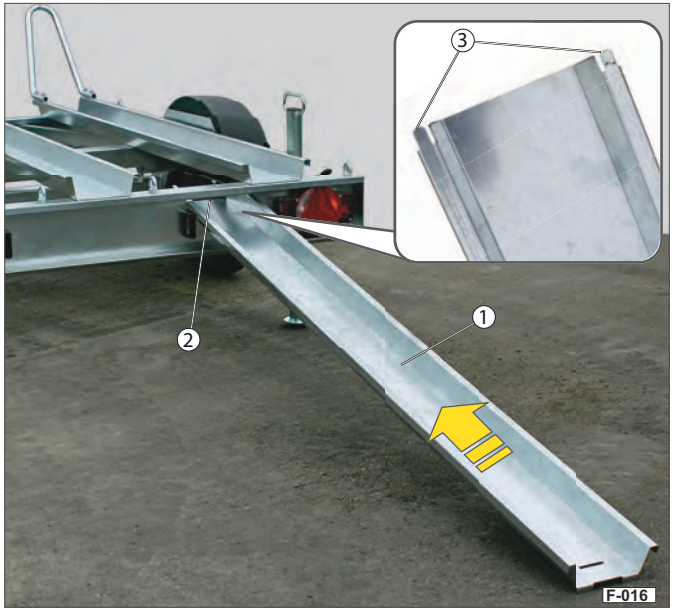


Fig. 16 Positioning the loading ramp

1 Loading ramp
2 Storage compartment in chassis
3 Lugs

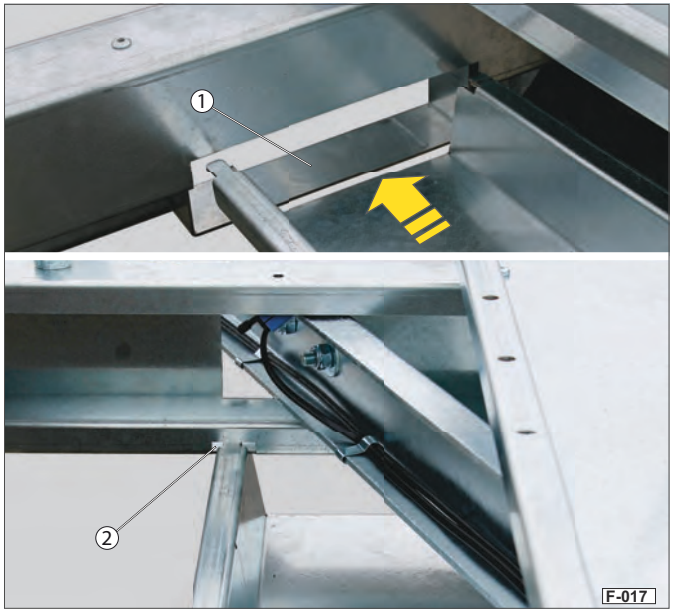


Fig. 17 Inserting the loading ramp

1 Retaining plate (in middle of chassis)
2 Slots on front

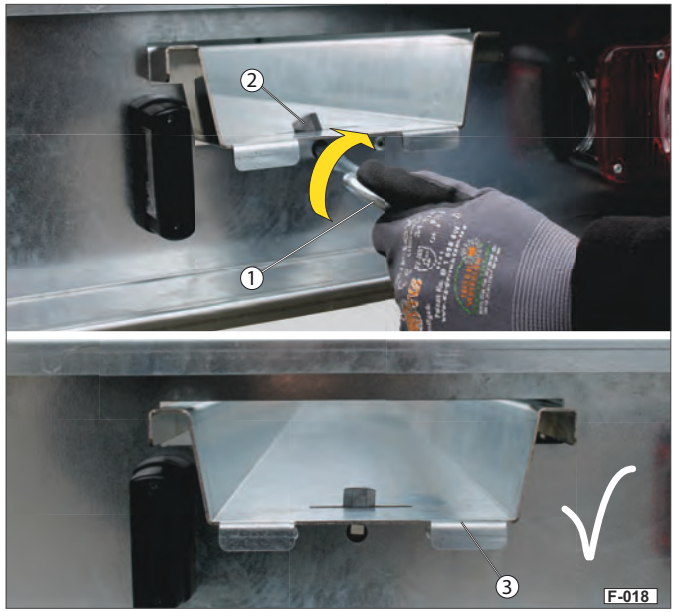


Fig. 18 Loading ramp secured (driving position)

1 Socket wrench (square)
2 Latch
3 Loading ramp, locked

⚠ WARNING

Driving with unsecured loading ramp

The loading ramp could open while driving – risk of accident!

▶ Before setting off, make sure that the loading ramp has been stowed away in the chassis and secured.

▶ Position the loading ramp (Fig. 16 /1) in the storage compartment (Fig. 16 /2) with the lugs (Fig. 16 /3) facing forwards.

▶ Lift the loading ramp with both hands.

▶ Push the loading ramp through the retaining plate (Fig. 17 /1) in the middle of the chassis.

▶ Push the loading ramp to the front end stop - make sure that the lugs insert into the slots (Fig. 17 /2).

▶ Plug the socket wrench (Fig. 18 /1) into the square hole.

▶ Turn the socket wrench clockwise by 90°.
The lock (Fig. 18 /2) will lock the loading ramp.

▶ Remove the socket wrench.

▶ Keep the socket wrench in a place where it won't get lost.
The loading ramp is stowed in the chassis and secured.

Loading ramp for HM

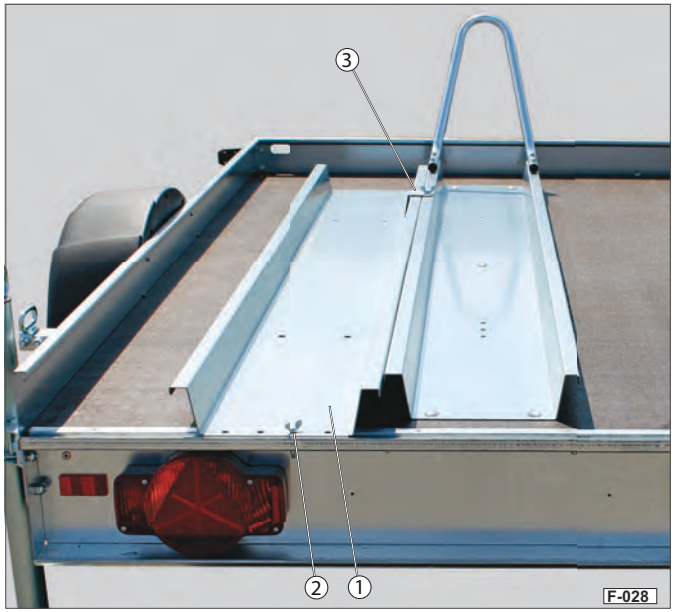


Fig. 19 Loading ramp on the cargo bed (HM)

1 Loading ramp, secured
2 Wing nut, at rear
3 Clamping bracket with wing nut

The loading ramp is used for loading / unloading two-wheel vehicles (motorcycles). The motorcycles can be safely guided up the loading ramp with side edges (trough).

The load capacity of the loading ramp is not automatically identical to the maximum load capacity of the trailer!

The loading ramp (Fig. 19 /1) is placed on the cargo bed and screwed into the frame at the rear using wing nuts (Fig. 19 /2). In addition to that, the loading ramp is clamped on the stand rail using clamping brackets (Fig. 19 /3).

Always wear gloves when handling the loading ramp!

Releasing the loading ramp

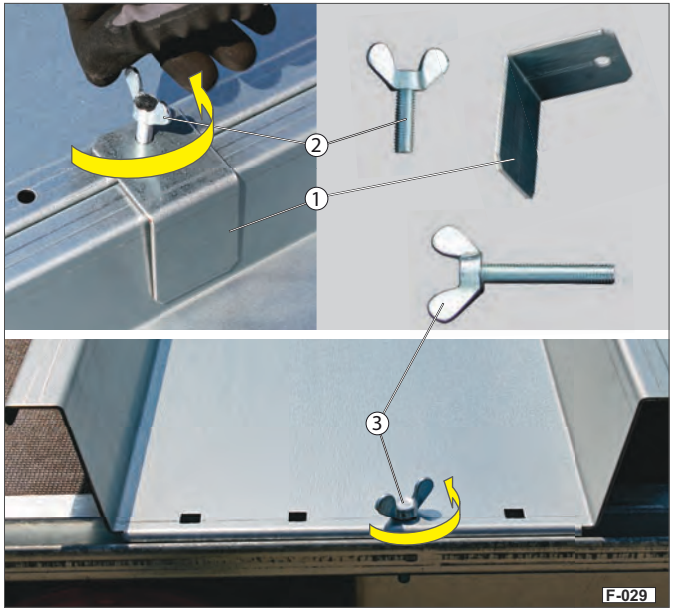


Fig. 20 Releasing the loading ramp

1 Clamping bracket
2 Wing screw (M8x25)
3 Wing screw (M6x40)

- ▶ Undo the wing screw (Fig. 20 /2) and remove the clamping bracket (Fig. 20 /1).
- ▶ Unscrew the wing screw (Fig. 20 /3) at the rear.
- ▶ Keep the securing elements in a place where they won't get lost.

  The loading ramp is released.

Positioning the loading ramp

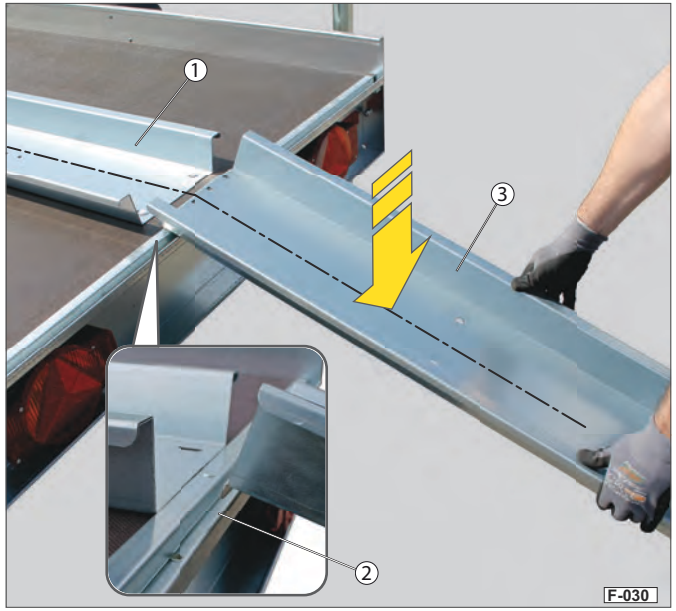


Fig. 21 Positioning the loading ramp

1 Stand rail
2 Clip-on groove
3 Loading ramp

WARNING

Unsecured loading ramp

The loading ramp could slide off the chassis - risk of falling!

- ▶ Before loading/unloading, check that the loading ramp is secured in the clip-on groove.

- ▶ Turn the loading ramp (Fig. 21 /3) over so that the edge folds are pointing forwards.
- ▶ Position the loading ramp in line with the stand rail (Fig. 21 /1).

Securing the loading ramp

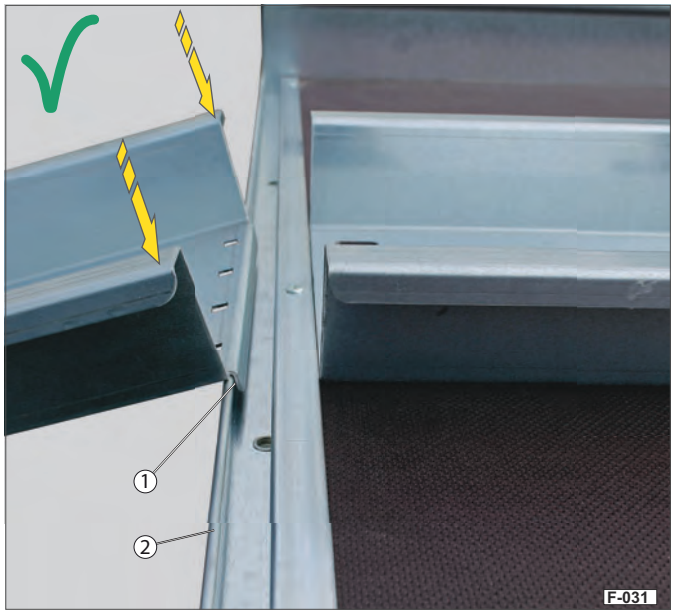


Fig. 22 Loading ramps secured

1 Edge folds loading ramp
2 Edge folds clip-on groove

▶ Hang the folded edge (Fig. 22 /1) of the loading ramp into the folded edge (Fig. 22 /2) of the clip-on groove.

▶ Check that the loading ramp lies flat and is securely hooked on against sliding off.

The loading ramp is positioned in a line with the stand rail and secured against sliding off.

▶ Check that the loading ramp and stand rail are not dirty / slippery - clean before use if necessary.

A loading ramp with a deformed / distorted folded edge is to be replaced - it may no longer be used!

Using a loading ramp

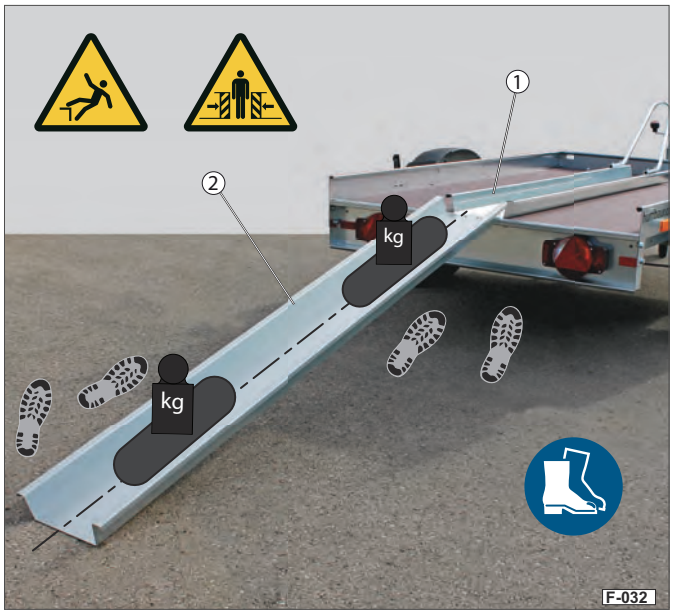


Fig. 23 Driving up the loading ramp

1 Stand rail, middle
2 Loading ramp

The loading ramp may only be loaded with **max. 350 kg** gross weight distributed over 2 axles!

Heavy motorcycles must be loaded with the help of a second person!
1 person guides the handlebars of the motorcycle, second person pushes the motorcycle on from behind.

▶ Before using the loading ramp, make sure that it cannot sink into soft ground, e.g. (on sandy ground, a field, gravel, etc.) - if necessary lay a solid base under the loading ramp.

▶ Climb carefully onto the cargo bed - hold on tight to the motorcycle.

Stowing away the loading ramps

Fig. 24 Loading ramps positioned

1 Loading ramp
2 Clip-on groove
3 Wing screw (M6x40)

▶ Position the loading ramp (Fig. 24 /1) on the cargo bed so that the folded edge points backwards (to rear).

▶ Insert the folded edge into the clip-on groove (Fig. 24 /2) so that the square hole matches up with the drill hole.

▶ Screw the wing screw (Fig. 24 /3) up tightly.

The loading ramp is attached at the rear.

Securing the loading ramp

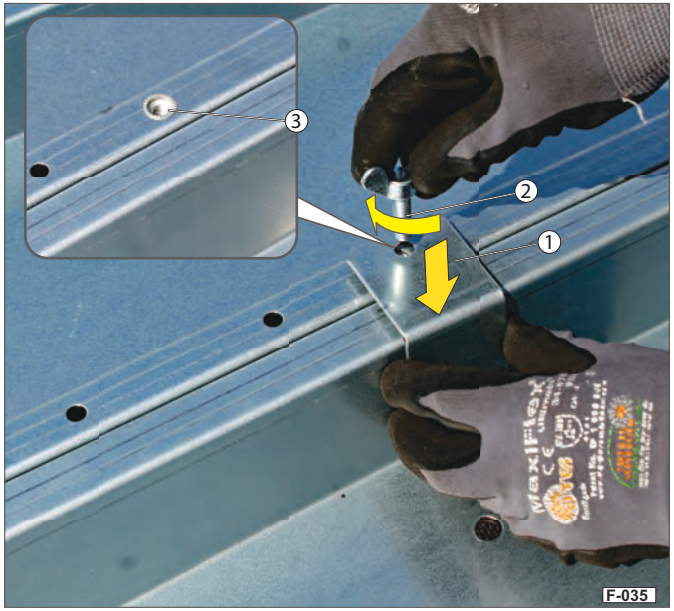


Fig. 25 Clamping loading ramp tight

1 Clamping bracket
2 Wing screw (M8x25)
3 Stand rail (drill hole)

▶ Use the wing screw (Fig. 25 /2) to screw the clamping bracket (Fig. 25 /1) to the drill hole of the stand rail (Fig. 25 /3).

The loading ramp is clamped in place.

Check the loading ramp

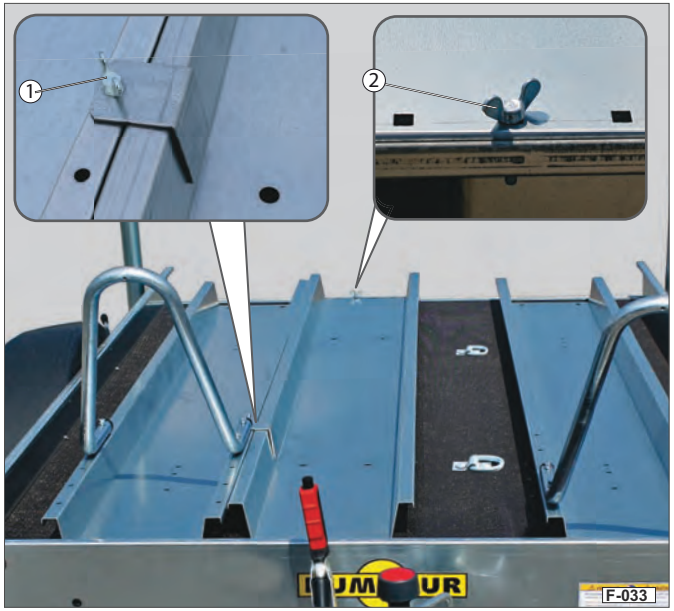


Fig. 26 Loading ramp secured (driving position)

1 Wing screw, clamping bracket
2 Wing screw, rear

The fastening on the loading ramp must be checked regularly to make sure it is fastened tight.

▶ Before setting off, check that the wing screw of the clamping bracket (Fig. 26 /1) and the rear wing screw (Fig. 26 /2) are tightly fastened.

The loading ramp is secured.

▶ When taking a break on a journey, make sure that the wing nuts have not come undone.

Loading ramps for KFT

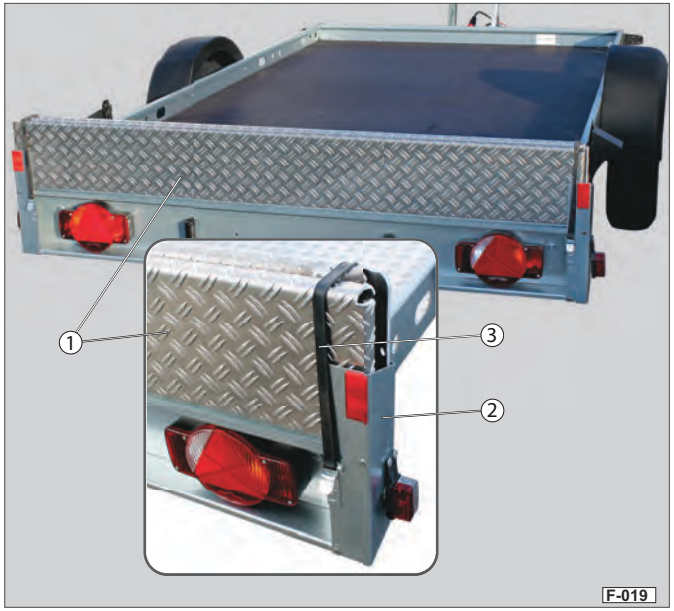


Fig. 27 Loading ramps (KFT) in driving position

1 Loading ramps, secured
2 Guide
3 Elastic strap

The loading ramps are only used to load / unload two and four-wheel vehicles (motorcycles, small cars, quads, ATVs, etc.).

The loading ramps are reinforced in the middle and are suitable for loading / unloading small vehicles!

The loading ramps (Fig. 27 /1) are inserted in the rear guides (Fig. 27 /2) and are secured with elastic bands (Fig. 27 /3).

Always wear gloves when handling the loading ramp!

Releasing the loading ramps

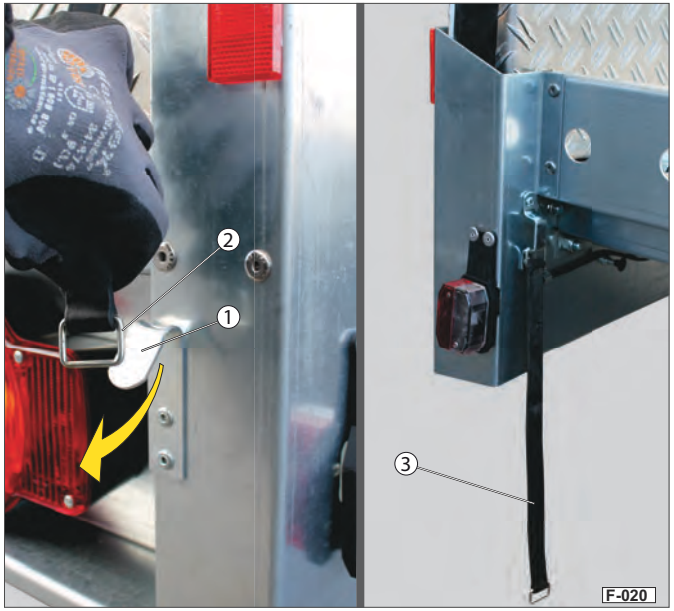


Fig. 28 Releasing the loading ramps

1 Hook
2 Latch eye
3 Elastic strap

▶ Release the latch eyelet (Fig. 28 /2) from the latch hook (Fig. 28 /1).
▶ Hold the elastic strap (Fig. 28 /3) tight and guide it backwards.

The loading ramps are released on left and right.

Removing the loading ramps

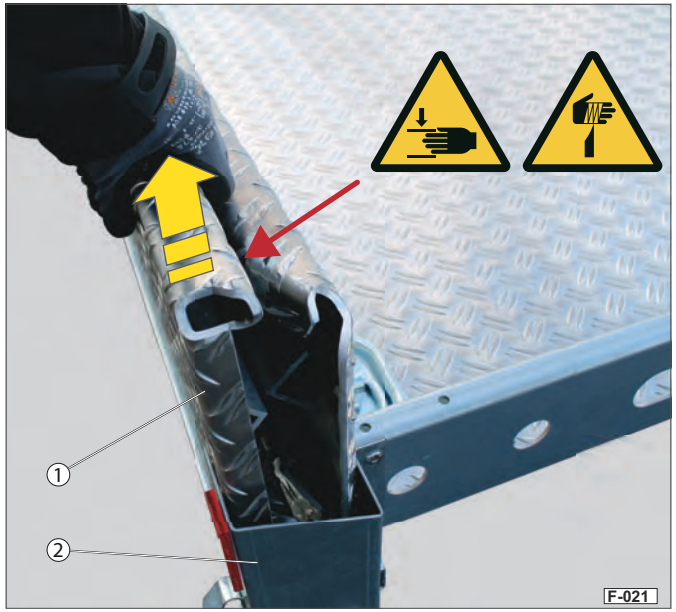


Fig. 29 Pulling out the loading ramps

1 Loading ramp, outside
2 Guide

CAUTION

Operating loading ramps

You can crush your hands / fingers or cut them on sharp edges.

▶ Use .
▶ Hold the loading ramps with both hands.
▶ Carefully position the loading ramps in the guide right / left.

▶ Pull out the outer loading ramp (Fig. 29 /1).
▶ Carefully place the loading ramp on the floor.
▶ Remove the second loading ramp.

Hooking in loading ramps

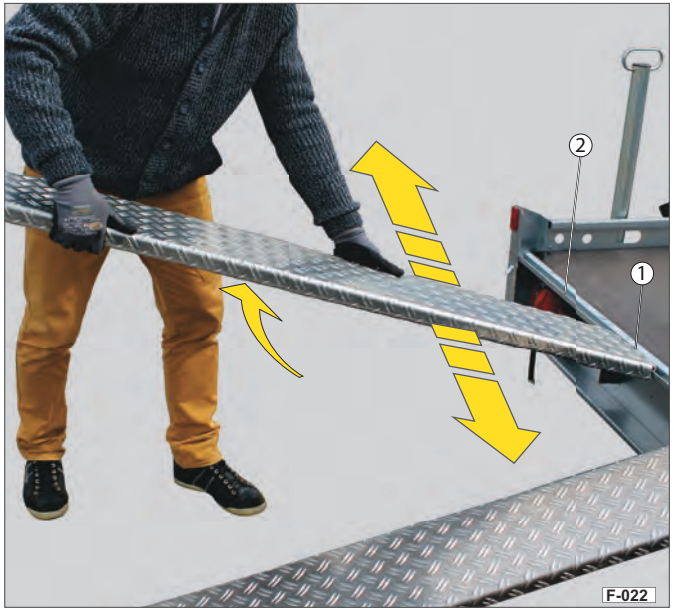


Fig. 30 Hooking in loading ramp

1 Edge loading ramp
2 Rail chassis, end-to-end

- ▶ Lift up the rear end of the loading ramp so that the edge hooks into the rail.
- ▶ Hook the loading ramp with the edge (Fig. 30 /1) onto the full-length rail (Fig. 30 /2) on the chassis.
- ▶ Push the loading ramp along the rail to the required position.

Position the loading ramps

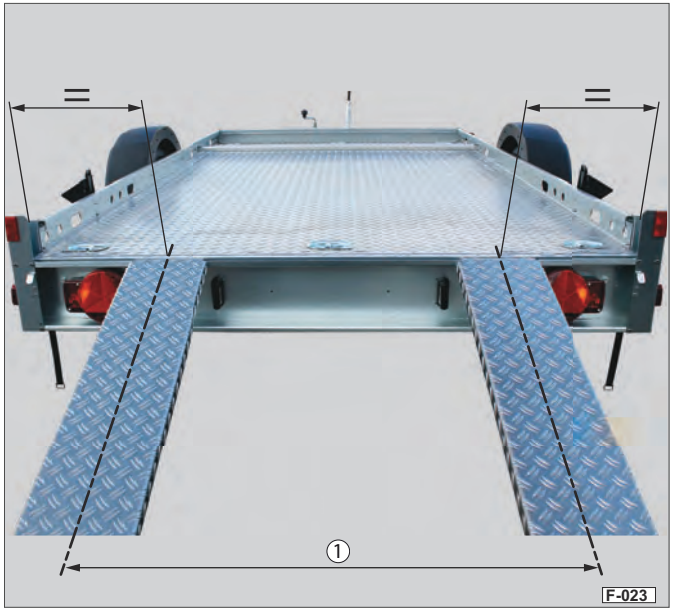


Fig. 31 Setting the track width

1 Track width of vehicle to be loaded

- ▶ Position both loading ramps approximately the same distance away from the steel skirt.
- ▶ Check that the positioned loading ramps match the track width of the vehicle to be loaded (Fig. 31 /1).

  The wheels of the vehicle to be loaded must be able to drive approximately in the middle / centred on the loading ramps.

Securing the loading ramps

Fig. 32 Loading ramps secured

1 Edge, hooked in
2 Rail chassis, end-to-end

- ▶ Lay the rear end of the loading ramp on the ground.

  The loading ramp is inserted with the edge (Fig. 32 /1) on the rail of the chassis (Fig. 32 /2) where it can't slip off.

Unhooking the loading ramps

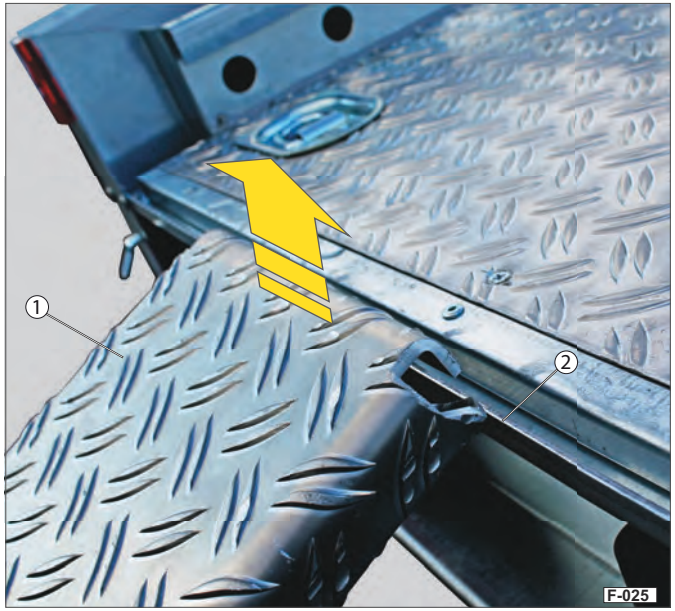


Fig. 33 Loading ramps unhooked

1 Loading ramp
2 Rail chassis

▶ Lift the rear end of the loading ramp (Fig. 33 /1) up so that the loading ramp unhooks from the rail on the chassis (Fig. 33 /2).

▶ Rotate the loading ramp so that the underside points towards the rear of the trailer.

Stowing away the loading ramps

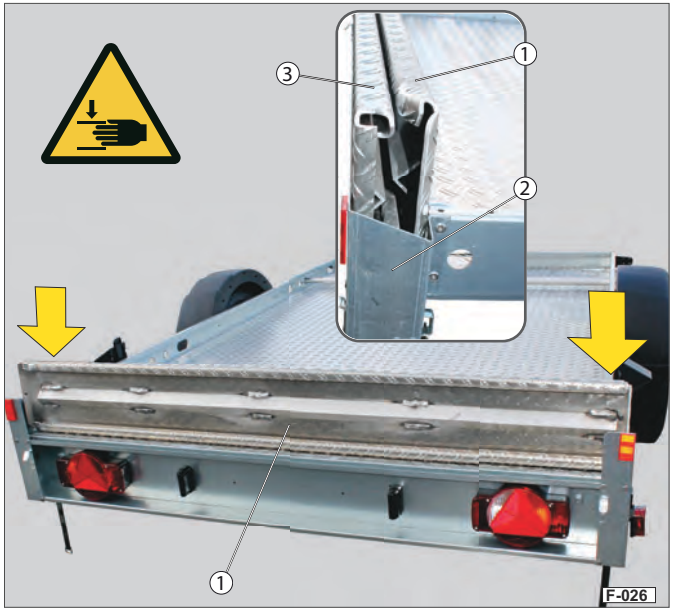


Fig. 34 Stowing away the loading ramps

1 Loading ramp, inner
2 Guide
3 Loading ramp, outside

▶ Place the inner loading ramp (Fig. 34 /1) in the guides (Fig. 34 /2) right / left.

▶ Place the outer loading ramp (Fig. 34 /3) in laterally reversed (underside to underside).

Securing the loading ramps

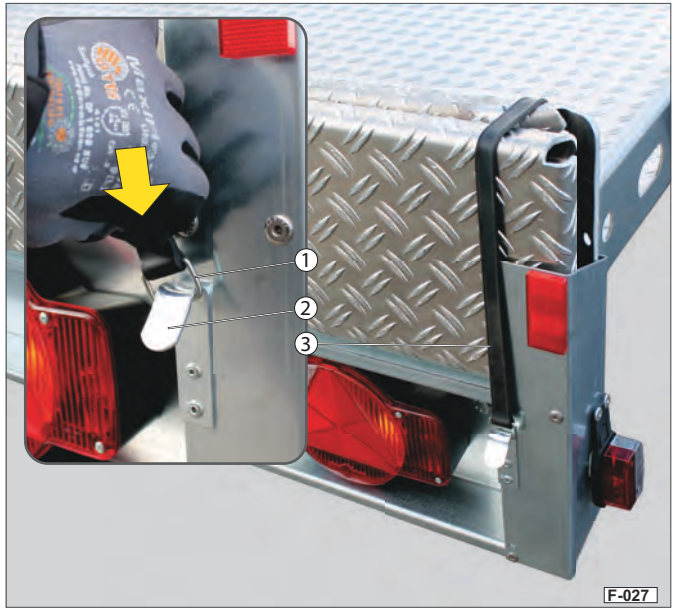


Fig. 35 Loading ramps secured (driving position)

1 Latch eye
2 Hook
3 Elastic strap

▶ Pull the elastic strap (Fig. 35 /3) over the loading ramps - hold it tight.

▶ Hook the latch eye (Fig. 35 /1) into the latch hook (Fig. 35 /2).

▶ Check that the elastic strap is properly tensioned around the loading ramp - not on the outer edge.

The loading ramps are secured on left and right with elastic straps.

5 Body

Installing stand rails

The stand rails supplied loose must be mounted to suit the corresponding transport undertaking.

– 1 Stand rail in middle
– 2 Stand rails,
evenly positioned on the cargo bed

NOTICE

Positioning stand rails incorrectly / drilling through cargo floor

The cargo bed / crossbars can be damaged.

▶ When positioning the stand rails, check that the drill holes to be set for through screw connections do not damage any trailer components (electric cables, drawbar, etc.).

The stand rail can be positioned flexibly along the length of the cargo bed - depending on the size of the motorcycle.

The position of the stand bracket is adjustable.

Read the assembly instructions for stand rails / tie-down rings!

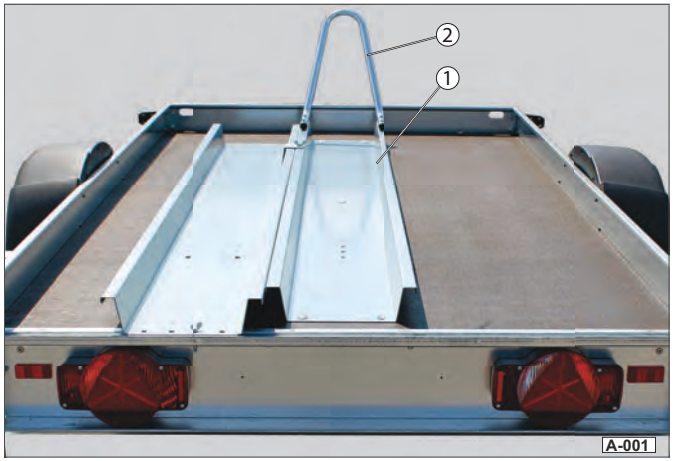


Fig. 1 1 Stand rail in middle / for 1 motorcycle

1 Stand rail
2 Stand bracket

Safe operation of the loading ramp - see “Loading ramp (HM)” on page 37!

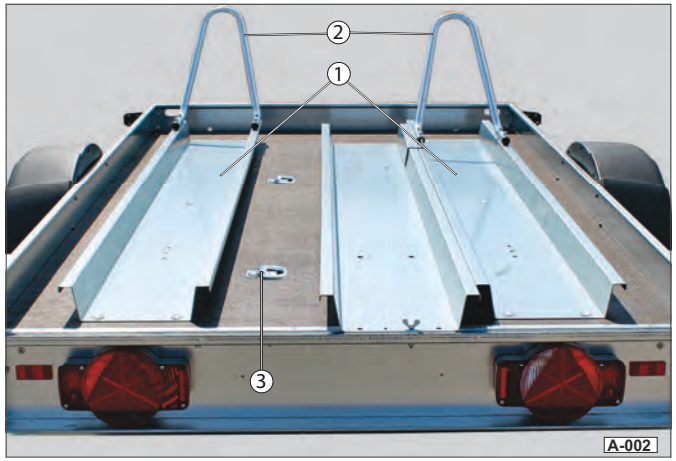


Fig. 2 2 stand rails / for 2 motorcycles

1 Stand rails
2 Stand bracket
3 Tie-down rings (200 daN)

To securely tie down 2 motorcycles, 2 additional tie-down rings (Fig. 2 /3) need to be installed between the stand rails!

The tie-down rings are designed for 200 daN (kg) tie-down force and are screwed to the 2 crossbars.

The drill holes in the crossbars are pre-drilled in the factory.

Adjusting stand bracket (HM / HM 2018)

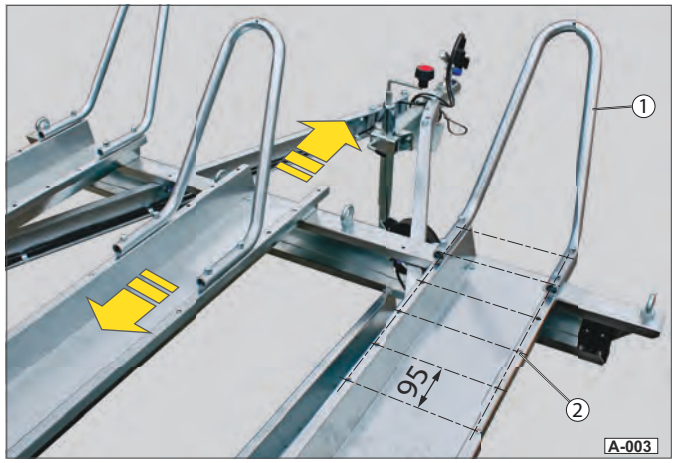


Fig. 3 Stand bracket adjustment options

1 Stand bracket
2 Holes

The stand brackets (Fig. 3 /1) can be adjusted in the existing drill holes (Fig. 3 /2).

When transporting several motorcycles the handlebars could collide. Check the position of the motorcycles. The driver / loader is responsible for securely tying down the motorcycles!

▶ Position the stand bracket in accordance with the size / position of the motorcycle to be transported.

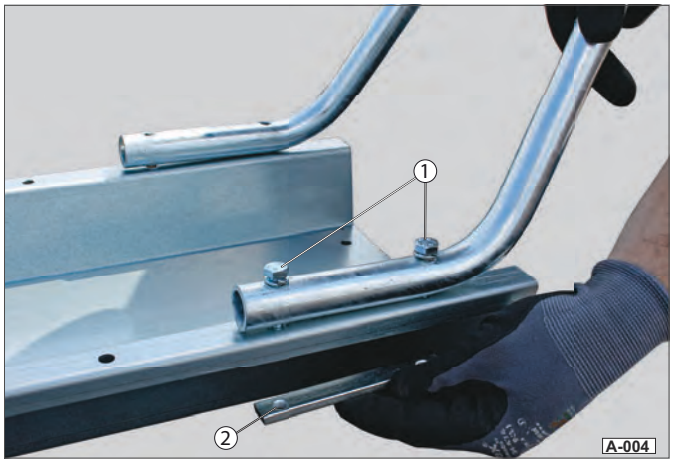


Fig. 4 Undoing stand bracket

1 Hexagon screws (size 13)
2 Threaded plate

▶ Release the hexagon screws (Fig. 4 /1).
▶ Screw the threaded plate (Fig. 4 /2) tight.
▶ Adjust the stand bracket to the required position.

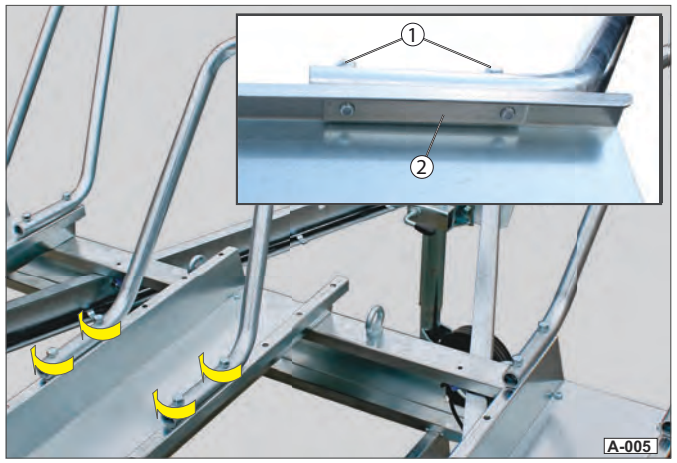


Fig. 5 Fastening stand bracket

1 Hexagon screw / spring washer
2 Threaded plate

▶ Insert the hexagon screw with the spring washer (Fig. 5 /1) into the drill holes from above.
▶ Hold the threaded plate (Fig. 5 /2) against it from below.
▶ Screw all hexagon screws in evenly.
▶ Check that the stand bracket is securely fastened.
▶ After every transport, check that the stand bracket is securely fastened - if necessary, re-tighten the screw connections.

Operating the cable winch

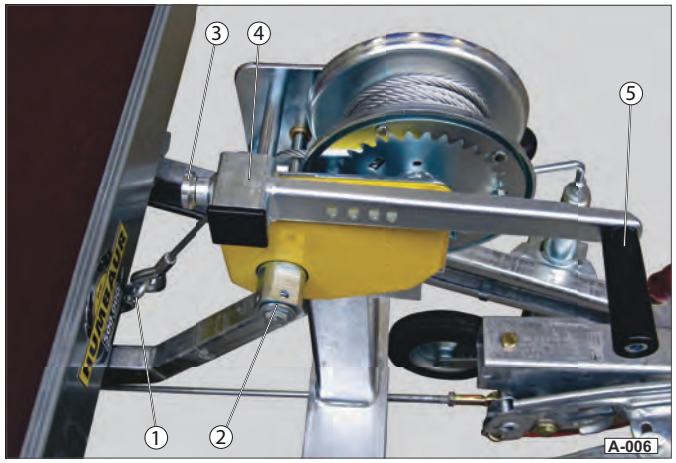


Fig. 6 Cable winch frame (optional) - driving position

1 Eyelet for snap hook
2 Crank base
3 Securing pin
4 Parking bracket for the crank handle
5 Crank handle

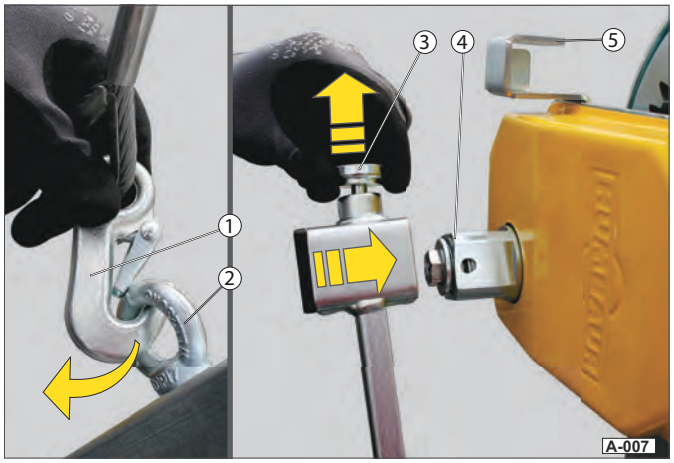


Fig. 7 Preparing the cable winch

1 Snap hook
2 Eyelet
3 Securing pin
4 Crank base
5 Parking bracket

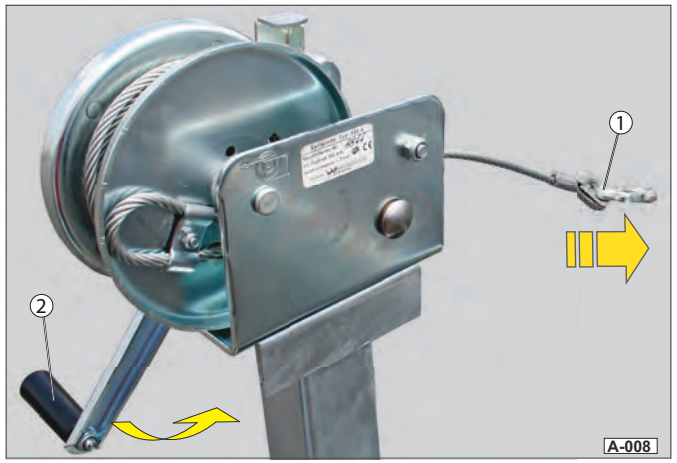


Fig. 8 Unroll / pull out cable

1 Cable
2 Crank handle

The cable winch frame (# 700.00260) complete with cable winch / wire cable is available as an option.

The manual type of cable winch: 950 A is used to pull defective vehicles onto the cargo bed.

The cable winch frame is mounted in the middle of the drawbar.

– Permissible tractive force 950 daN (approx. 900 kg)
– Cable D=7 mm / 12 m long

The cable / cable winch may not be used for load securing!

Always wear gloves when operating the cable winch!

▶ Pull on the securing pin (Fig. 7 /3), while at the same time removing the crank handle (Fig. 6 /5) from the parking bracket (Fig. 7 /5).
▶ Plug the crank handle onto the crank base (Fig. 7 /4) - pull out the locking pin and allow it to lock into one of the drill holes in the crank base.
▶ Turn the crank handle so that the cable is slightly under tension.
▶ Unhook the snap hook (Fig. 7 /1) from the eyelet (Fig. 7 /2).

▶ Hold the snap hook and manually pull out the cable (Fig. 8 /1) - make sure that the crank handle (Fig. 8 /2) is also turning.
▶ If necessary, remove the crank handle beforehand.
▶ When unrolling the cable, check it for damage, such as kinks, cracks, broken wires, broken strands, crushing.
▶ Check the lashing device/ snap hook for deformation.
▶ Replace a defective cable, lashing device.

Securing/winching the load

Amongst others, the loader is responsible for securing the load with lashing devices!

Winching the load/vehicle is the most dangerous phase during operation of the cable winch!

▶ Attach the snap hook to a towing eyelet on the defective vehicle.

Winding up the cable / securing the cable winch

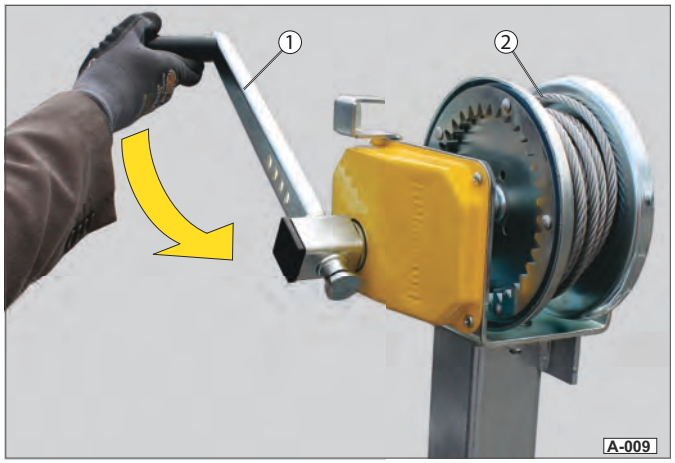


Fig. 9 Rolling up cable / pulling up load

1 Crank handle
2 Cable, wound up

WARNING

Rebounding cable

If the cable snaps, it could kick out to the side / whip around and hit people.

▶ Keep people away from the danger zone - min. 3 - 5 m distance.

People should not stand behind the vehicle when it is being pulled onto the trailer!

▶ Turn the crank handle (Fig. 9 /1) clockwise - the cable is wound up.

▶ Make sure that the cable is evenly wound onto the drum - do not reach into the drum when turning the crank handle.

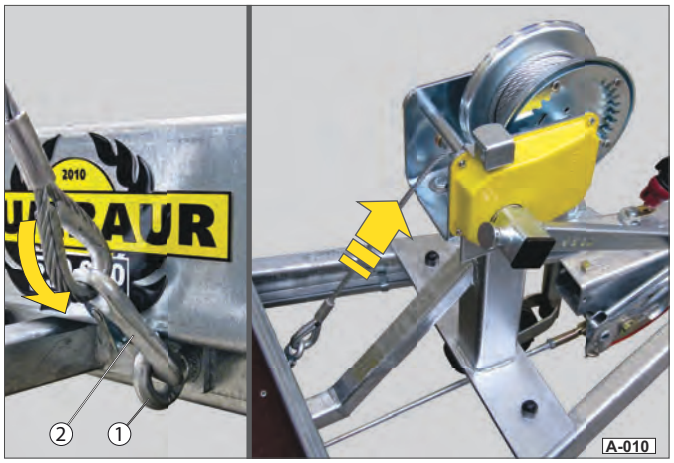


Fig. 10 Securing lashing devices

1 Eyelet
2 Snap hook, secured

The loaded vehicle with its hand brake on must be securely tied down to the tie-down points!

▶ Release the cable and remove the snap hook (Fig. 10 /2) from the loaded vehicle.

▶ Hook the snap hook onto the eyelet (Fig. 10 /1) on the trailer / cable winch frame.

▶ Slightly tighten the cable by winding it up.

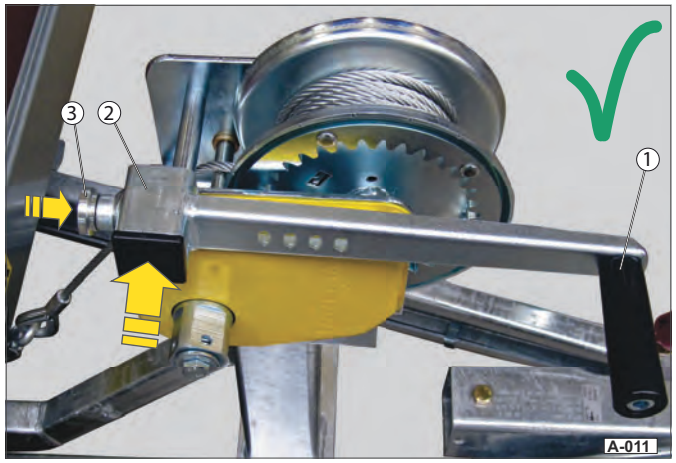


Fig. 11 Cable winch secured

1 Crank handle
2 Parking bracket
3 Securing pin

WARNING

Driving with loose crank handle / unsecured cable

The crank handle could be thrown off while driving and hit people – risk of accident!

An unsecured cable could whip around - risk of accident!

▶ Before setting off, make sure that the snap hook is fastened to the eyelet and that the cable is tensioned.

▶ Check that the crank handle is securely fastened in the storage holder.

▶ Release the crank handle (Fig. 11 /1) from the crank base - pull out locking pin (Fig. 11 /3).

▶ Position the crank handle on the parking bracket (Fig. 11 /2) horizontally - the locking pin must lock into the drill hole.

▶ Pull gently on the crank handle - it should not come undone.

The cable winch has been secured.

Installing motorcycle stand

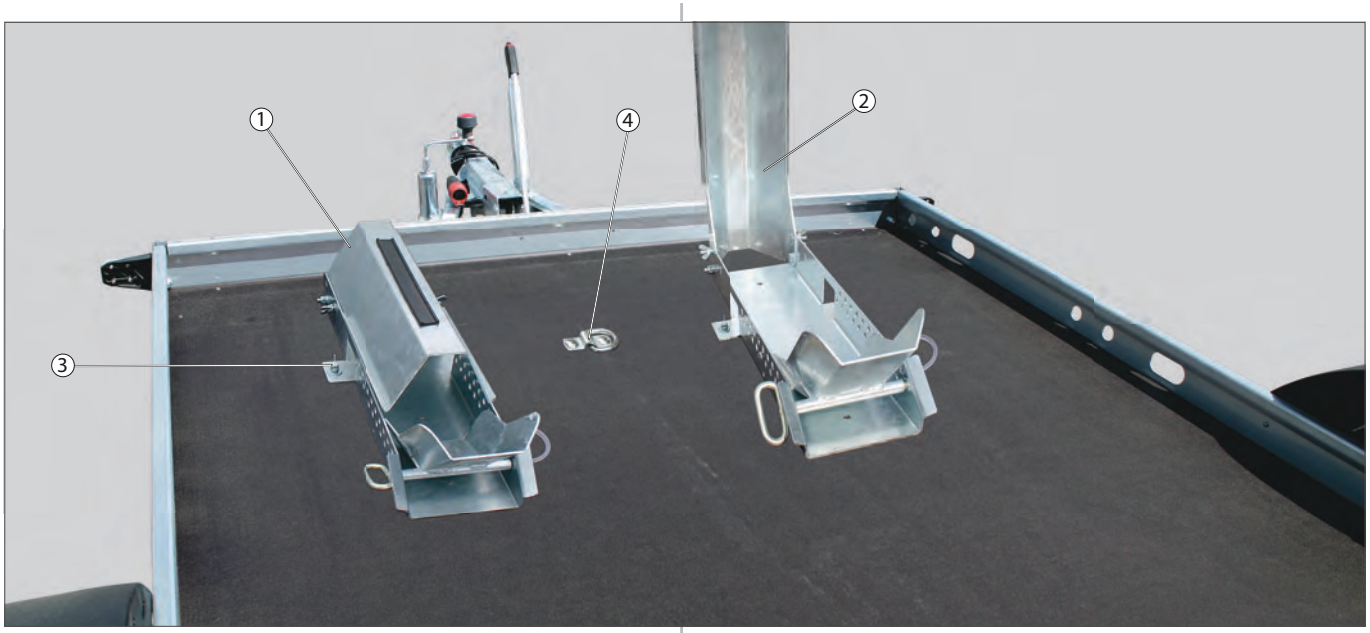


Fig. 12 Example: KFT with motorcycle stands

1 Motorcycle stand, folded down
2 Motorcycle stand, folded out
3 Wing screw (2x through-bolt connection)
4 Tie-down ring (200 daN)

As an option, folding motorcycle stands (# 720.00752) max. 3x can be installed on the cargo bed for transporting motorcycles.

– 1 Motorcycle stand in middle

– 2 Motorcycle stands right / left

To securely tie down 2 / 3 motorcycles, 2 additional tie-down rings (Fig. 12 /4) need to be installed on the cargo bed!

NOTICE

Positioning motorcycle stands incorrectly / drilling through cargo floor

The cargo bed / crossbars can be damaged.

No holes may be drilled into lashing rails / framework!

▶ When positioning the motorcycle stands, check that the drill holes to be set for through screw connections do not damage any trailer components (electric cables, drawbar, etc.).

The motorcycle stand can be positioned flexibly on the cargo bed - depending on the size of the motorcycle. When installing it, make sure that the load is evenly distributed!

Read the installation instructions for motorcycle stands!

Unfolding motorcycle stand

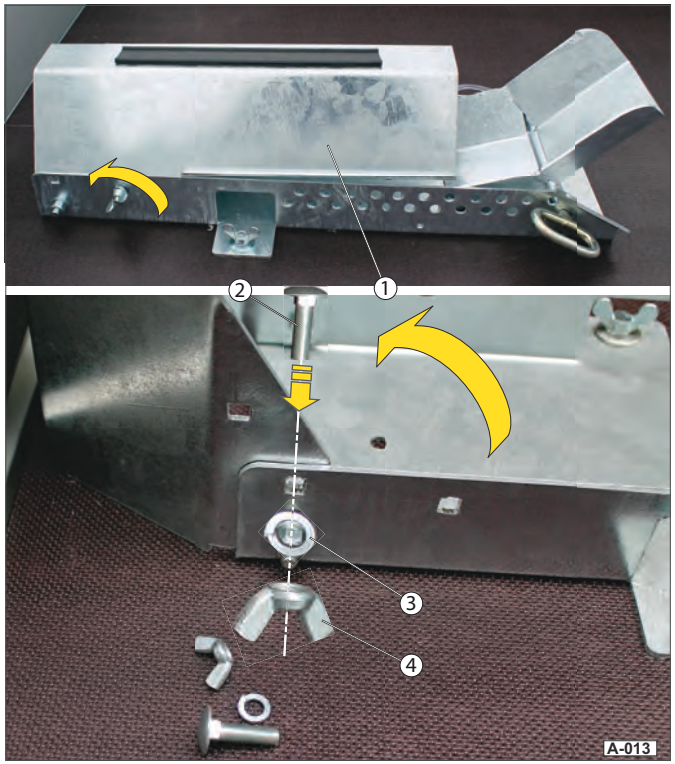


Fig. 13 Unfolding motorcycle stand

1 End plate
2 Round-head screw
3 Spring washer
4 Wing nut

- ▶ Undo the screw connections (Wing nuts (Fig. 13 /4)) right / left.
- ▶ Fold the end plate (Fig. 13 /1) upwards.
- ▶ Insert the round-head screws (Fig. 13 /2) from the inside.
- ▶ Fasten the end plate with spring washer and wing nut right / left.

Adjusting rocker

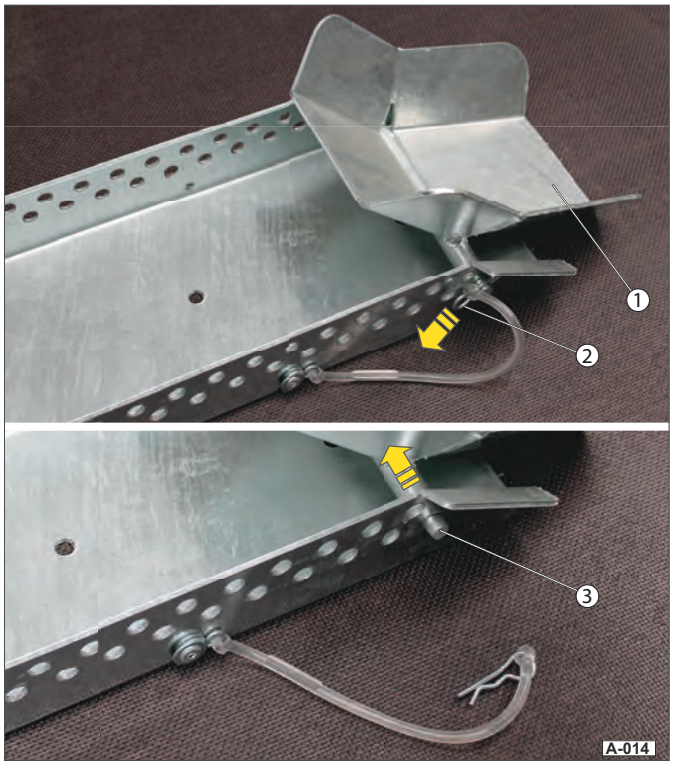


Fig. 14 Unlocking rocker

1 Rocker (end plate)
2 R-clip
3 Plug pins

- ▶ Remove the R-clip (Fig. 14 /2) from the plug pin (Fig. 14 /3).
- ▶ Pull the plug pin out of the rocker.

  The rocker is released and can be adjusted.

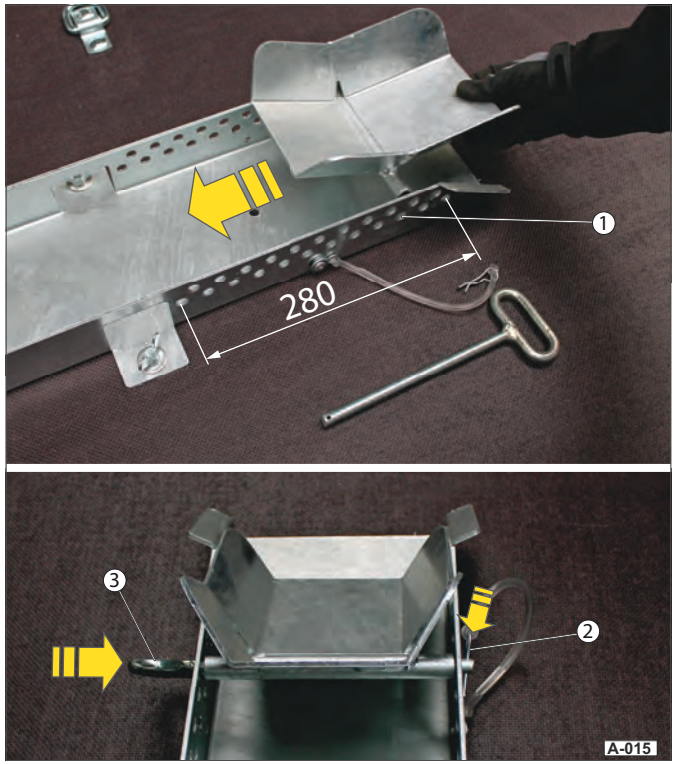


Fig. 15 Setting / securing rocker

1 Holes / adjustment range
2 R-clip
3 Plug pins

- ▶ Position the rocker depending on the wheel size of your motorcycle. The rocker should cover the wheel completely.
- ▶ Insert the plug pin (Fig. 15 /3) through the rocker into one of the holes.
- ▶ Secure the plug pin with the R-clip (Fig. 15 /2).

  The rocker has been secured.

Positioning motorcycle

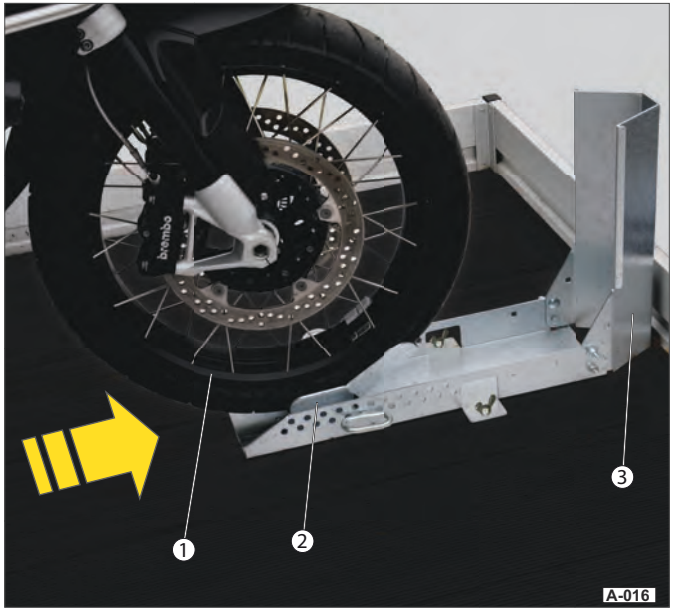


Fig. 16 Positioning front wheel

1 Front wheel
2 Rocker
3 End plate

▶ Tilt the rocker forwards - loading position.

▶ Position the motorcycle with its front wheel (Fig. 16 /1) on the rocker (Fig. 16 /2).

▶ Push the front wheel in until it touches the end plate (Fig. 16 /2).

The motorcycle must be standing securely without the risk of tipping over - support if necessary.

The rocker surrounds the front wheel.

Fig. 17 Front wheel fastened

1 Front wheel
2 Rocker

▶ Make sure that the rocker (Fig. 17 /2) is all the way around the front wheel (Fig. 17 /1) - adjust the rocker if necessary.

▶ Tie down the motorcycle securely - see “Securing / tying down the motorcycle” on page 27.

Removing motorcycle stand

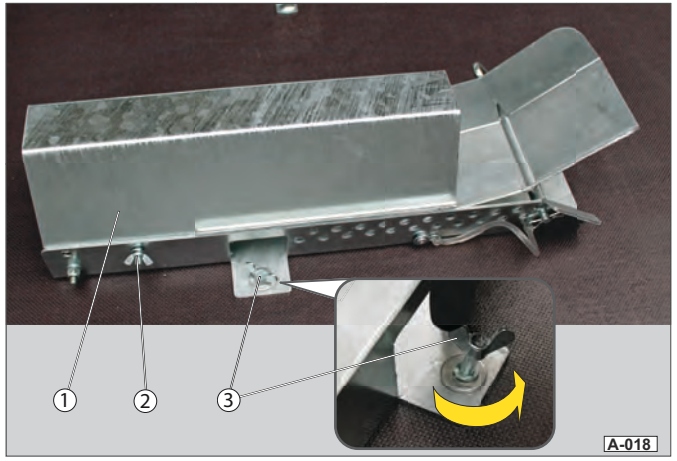


Fig. 18 Motorcycle stand folded down

1 End plate
2 Screw connection for end plate
3 Wing screw in floor panel

If not required, the motorcycle stand can be folded down.

▶ Release the screw connection (Fig. 18 /2) of the end plate (Fig. 18 /1).

▶ Fold the end plate downwards - adjust the rocker beforehand if necessary.

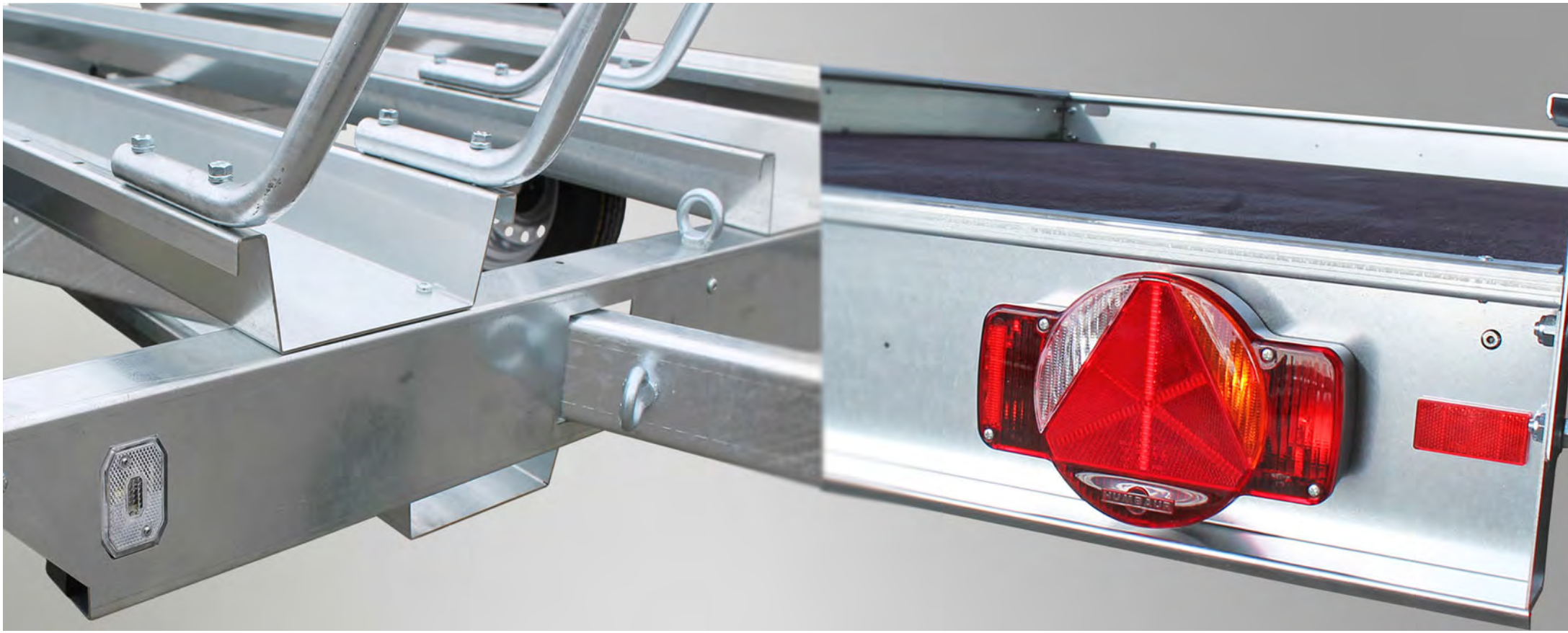
▶ Secure the end plate using the screw connection.

Removing motorcycle stand

▶ Release both wing screws in the floor panel (Fig. 18 /3).

▶ Keep the securing elements in a place where they won't get lost.

▶ The motorcycle stand can be removed from the floor panel.



6 Electrical system

Lighting system

Take note of the safety instructions for electric systems / lighting system in the operating instruction manual, “Trailers up to 3.5 to / Part 1 - General”.

– The electrical lighting system operates at 12 V as standard.

WARNING

Failure of electrical functions

The road handling and the braking distance deteriorate - accident risk!

▶ Check that all electrical connections have been made before driving off.

▶ Check the condition of the electrical plugs and cables before driving off.

▶ Do not drive with cracked or defective electric system connections.

Fig. 1 Warning notice

1 Sticker

When loading or unloading motorcycles / small vehicles, ensure there is an additional signal device to warn other road users.

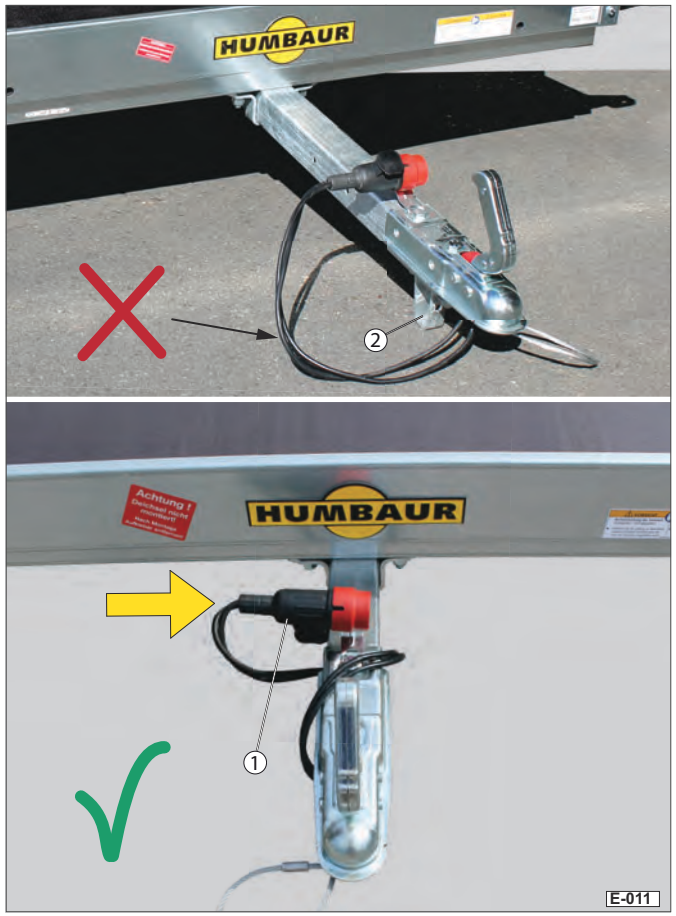


Fig. 2 Positioning cable incorrectly

1 Cable / plug
2 Stand bracket

The cable/ plug must not lay on the ground / floor. The cable must be wrapped around the tubular drawbar - make sure that the cable is not damaged by the stand bracket.

Exterior lighting (HM)

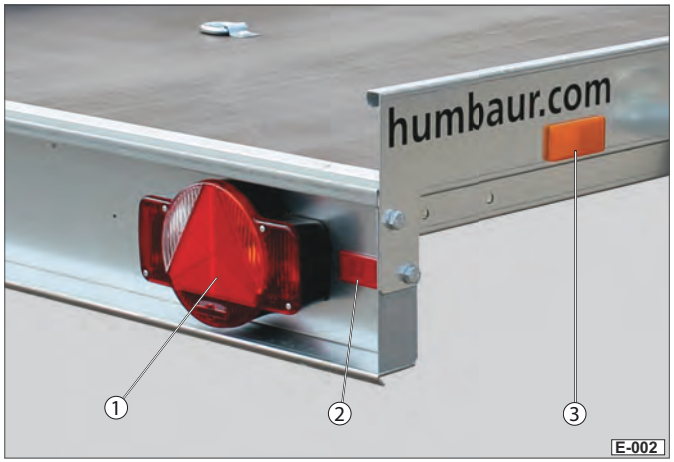


Fig. 3 Rear lighting

1 Multifunctional light
2 Reflector rear (red)
3 Reflector side (orange)

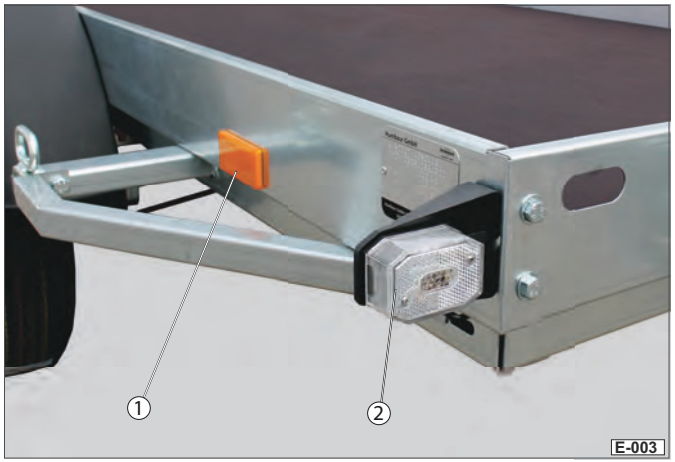


Fig. 4 Side / position lamp

1 Reflector side (orange)
2 Front position lamp (white)

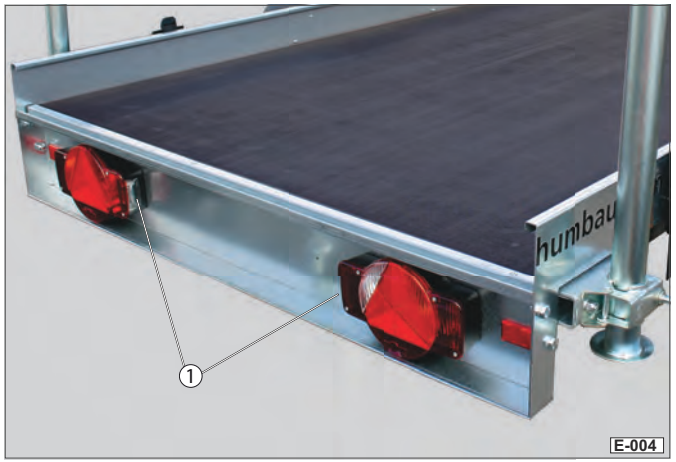


Fig. 5 Licence plate lights

1 Light integrated in multifunctional lighting

Exterior lighting (HM 2018)

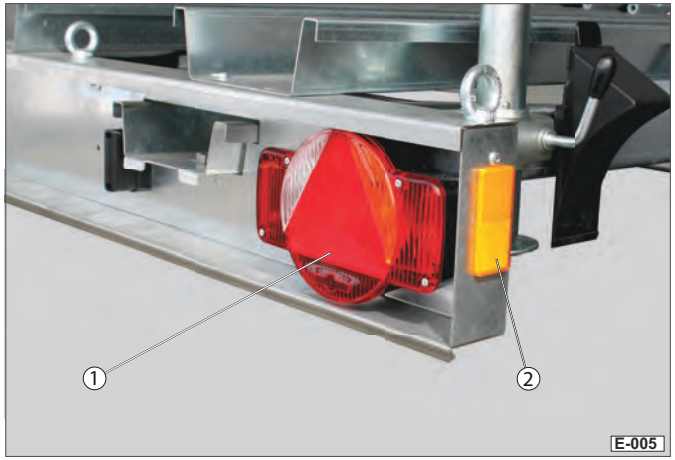


Fig. 6 Rear lighting

1 Multifunctional light
2 Reflector side (orange)

Fig. 7 Side / position lamp

1 Front position lamp (white)

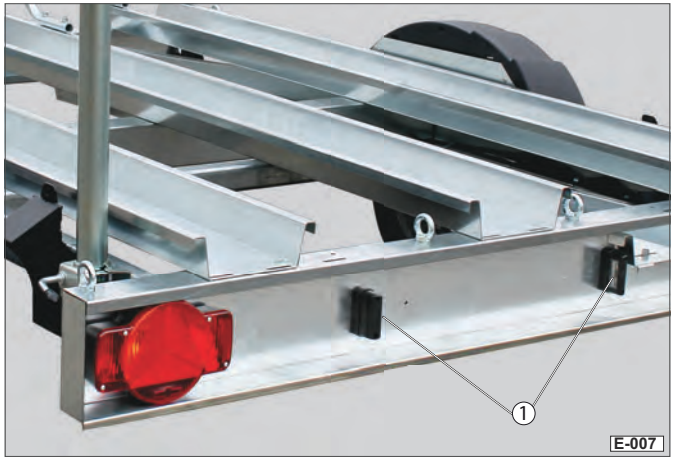


Fig. 8 Licence plate lights

1 Number plate light, separate

Exterior lighting (KFT)

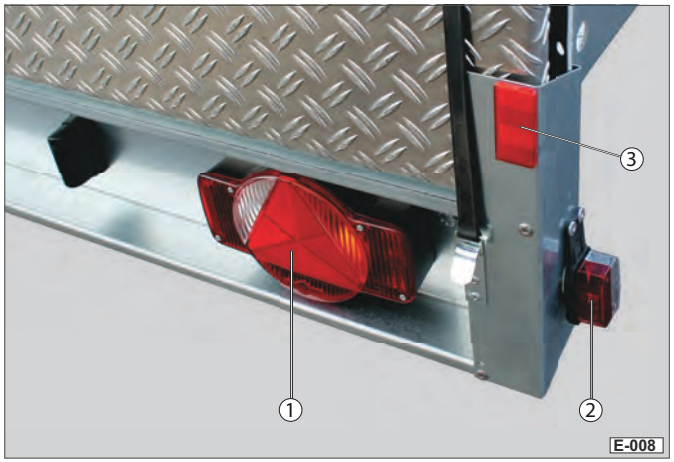


Fig. 9 Rear lighting

1 Multifunctional light
2 Side light (red, white)
3 Reflector rear (red)

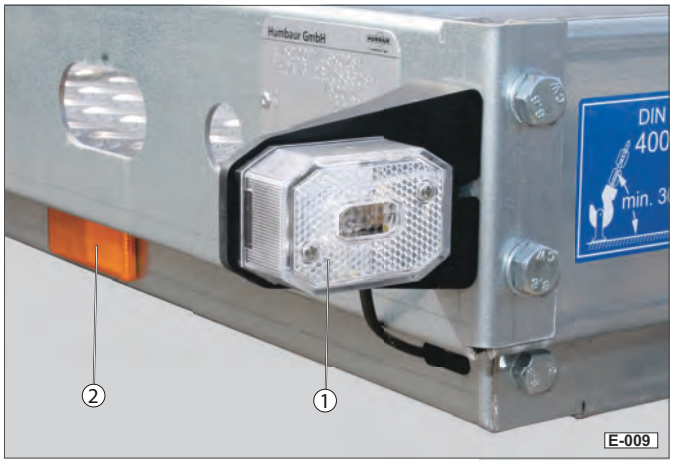


Fig. 10 Side / position lamp

1 Front position lamp (white)
2 Reflector side (orange)

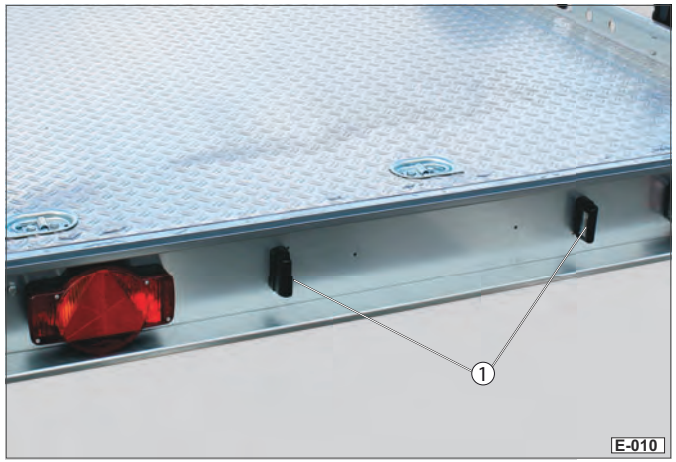


Fig. 11 Licence plate lights

1 Number plate light, separate

7 Testing, care and maintenance

Checking wheels / tyres (HM / HM 2018)

Fig. 1 Checking tyres

1 Steel rim
2 Tyres (as selected by the manufacturer)

▶ Check the tyre pressure / tread depth on all wheels on a regular basis and before long journeys.

Tyre type	p max. in bar
135 / 80 R13	3.0
145 / 80 R13	3.0
145 / 80 R13 RF	3.4
155 / 80 R13	3.0
155 / R13C; R13 RF	3.5
175 / 70 R13	3.0
185 / 65 R14	3.0
185 / 70 R13	3.0

Tab. 1 Tyre pressure / tyre size HM / HM 2018

Checking the wheels / tyres (KFT)

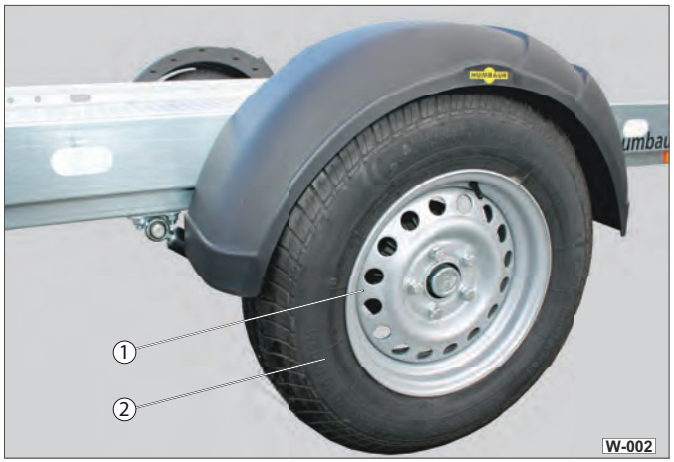


Fig. 2 Checking tyres

1 Steel rim
2 Tyres (as selected by the manufacturer)

▶ Check the tyre pressure / tread depth on all wheels on a regular basis and before long journeys.

Tyre type	p max. in bar
185 / R14C	4.5
185 / 65 R14	3.0
195 / R14C	4.5
195 / 65 R15	3.0

Tab. 2 Tyre pressure / tyre size KFT

Checking loading ramp (HM 2018)

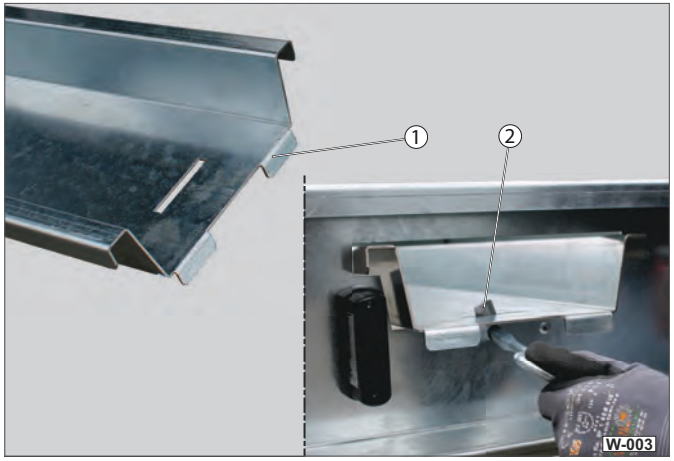


Fig. 3 Checking loading ramp

1 Loading ramp
2 Latch

- ▶ Regularly check (at least every 6 months) the condition of the loading ramp (Fig. 3 /1) for cracks, deformation.
- ▶ Check that the lock is working (Fig. 3 /2).
- ▶ Replace a deformed, distorted loading ramp.

Check the loading ramp (HM)

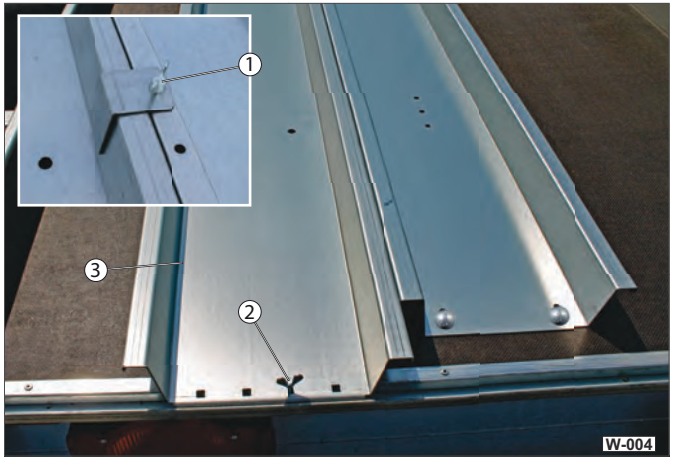


Fig. 4 Checking loading ramp

1 Clamping bracket / wing screw
2 Wing screw rear
3 Loading ramp

- ▶ Regularly check (at least every 6 months) the condition of the loading ramp (Fig. 4 /3) for cracks, deformation.
- ▶ Check that the clamping bracket with wing screw (Fig. 4 /1) is not deformed.
- ▶ Check that the rear wing screw (Fig. 4 /2) can be screwed in and that the loading ramp is held securely in place.
- ▶ Replace a deformed, distorted loading ramp.

Check the loading ramps (KFT)

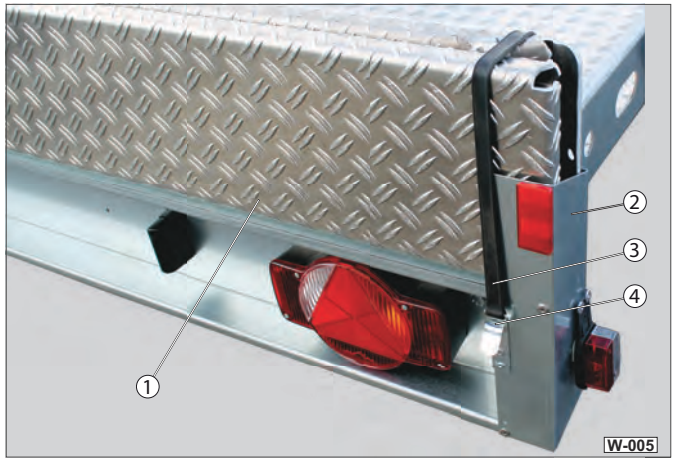


Fig. 5 Checking loading ramps

1 Loading ramps
2 Guide rails (right / left)
3 Elastic strap
4 Latch eye / latch hook

- ▶ Regularly check (at least every 6 months) the condition of the loading ramps (Fig. 5 /1) for cracks, deformation.
- ▶ Check the guides (Fig. 5 /2) for deformation.
- ▶ Check that the elastic straps (Fig. 5 /3) do not show any cracks.
- ▶ If required, clean and spray the elastic straps with silicon spray.
- ▶ Check the latch eye / latch hook (Fig. 5 /4) for deformation.
- ▶ Replace a deformed, distorted loading ramp.
- ▶ Replace torn elastic straps, deformed latch elements.

Checking stand bracket (HM / HM 2018)

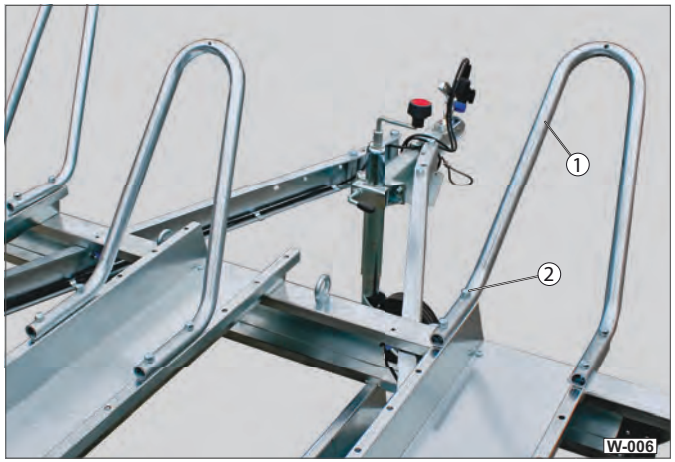


Fig. 6 Checking stand bracket

1 Bracket support
2 Screw connection

- ▶ After every transport, check the bracket support (Fig. 6 /1) is still fastened securely and not deformed.
- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 6 /2) are securely fastened.
- ▶ Check that the bracket support is not deformed or cracked.
- ▶ Replace a deformed, distorted stand bracket.

Checking stand rails (HM / HM 2018)

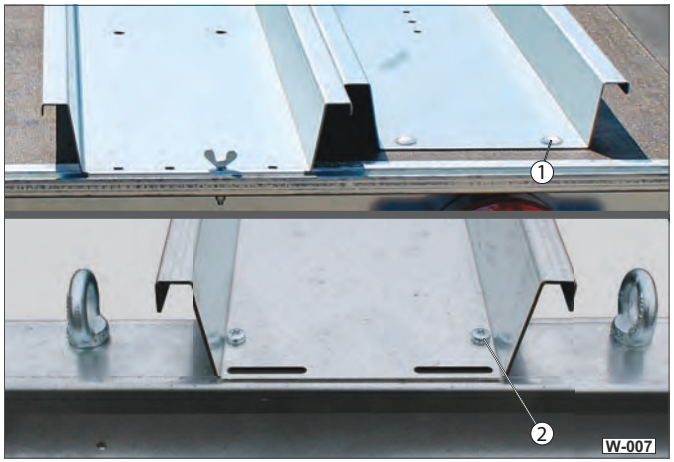


Fig. 7 Checking stand rails

1 Screw connection stand rail (HM)
2 Screw connection stand rail (HM 2018)

- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 7 /1) in the cargo bed are securely fastened.
- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 7 /2) in the chassis are securely fastened.
- ▶ Check that the stand rails do not have any cracks or deformation.
- ▶ Replace deformed, distorted stand rails.

Checking the tie-down points (HM)

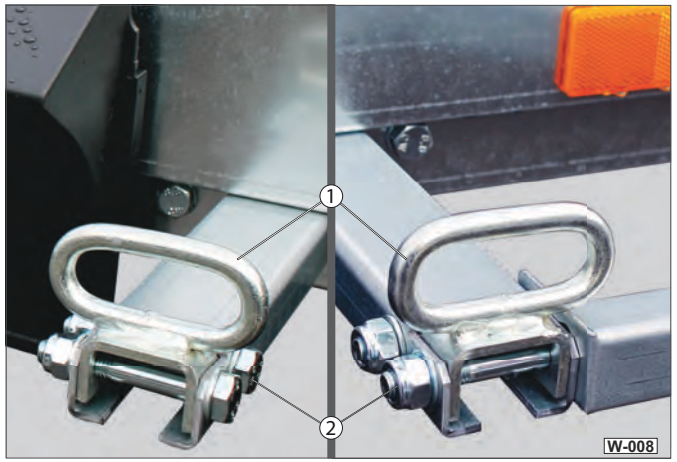


Fig. 8 Check tie-down points

1 Tie-down rings (front / back)
2 Screw connections

- ▶ Regularly check (at least every 6 months) the tie-down rings (Fig. 8 /1) for cracks, distortion, deformation.
- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 8 /2) are securely fastened.
- ▶ Replace deformed, distorted tie-down points.

Checking tie-down points (HM 2018)

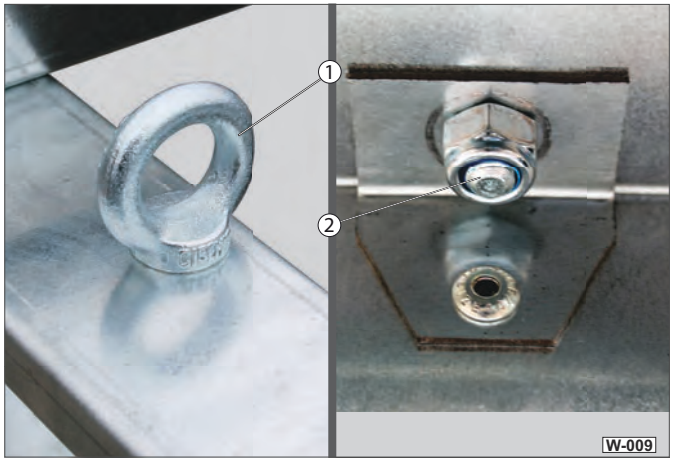


Fig. 9 Check tie-down points

1 Tie-down rings (front / back)
2 Screw connection

- ▶ Regularly check (at least every 6 months) the tie-down rings (Fig. 9 /1) for cracks, distortion, deformation.
- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 9 /2) are securely fastened.
- ▶ Replace deformed, distorted tie-down points.

Checking tie-down points on cargo bed (HM)

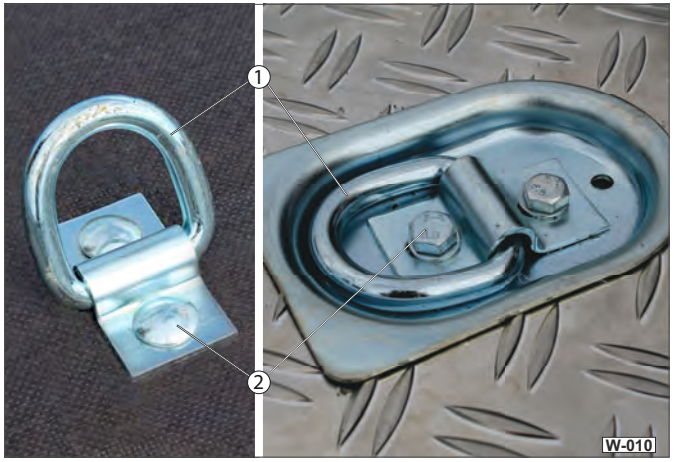


Fig. 10 Check tie-down points (optional)

1 Tie-down rings (screwed into cargo floor)
2 Screw connections

- ▶ Regularly check (at least every 6 months) the tie-down rings (Fig. 10 /1) for cracks, distortion, deformation.
- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 10 /2) are securely fastened.
- ▶ Replace deformed, distorted tie-down points.

Check the load securing points (KFT)

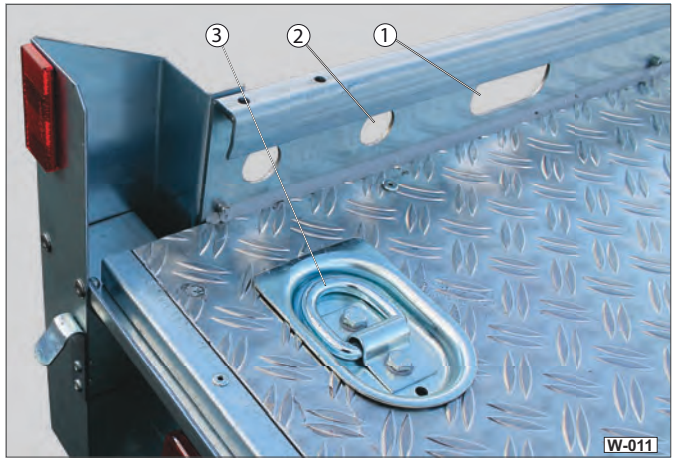


Fig. 11 Check tie-down points

1 Tie-down rings (as slot in steel skirt)
2 Round hole (in steel skirt for wheel stop)
3 Tie-down rings recessed in trough recess (optional)

- ▶ Regularly check (at least every 6 months) the tie-down rings (Fig. 11 /1) for, distortion, deformation.
- ▶ Regularly check (at least every 6 months) the round holes (Fig. 11 /2) for distortion, deformation.
- ▶ Regularly check (at least every 6 months) the screw connections (Fig. 10 /2) are securely fastened.
- ▶ Have a steel skirt with deformed, distorted tie-down points replaced.

Checking cable winch (KFT)

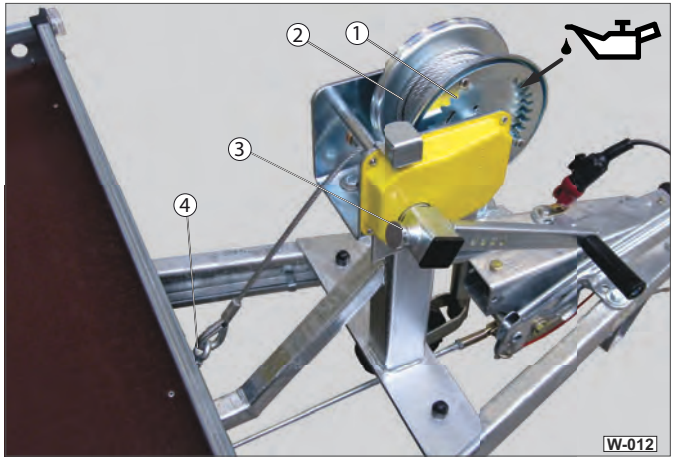


Fig. 12 Checking / greasing the cable winch

1 Toothed segments
2 Drum / wire rope
3 Crank handle (operating position)
4 Hook

The cable winch - as a safety components - needs to be checked by a specialist at least once a year to ensure it is safe!

- ▶ Release the hook (Fig. 12 /4) from the eyelet.
- ▶ Pull the wire cable (Fig. 12 /2) all the way out.
- ▶ Check the toothed segments (Fig. 12 /1) for damage.
- ▶ Check the drums (Fig. 12 /2) for deformation / wear.
- ▶ If necessary, clean the toothed segments.
- ▶ If necessary, clean the wire rope with a cloth.
- ▶ If applicable, replace a damaged wire cable - do not carry out any repairs.
- ▶ Grease the toothed segments and the wire cable with machine oil.
- ▶ Plug the crank handle (Fig. 12 /3) onto the base and check that it locks into place.
- ▶ Wind the wire cable neatly onto the drum.
- ▶ Fasten the hook in the eyelet.
- ▶ Plug the crank handle onto the storage holder.

8 Troubleshooting guide

Action in the case of faults

For information on common faults which might occur during operation of the trailer, see the operating instruction manual,
“Trailers up to 3.5 to / Part 1 - General”.

WARNING

Improper fault rectification

Improper troubleshooting can cause components to fail - accident risk!

- ▶ Have faults rectified only by a qualified specialist workshop.
- ▶ Do not carry out repairs / maintenance on safety-relevant components yourself.

Service / repair work

Any warranty claims become invalid if the trailer or its modules have been altered or disassembled without previous written agreement from Humbaur GmbH.

In both cases, please feel free to contact your local dealer. They are your contractual partner and will be best able to meet your requirements. This also applies if you bought your Humbaur product online.

The Internet platform acts only as a broker, your contractual partner is always your dealer.

Humbaur Service Partners

can be found at www.humbaur.com
under Dealers/Service: Finding a dealer/service partner

Guarantee and warranty

Obviously, Humbaur is responsible for defective products and damage in terms of legal requirements.

Technical customer service

tel.: +49 821 24929 0
fax.:+49 821 24929 540
email: service@humbaur.com

Address of the manufacturer

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tel.: +49 821 24929 0
fax.:+49 821 24929 100
www.humbaur.com
info@humbaur.com

Spare parts / Accessories

Only use genuine Humbaur spare parts!

Your local Humbaur dealer can provide expert advice on accessories. Alternatively, you can obtain accessories and spare parts from our Humbaur webshop.

can be found at www.humbaur.com
under Dealers/Service: Spare parts and accessories
or at: Shop

Spare parts can be procured by specifying the VIN and parts description (article number) by e-mail or by telephone:

Contact parts logistics

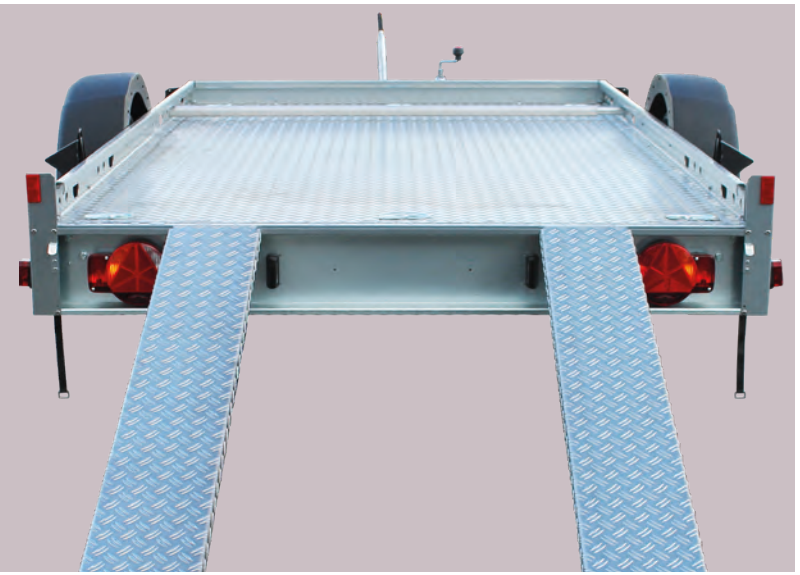
tel.: +49 821 24929 0
fax.:+49 821 24929 200
email: parts@humbaur.com

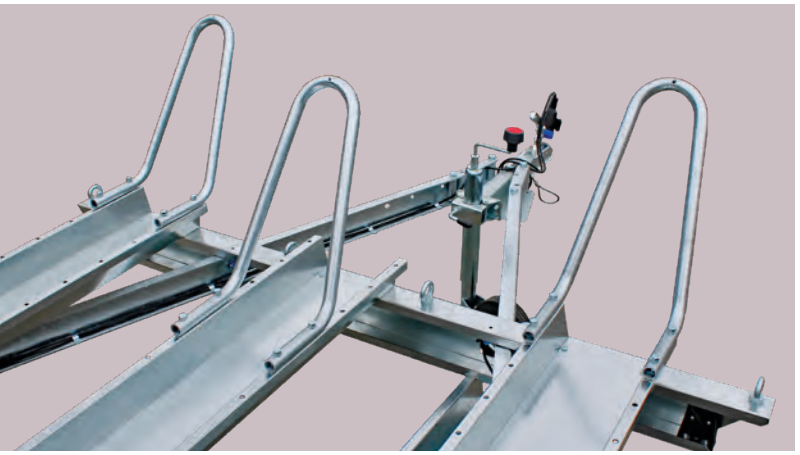
Fault	Possible causes	Remedy
Loading ramp(s) rattle while driving.	The loading ramp (HM) is not securely fastened. The loading ramp (HM 2018) is not secured. The loading ramps (KFT) are not secured with elastic straps.	▶ Retighten the wing nuts front / back. ▶ Check that the loading ramp is positioned correctly in the chassis and is secured. ▶ Pull the elastic straps around the loading ramps.
Stand rail / stand bracket moves with loaded motorcycle.	The stand rail / stand bracket is not securely fastened.	▶ Retighten the screw connections.

Fault	Possible causes	Remedy
Trailer tends to swerve right / left - snaking, while transporting a motorcycle.	The motorcycle(s) are not evenly distributed / positioned on the cargo bed.	▶ Position the motorcycle(s) evenly - see Operations section.
Trailer (KFT) tends to swerve when transporting small vehicles.	The small vehicle has been positioned with its centre of gravity too far back (engine block).	▶ Re-position the small vehicle - the centre of gravity should be in the middle if possible - and adhere to the max. permissible drawbar load.

We wish you a pleasant & safe journey!

NOTES:





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