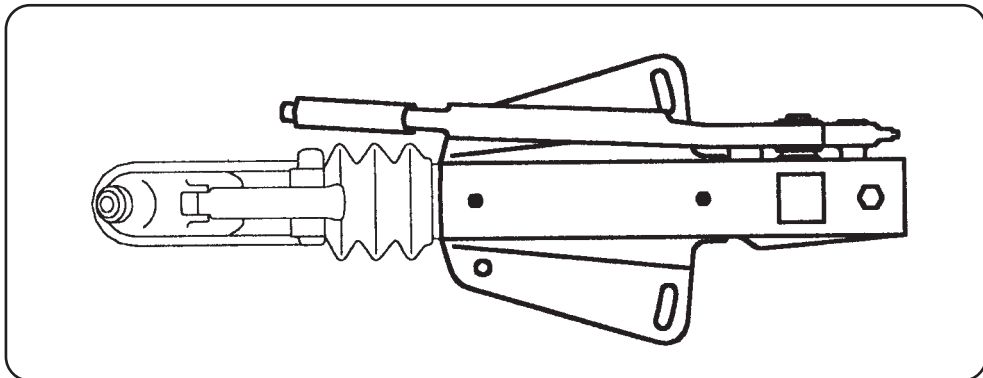


580 460
AE V/Vierkant/Rohr



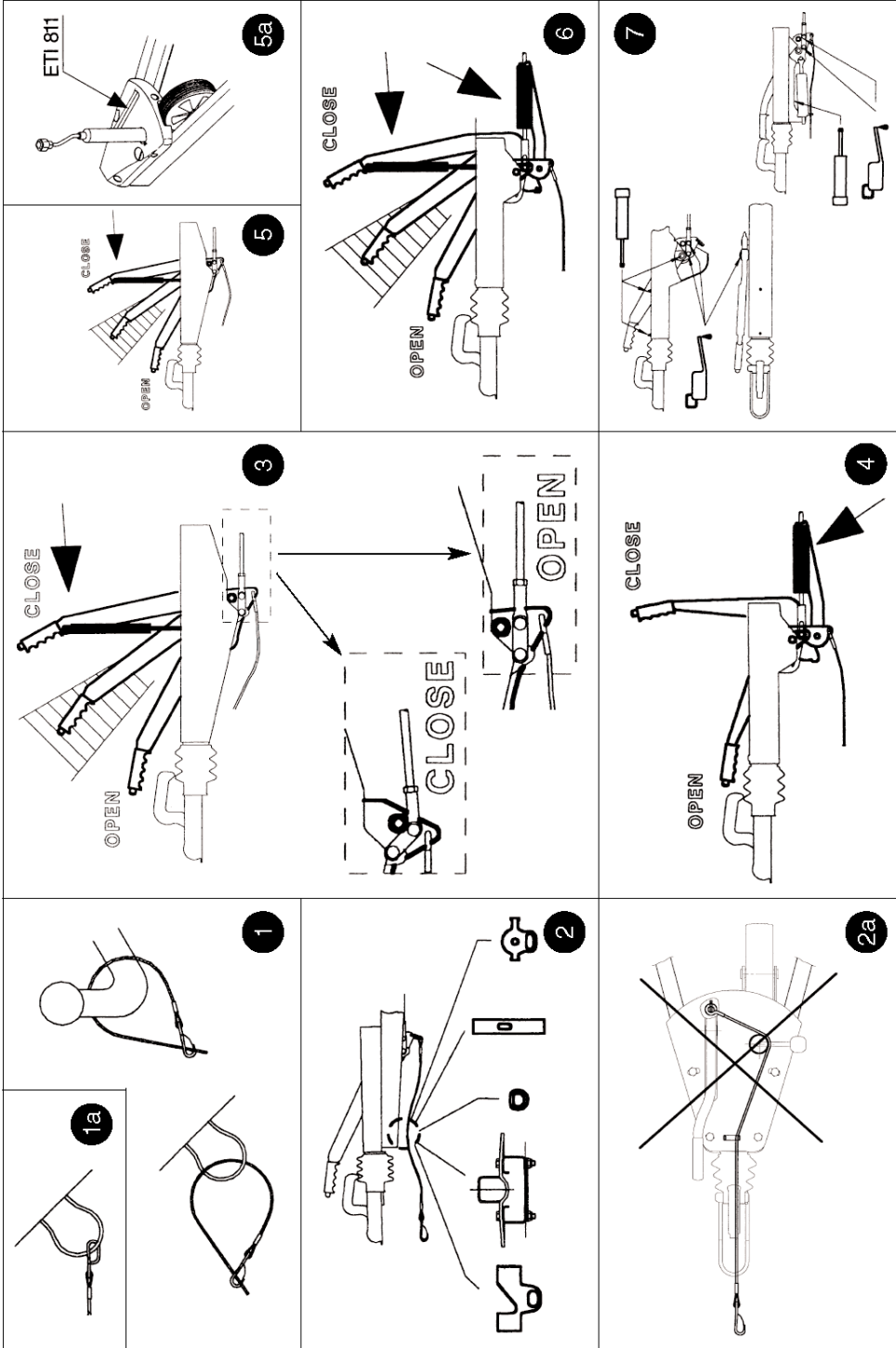
- | | | | | | | |
|------------|------------|------------|-----------|-----------|-----------|-----------|
| D | GB | F | I | E | NL | DK |
| N | S | FIN | CZ | SK | H | PL |
| RUS | SLO | EST | LT | LV | P | GR |

- | | | | |
|------------|---|------------|---|
| D | Bedienungsanleitung
Aufaufeinrichtung | GB | Operating Instructions
Overrun Device |
| F | Mode d'emploi
Commande de freinage a inertie | I | Istruzioni d'uso
Freno a repulsione |
| E | Manual de instrucciones
Enganche de inercia | NL | Gebruiksaanwijzing
Oplooprem |
| DK | Brugsanvisning
Pålørselsbrems | N | Bruksanvisning
Påkjørselsbrems |
| S | Bruksanvisning
Påskjutbroms | FIN | Käyttöopas
Tjöntöjarrulla |
| CZ | Návod k obsluze
Nájezdové zařízení | SK | Návod na používanie
Nájezdová brzda |
| H | Használati utasítás
Ráfutó egység | PL | Instrukcja obsługi
Urządzenia najazdowe |
| RUS | Инструкция по эксплуатации
Замкового устройства | SLO | Navodila
Naletne |
| EST | Kasutusjuhendi
Piduriseadeldis | LT | Instrukcijà
Užkabinimo |
| LV | Instrukcijas
Piekabes | P | Instruções
Eixos de acoplamento |

GR Οδηγίες χρήσης συνδέσμου
εγκατάσταση υποδοχής

Hersteller · Manufacturer · Fabricant · Produttore · Fabrikant
Hersteller · Fabrikant · Tillverkare · Produzent · Valmistaja
Producent · Vyrобce · Vyrобce · Gyártó · Изготовитель
Gamintojas · Raīotājs · Tootja · Fabricante · τασκευαστής

Alois Kober GmbH, Maschinenfabrik, D-89359 Kötz, Germany
Telefon (08221) 970 email: fahrzeugtechnik@al-ko.de



GB

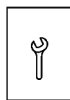
Operating Instructions for Overrun Assembly

Contents

Authentication of Manufacture
Safety Precautions
Operation
Servicing and Cleaning
Spare Parts
Problem Solving (Troubleshooting)



Read the operating instructions and act accordingly. Keep the operating instructions for general use. Obey the safety information and the warnings on the device.



Important safety component
Assembly only by an authorised garage

Safety Precautions

- When parking your vehicle and trailer on site you must apply the trailer parking brake. If the trailer is parked and then disconnected from the towing vehicle it is recommended that each wheel is chocked using suitable wheel chocks.
- The tubular, „detachable“ version must not be taken off with the hand-brake applied.
- **CAUTION:**
Please note when parking the trailer that the wheelbrake auto-reverse mechanism will allow the trailer to travel backwards for approximately 25 cm. (Please allow sufficient clearance when parking.)

Operation

AL-KO overrun devices are of the mechanical overrun type using an hydraulic damper.

Coupling Up

- Manoeuvre towing vehicle or trailer to couplingpoint.
- **Overrun device fitted with 50mm coupling head:** Fully open coupling head handle and securely hitch onto the towball of the towing vehicle. => See operating instructions for 50mm coupling head.
- Thread the breakaway cable through the breakaway cable guide provided (Fig. 2) and connect it to attachment point provided on towing bracket (Fig. 1). Only for Scandinavian countries (see fig 1a).

• CAUTION:

The break-away cable must not be wrapped around the jockey wheel as this disables the emergency brake (pic. 2a). Furthermore the brake-away cable must be of sufficient length to avoid applying the emergency brake in advertently when cornering.

The breakaway cable operates the hand-brake (emergency brake) in the event of the trailer becoming detached from the towing vehicle during towing. For this emergency brake to work correctly it is absolutely necessary that the breakaway cable runs through the breakaway cable guide and is not restricted in any way.

Overrun device fitted with Eye End:

- Lock the eye end into the eye end jaw assembly => See operating instructions for vehicle eye end jaw assembly.
- Thread the breakaway cable through the breakaway cable guide provided (Fig. 2) and connect it to attachment point provided on towing bracket (Fig. 1). Take care that the breakaway cable is long enough to allow for cornering and will not become taut or snag during use., as this could result in handbrake operation whilst towing. The breakaway cable operates the hand-brake (emergency brake) in the event of the trailer becoming detached from the towing vehicle during towing. For this emergency

brake to work correctly it is absolutely necessary that the breakaway cable runs through the breakaway cable guide and is not restricted in any way.

Overrun device fitted with 50mm coupling head/ Eye End

- Connect trailer electric plug controlling lights & indicators etc. to towing vehicle socket.
- Wind the jockey wheel up fully and clamp securely in position ensuring that it does not foul brake rod or breakaway cable. (See operating instructions for jockey wheel.
- Ensure handbrake is in the fully off position by pushing it right down. (See Figures 3 - 6).

CAUTION:Failure to comply with this could result in the brakes overheating!!

For details on the hand-brake see section on *Uncoupling*.

Remove wheel chocks and store or stow safely.

Coupling Up (Euro-AE)

- Fully retract Jockey Wheel inner tube so that it locks against Jockey Wheel outer tube.
- Slacken Jockey Wheel locking handle and raise complete assembly through cutout in body to its highest possible position, lock handle (see Fig 5A).

Uncoupling

- Secure trailer by chocking both wheels.
- Apply hand-brake fully.
There are 4 different hand-brake systems (See Figures 3 - 6). With all four systems please observe the following:

Hand-brake lever with gas strut (Fig. 3):

Ensure handbrake is fully applied (as highlighted). This will ensure that the gas strut will automatically re-apply the wheel brakes if trailer starts to roll backwards.

To release:

Press the hand-brake push button fully home and firmly press the handbrake lever back into the off

position (handbrake horizontal).

CAUTION: If the handbrake is not fully applied as detailed above there is a danger that the trailer could roll backwards!

CAUTION: The brake rod must not be under tension/bowed when the handbrake is disengaged, otherwise the brakeaway mechanism will not function.

Hand-brake lever with spring cylinder (Fig. 4):

Apply handbrake fully ensuring that handbrake is in the vertical position. This will ensure that the spring cylinder energy store is fully loaded and will automatically re-apply the wheel brakes if the trailer starts to roll backwards.

CAUTION: If the handbrake is not fully applied as detailed above there is a danger that the trailer could roll backwards!

To release:

Press the hand-brake push button fully home and firmly press the handbrake lever back into the off position (handbrake horizontal).

Automatic hand-brake lever (Fig. 5):

Ensure handbrake is fully applied (as highlighted). This will ensure that the gas strut or spring cylinder will automatically re-apply the wheel brakes if trailer starts to roll backwards.

CAUTION: If the handbrake is not fully applied as detailed above there is a danger that the trailer could roll backwards!

To release:

Firmly push the handbrake lever back into the off position (handbrake horizontal).

Hand-brake lever with spring cylinder and gas strut (Fig. 6):

Ensure handbrake is fully applied (as highlighted). This will ensure that the gas strut or spring cylinder will automatically re-apply the wheel brakes if trailer starts to roll backwards.

CAUTION: If the handbrake is not fully applied as

detailed above there is a danger that the trailer could roll backwards!

Release:

Press the hand-brake push button fully home and firmly press the handbrake lever back into the off position (handbrake horizontal).

Servicing

Every 10 000 - 15 000 km or every 12 months:

Lubricate /grease all sliding and moving parts of the overrun device as shown in Fig.7.

Recommended lubricant : General purpose grease to DIN 51825.

Servicing and care of hot dip galvanized parts:

The formation of white rust is only a surface coating and has no adverse effect on the anti-corrosion properties of galvanising. In order to minimise the potential for the formation of white rust the following precautions should be taken:

Ensure there is an adequate air circulation when storing hot dip-galvanised parts.

After winter journeys it is recommended that surfaces

are washed with clean water.

Spare Parts

Spare parts are safety critical parts! For this reason when fitting spare parts in our products we recommend the use of original AL-KO parts or those parts that we have explicitly approved. The reliability, safety and suitability of parts designed especially for our products, has been determined using a special test procedure. In spite of constantly monitoring the market we are unable to assess or vouch for other products.

If repair work or servicing is required AL-KO have a large network of AL-KO service centres throughout Europe. A list of service centres can be requested direct if required. Please bear in mind that repairs should only be carried out by trained and qualified workshops/personnel. To establish the correct spare parts the service centres need the ETI number = spare part identification number.

Troubleshooting		
Fault	Cause	Elimination
Poor braking	Overrun shaft/linkages tight Overrun shaft corroded Damage to body housing	Grease transmission system and all moving parts
Brake overheating during towing	Hand-brake not fully released Wheel fouls brake rod.	Release hand-brake Check transmission system operates smoothly Check overrun lever moves freely Slacken locking handle and reposition assembly correctly.
Handbrake force low	Gas strut defective	Replace gas strut
Uncomfortable ride	Axle shock absorbers defective	Replace shock absorbers
Trailer brakes applied during deceleration or downhill travel	Overrun damper defective	Replace overrun damper