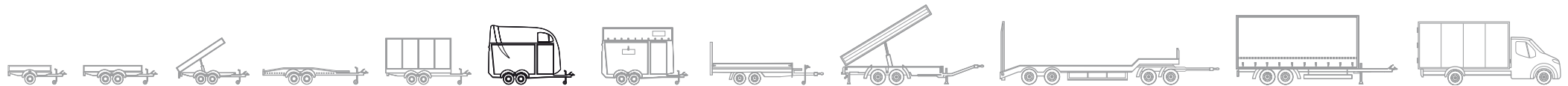


Operating Instruction

Horse Trailer Part 2



en



Humbaur GmbH
Mercedesring 1
86368 Gersthofen
Germany

Tel. +49 821 24929-0 • info@humbaur.com
Fax +49 821 249-100 • www.humbaur.com

Your dealer

Name

Address

Telephone

E-mail@.....



Please enter the name of your dealer.

Please complete the service card on the reverse side of the "Trailers up to 3.5 to" General - Part 1 operating instructions and send it to Humbaur GmbH.

Ask for the handover inspection to be recorded when accepting your trailer.

Your trailer:

Model

Type (abbreviation)

Vehicle
Identification
Number (VIN)

Registration number



Please enter your trailer type and the identification.

You will find the dimensions / technical data of your trailer in the vehicle documents.

This operating instruction manual must be carefully read, understood and complied with in full by anyone who is responsible for the Humbaur GmbH vehicle and its modules.

Humbaur GmbH accepts no liability for damage or failures which arise through disregard of this manual!



Read and observe the operating instruction manual with all the instructions, warnings and notes before driving for the first time!

Please note that all illustrations are representative and may differ from the actual appearance / equipment.



Also read and observe the instruction manuals for components such as axles, etc.!

PART 2

This operating instruction manual "Part 2 - Horse trailer" is intended for you as the user of a ready-to-use trailer.

It provides detailed instructions for handling a horse trailer and its specific accessories.

It contains supplementary information on safe operation, care/cleaning, maintenance/servicing, troubleshooting and decommissioning/disposal 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 (General Points – Part 1)."

This specific operating instruction manual (Part 2) for your trailer is provided on the enclosed CD. You can also download it from www.humbaur.com in the section: Downloads – Operating manuals

The complete technical documentation is part of the product and should be kept in the driver's cab of the traction unit for reference at all times.

Key details for the handling, operation and the requisite care and maintenance work of the trailer are referred to in this operating instruction manual, and errors can only be avoided and trouble-free operation guaranteed if you are familiar with them.

Errors excepted. The manufacturer:

Humbaur GmbH
Mercedesring 1
89368 Gersthofen (Germany)

reserves the right make technical changes to the design, equipment and accessories with respect to the information and illustrations in the operating instruction manual.

As a result, no claims whatsoever can be derived from the information, illustrations and descriptions.

Obligations of the operator

The trailer may only be operated in perfect condition.

Ensure that the operating instruction manual is included with the trailer e.g. if it is sold.

Only utilise trained or instructed personnel.



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.

User group

The trailer should only be operated by users who possess the following additional prerequisites and knowledge:

- Experience in handling horses.
- Transport of horses.

Keyword index

Use the **keyword index** from page **5** to search for **specific** topics.



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

1 Safety

You will find safety information for the correct handling of the trailer in the "Safety" chapter from page **7**.
Read this chapter before driving for the first time.

2 General information

You will find details on vehicle identification in the "General information" chapter from page **11**.

3 Operation

The chapter about "Operation", starting on page **23**, provides you with information about loading and unloading, securing the horse, caring for the horse and duly securing the trailer to prevent it from rolling.

4 Operating the chassis

The chapter on "Chassis Operation", starting on page **37**, tells you all you need to know about carriage transport.

5 Operating the body

The chapter on the "Body", starting on page **43**, explains how to operate the body correctly, how to open, close and secure windows, doors and hoods, as well as how to operate the interior accessories.

6 Electrical system

You will find information on the lighting in the chapter on the "Electrical system" from page **81**.

7 Testing, care and maintenance

You will find out more about the work required to maintain operational safety and the value of your vehicle in the chapter on "Testing, care and maintenance" from page **85**.

8 Troubleshooting guide

You will find information on troubleshooting and important service addresses in the "Troubleshooting guide" from page **95**.

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1

Safety

Intended use

The following are permitted:

- Transport of horses, donkeys, ponies.
- Transport of horse accessories (e.g. saddle, blankets, cleaning utensils, etc.).
- Carriage transport on the carriage frame only.

Qualification of the personnel

HUMBAUR vehicles and bodies and their operating components may only be used and maintained by personnel who are aware of:

- this operating instruction manual.
- the trailer and the associated traction unit.
- the operating and maintenance instructions of the suppliers.
- the German Road Traffic Act (StVO) and German Road Traffic Licensing Regulations (StVZO).
- all the respective health and safety / accident prevention regulations as well as other safety, occupational health and road traffic regulations.
- knowledge about transporting horses, donkeys and ponies.
- knowledge about the Animal Protection Ordinance.

Reasonably foreseeable misuse

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

In particular, this includes:

General

- Non-observance of the safety instructions in the operating instruction manual "Trailers up to 3.5 to, Part 1 - General".
- Transport of persons.
- Transport of small animals (e.g. sheep, pigs, etc.) - see Animal Protection Ordinance.
- Transport of foals / small horses without a foal grid installed.
- Driving with insufficient load securing.
- Driving with unlocked flaps / doors.
- Driving with open deflector / roll-up tarpaulin.
- Driving with breast and breech bar not inserted or not secured.
- Driving without central partition wall installed / secured.
- Irregular cleaning of the cargo bed / internal space.
- Exceeding the drawbar load and trailer load.
- Transport of other loads - without load securing.

Carriage trailer

- Transporting a carriage when the trailer is not loaded.
- Driving with unsecured carriage.
- Loading / unloading the trailer with incorrectly set track width on the loading ramps.

Notos (with saddle compartment)

- Loading a horse without previously opening the front flap (no panic unlocking possible from the inside).
- Driving with unsecured centre-post partition wall.

Notos PLUS (with saddle compartment cubicle)

- Transport of unsecured goods in the saddle compartment cubicle.

The manufacturer:

Humbaur GmbH
Mercedesring 1
86368 Gersthofen (Germany)

rejects any damage which arises through disregard of this manual – the risks are borne solely by the user.

Disclaimer

Any liability of the manufacturer becomes null and void if:

- the trailer and its components are altered without authorization.
- the original parts or conversion parts / accessories approved by Humbaur GmbH are replaced by other components.
- retrospective changes have been made to the trailer (e.g. new drill holes in the frame or the reboring of existing drill holes in the frame). This is considered by Humbaur GmbH to be a structural change, and the type approval therefore becomes null and void.
- non-approved accessories or third-party spare / component parts which are not original HUMBAUR parts are attached or installed. The type approval of the trailer, possibly even the insurance cover, becomes null and void.
- care and maintenance intervals prescribed by the manufacturer are not complied with.

Any risks and liability exclusions resulting from this also exist if:

- Acceptance inspections have been carried out by inspectors / authorised experts of the technical inspection authorities or officially recognised organisations.
- Official approvals are available.

Safety first!**Sources of danger**

Take note of the following points without fail:

- Coupling and uncoupling a trailer: Standing in the danger area is prohibited.
- Clearance heights on the route, while loading and unloading.
- Driving with open deflector / GFR flap.
- Exceeding the permissible gross weight or one-sided overloading through incorrect loading.
- Poorly secured or unsecured goods and / or body components.
- Reversing - keep an eye on the rear area.
- Excessive twisting while manoeuvring.
- Overloading of the trailer, axles and brakes.
- Fitting incorrect wheel and tyre sizes.
- Use of wheels with incorrect offsets, one-sided run-out or centrifugal imbalance.
- Overstressing as a result of reckless and inappropriate driving or handling.
- Impact and shock stress of the axles.
- Speed inappropriate for the road conditions and the loading status of the trailer, especially in bends.
- The parked trailer can tilt or sink in on soft uneven ground.
- Driving on severe inclines.
- Driving with unsecured foal grid.
- Loading / unloading of the trailer in an area with a steep gradient.
- Driving with open vent windows.
- Failure to clean the cargo bed after every use.
- Driving with opened but unsecured tailgates.

In the chassis area

Note the following in general:

- Establish the electrical connections.
- Retract the support devices and lock them.
- Check the tyres and rims for damage.
- Check the tyre pressure, including the spare wheel.
- Check the tightening torque of the wheel nuts.
- In the case of a new trailer, re-tighten the wheel nuts after 50 km and after the first journey with a load.
- Secure the:
spare wheel / spare wheel holder, wheel chock
- Check the trailer lights, repair defective lights.
- Comply with the permissible gross weight.
- Check the number plate and signs.
- Check that the trailer coupling is in perfect condition.

In the body area

Close and secure all body components, such as:

- Vent window
- Fold-out flaps
- Front exit
- Saddle compartment
- Tailgate
- Foal grid
- Deflector / roll-up tarpaulin / GFR tailgate
- Load securing equipment
- Fix and secure the load.
- Ensure that the load distribution is balanced.



2

General information

General



Fig. 1 New Maximus with panorama roof

The horse trailers were specially designed for transporting horses. The range of models allows for the transport of 1 to 2 horses.

The horse trailers come equipped with a brake and reverse automatic function as a standard. All horse trailer models have a handbrake with overrun hitch as standard.

For most models, the ALUBICOMP Floor and the EquiDrive chassis are part of the standard equipment.

The EquiDrive PLUS chassis is available as an optional extra.

The side vent windows and the optional roof vent ensure an adequate supply of air during the drive.

The optional panorama roof of the new Maximus allows the horse to look out into the distance.

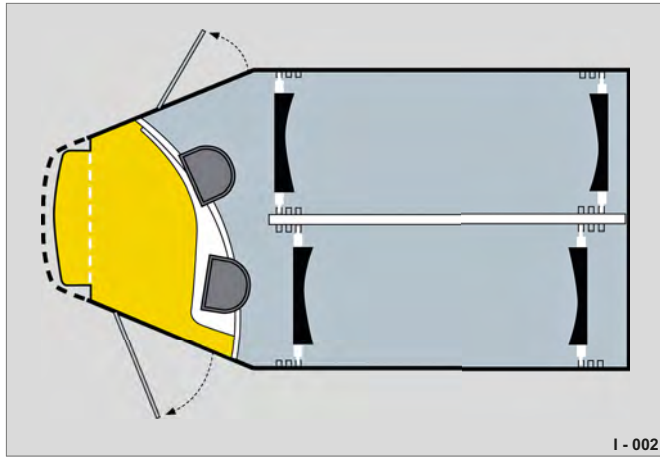


Fig. 2 EquiSpace spatial concept with AERO Front saddle compartment

Some models come with a saddle compartment as standard equipment. The saddle compartment can be individually designed, with various saddle rails or storage facilities.

The EquiSpace spatial concept in combination with AERO Front allows for a very high storage volume.

The folding tailgate / front exit ensures simple loading / unloading of the horse. As an option, the tailgate can also be executed as a revolving door.

In the AERO models, wind noise and fuel consumption are minimised by the AERO Front. The 20% larger saddle compartment provides sufficient storage space for all utensils.



Fig. 3 Individual interior fittings (example)

The large-scale trailers provide maximum room for 2 horses.

Depending on the model and size of the trailer selected, the interior fittings can be adapted to your requirements.

The carriage trailer with a specially extended drawbar provides comfortable transport for two horses and a carriage.

Colour combination



Fig. 4 Colour choice - Maximus (examples)

The wide range of colours allows for individualisation of the horse trailer. A number of colour combinations can be selected for new Maximus models to provide even more individuality.

Give your fantasies free rein with our 360° colour configurator on the Humbaaur website.

Design options



Fig. 5 Design variants - Maximus (examples)

Depending on your taste, the new Maximus provides a selection of fender variants and tyre rims.

Safety accessories

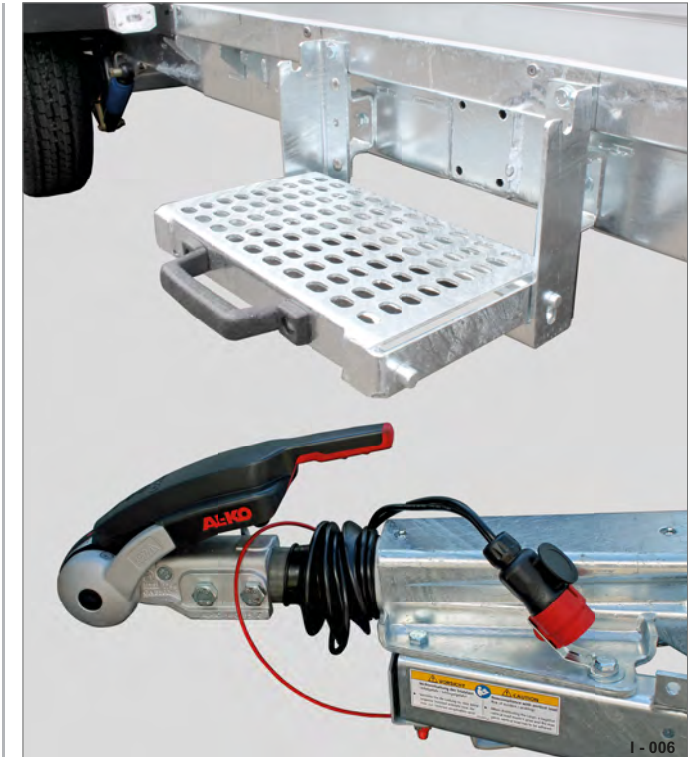


Fig. 6 Accessory options (examples)

Depending on the model, various components may be fitted as accessories, e.g. safety clutch, access step, 3-brake light, radio camera, etc.

Model overview

Wood-polyester class



Fig. 7 Single

Full-length bar and breech bar
One-horse transport
with saddle compartment



Fig. 9 Balios SPIRIT

without deflector
without saddle compartment



Fig. 8 Balios

with deflector
with automatic support wheel
without saddle compartment



Fig. 10 Balios AERO

with deflector
with automatic support wheel
with saddle compartment

Aluminium-polyester class



Fig. 11 Single ALU

One-horse transport
 Full-length breast and breech bar
 with saddle compartment
 with Windschott (deflector)



Fig. 13 Xanthos

with AluBiComp floor
 without saddle compartment
 with deflector
 with automatic support wheel
 with wheel shock absorber (100 km/h)



Fig. 15 Notos ALU

Rotating centre-post partition wall
 Rotating hinge-mounted tailgate
 Divided revolving / swivel front exit
 with wheel shock absorber (100 km/h)



Fig. 12 Xanthos SPIRIT

without saddle compartment
 without deflector
 without wheel shock absorber (100 km/h)



Fig. 14 Xanthos AERO

with saddle compartment
 with Windschott (deflector)
 with wheel shock absorber (100 km/h)

Full Polyester Class



Fig. 16 Zephir

- with saddle compartment
- with Windschott (deflector)
- with automatic support wheel
- with wheel shock absorber (100 km/h)



Fig. 17 Zephir AERO

- with saddle compartment
- with Windschott (deflector)
- with automatic support wheel



Fig. 18 Maximus

- with AluBiComp floor
- Lateral kick protection made of aluminium
- with saddle compartment
- with Windschott (deflector)
- with automatic support wheel
- with wheel shock absorber (100 km/h)



Fig. 19 Maximus Upgrade

- with designer fenders
- LED rear lights

Larger vehicle class



Fig. 20 Notos PLUS

- Tailgate rotates and swivels
- Large saddle compartment cubicle
- Passage door to saddle compartment cubicle (optional)
- Access doors on both sides
- with automatic support wheel

Carriage class



I - 021

Fig. 21 Balios carriage
without deflector
without saddle compartment

- Aluminium loading ramps with lateral protective edge
- Aluminium stand rails with hot-dip galvanised stand brackets
- with lashing rings for carriage retention
- with automatic support wheel



I - 022

Fig. 22 Xanthos carriage
with deflector
without saddle compartment
with AluBiComp floor



I - 023

Fig. 23 Two jockey wheels (optional)
for parking an unhitched trailer



I - 024

Fig. 24 Zephir carriage
with deflector
with saddle compartment
with wheel shock absorber (100 km/h)



I - 025

Fig. 25 Carriage frame covered (optional)
Partition plate as cover

Components

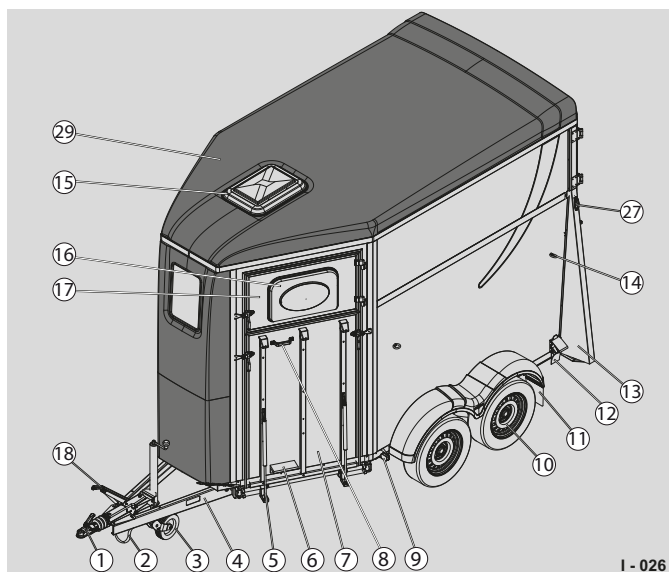


Fig. 26 Notos - front / side view

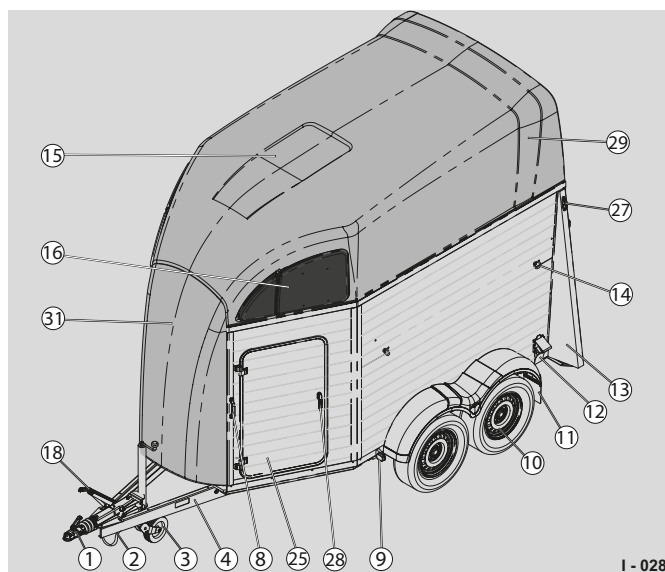


Fig. 28 Xanthos AERO - front / side view

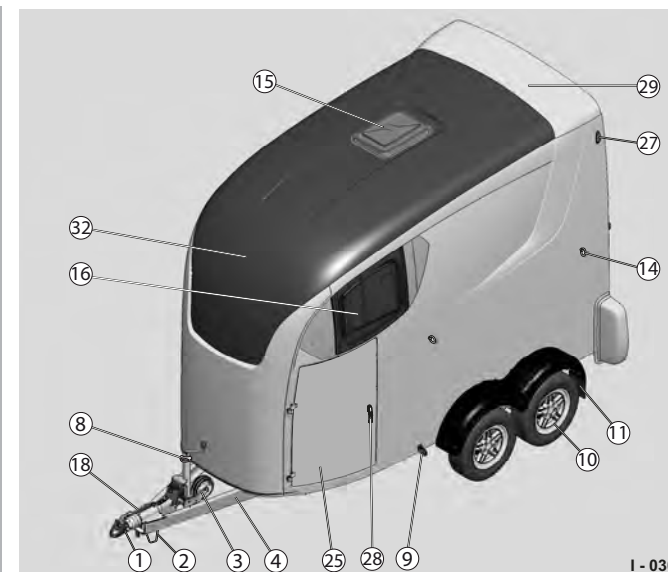


Fig. 30 Maximus - front / side view

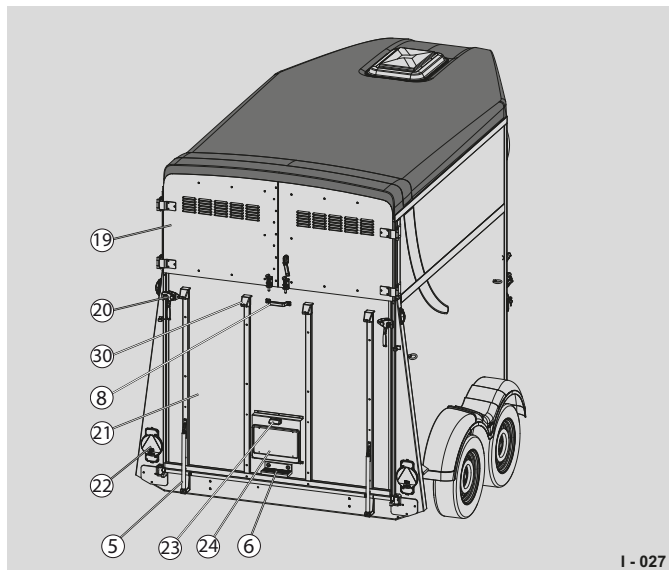


Fig. 27 Notos - rear view

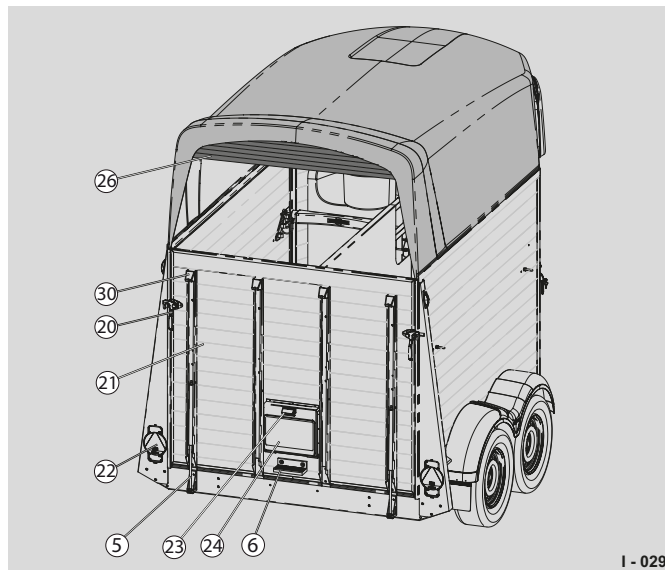


Fig. 29 Xanthos AERO - rear view

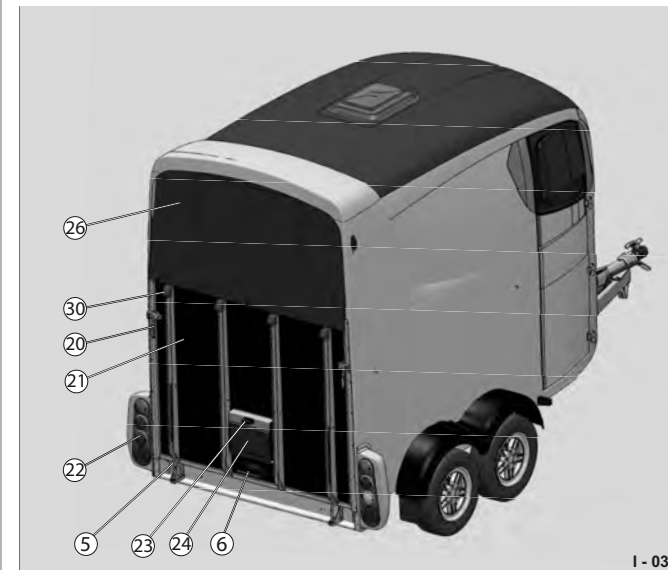


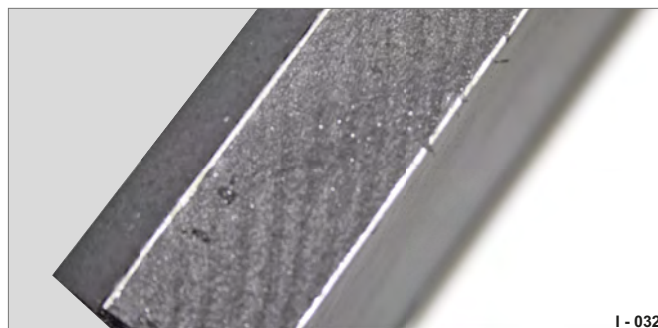
Fig. 31 Maximus - rear view

- 1 Ball coupling
- 2 Drawbar support
- 3 Jockey wheel
- 4 V drawbar
- 5 Gas strut
- 6 Step
- 7 Front access / exit / flap or revolving door
- 8 Handle
- 9 Front reflector / white reflector or
Front side light
- 10 Wheel (tyre)
- 11 Mud guards (with spray guards)
- 12 Wheel chock
- 13 Rear support
- 14 Tie-ring with panic locking
- 15 Roof vent
- 16 Vent window
- 17 Fold-out flap
- 18 Overrun hitch with hand brake lever, brake linkage, brake
accumulator
- 19 Rotary flap / windflap
- 20 Angle lever lock
- 21 Tailgate or revolving door
- 22 Tail lights
- 23 Number plate light
- 24 Registration number holder
- 25 Saddle compartment door
- 26 Deflector / roll-up tarpaulin
- 27 Rear side light
- 28 Rotary handle
- 29 Polyester hood (polyester, GFR)
- 30 Support surface
- 31 Front
- 32 Panorama roof (optional)

Optional accessories

The following components can be optionally fitted.
Further versions can be constructed at customer request.

AluBiComp floor



I - 032

Fig. 32 Floor with glued 8 mm rubber matting

Alloy wheel rim



I - 033

Fig. 33 Bicolor alloy rims

Third brake light



I - 034

Fig. 34 at top rear

LED rear lights



I - 035

Fig. 35 LED rear lights (Maximus)

Roof vent / skylight



I - 036

Fig. 36 on front section of roof

Spare wheel



I - 037

Fig. 37 at front of vehicle or to one side at the rear

Foal grid



Fig. 38 positioned on tailgate

Feeding trough



Fig. 39 for insertion

Stool



Fig. 40 loose stool as access aid

Head partition

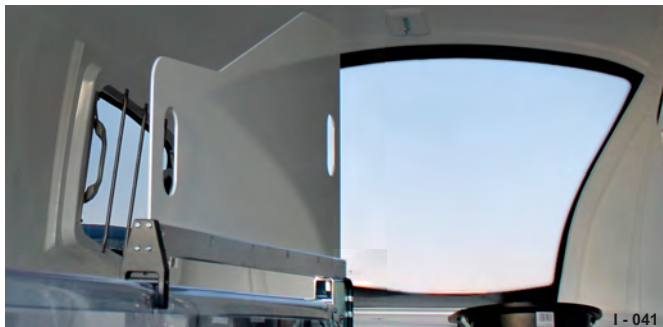


Fig. 41 positioned on partition

Manoeuvring handle



Fig. 42 positioned on the jockey wheel

Deflector



Fig. 43 Roll-up tarpaulin instead of roll-up net

Rubber tread strip

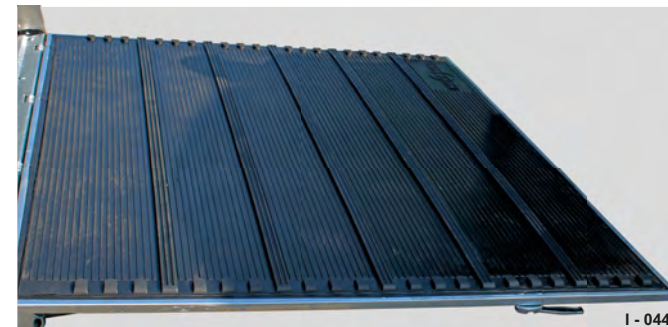


Fig. 44 on the tailgate

Registration number holder



Fig. 45 single or double line

Monitoring

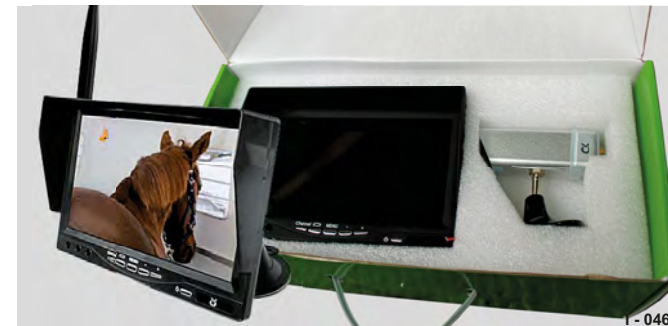


Fig. 46 Radio camera with monitor in driver's cabin

Saddle compartment lighting



I - 047

Fig. 47 LED light, battery-driven

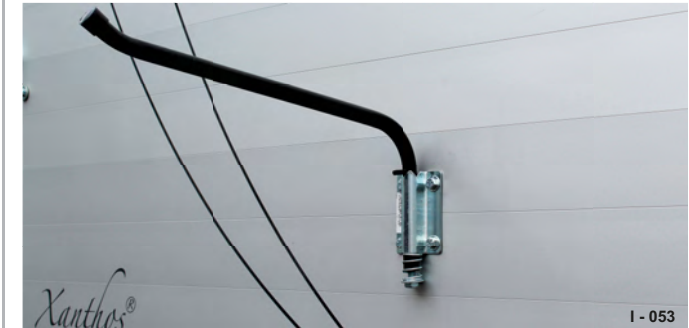
Saddle compartment accessories



I - 050

Fig. 50 Broom / shovel for cleaning trailer

Inside saddle support



I - 053

Fig. 53 Inside saddle rail, swivel-mounted

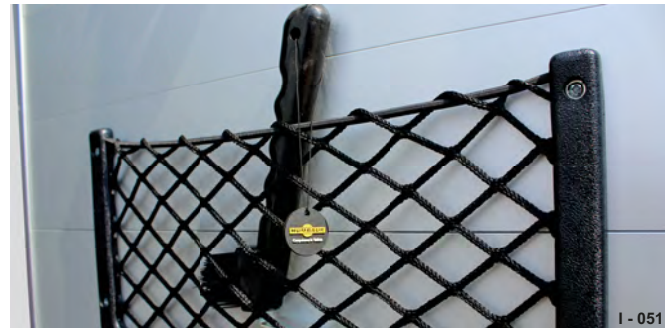
Sliding window (Notos)



I - 048

Fig. 48 Sliding window outside and inside

Cleaning utensils



I - 051

Fig. 51 Hoof scraper

Outside saddle support



I - 054

Fig. 54 Outside saddle rail, fixed

Power supply (Notos Plus)



I - 049

Fig. 49 230V power supply / circuit breaker inside

Holders



I - 052

Fig. 52 Snaffle holder / universal hook

Western saddle holder



I - 055

Fig. 55 Western version

Side padding



I - 056

Fig. 56 on right and left side

Wearing mat



I - 059

Fig. 59 glued to the floor

Tailgate with revolving door function



I - 062

Fig. 62 Tailgate with revolving / swivel function

Side protection



I - 057

Fig. 57 as aluminium plate

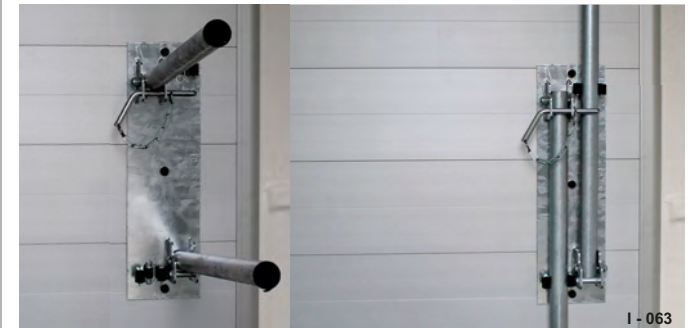
Windflap



I - 060

Fig. 60 GFR windflap at rear instead of deflector

Saddle holder (Notos PLUS)



I - 063

Fig. 63 Saddle holder rodding (foldable)

Side protection



I - 058

Fig. 58 as plastic plate

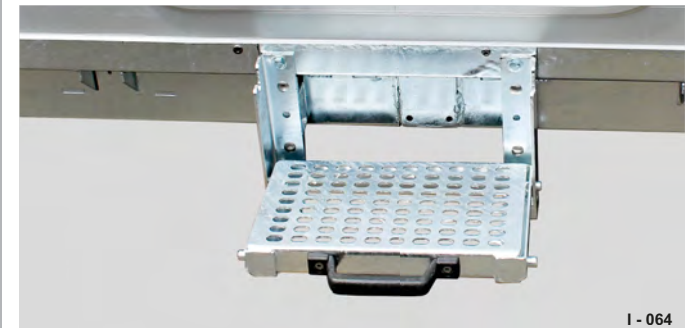
Wheel shock absorber for 100 km / h



I - 061

Fig. 61 RSD loose or installed

Step (Notos PLUS)



I - 064




Fig. 64 Step to saddle compartment cubicle




3

Operation

General safety information

-  Before setting off, make sure that the maximum permissible loads (load capacity and drawbar load) are not exceeded.
-  Take note of the safety information and instructions for load distribution in the operating instruction manual, "Trailers up to 3.5 to" General Points – Part 1".
-  Observe the maximum permissible towing load and drawbar load of your towing vehicle and the trailer coupling.


- Check the weight of the goods to be loaded where required.
- Carry out a departure check (see operating instruction manual, "Trailers up to 3.5 to" General Points - Part 1).

-  A warning sticker should be attached to the rear of the trailer for safety reasons.



PFERDETRANSPORT

- Always remember:
You are transporting "LIVE ANIMALS"
- which could panic!

-  Prerequisites for safe driving with a trailer:

–The body must be fully closed while driving.

- The horse / horses must be secured with breast and breech bars and tied up.
- Any other goods must be properly tied down/secured.
- The permissible gross weight and the axle loads must be complied with.
- Comply with the load securing guidelines pursuant to VDI 2700.



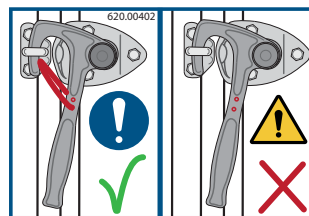
DANGER

Driving with unsecured tailgate / front exit

An unlocked tailgate / front exit may unintentionally fold open while driving - accident risk!

The goods could fall out / the horse could panic - accident risk!

- ▶ Ensure that the tailgate / front flap is locked with the angle lever locks before driving off. (The locking springs on the angle lever locks must have latched).



- ▶ Immediately replace missing / defective locking springs.



WARNING



Climbing on the body

The body does not provide sufficient stability for people.

The components of the body could give way or break - Falling hazard!

- ▶ Do not use the components of the body as a ladder.
- ▶ Use a stable ladder for carrying out work on the body.



WARNING



Objects on the trailer!

Ice, snow, branches and other objects could fall from the body / cargo bed while driving - risk of accidents!

- ▶ Before setting off, make sure that there are no pools of water, ice, snow, branches or other objects on the body / cargo bed.
Remove these if required.
- ▶ Use a stable ladder where required.

Driving in a car and trailer combination with horses



B - 001

Fig. 1 Driving in car and trailer combinations (example image)



Take note of the safety / driving instructions for driving with the towing vehicle and trailer stated in the operating instruction manual "Trailers up to 3.5 t" - General - Part 1.



B - 002

Fig. 2 Driving in car and trailer combinations (example image)

- ▶ Carry out a departure check (see operating instruction manual, "Trailers up to 3.5 t" (General Points - Part 1).
- ▶ Drive particularly carefully when transporting horses and look ahead.
- ▶ Adapt your driving style to the road and weather conditions!
- ▶ Reduce your speed and drive particularly carefully around bends and when turning!
- ▶ Start braking processes smoothly (not suddenly)
- ▶ Stop immediately if the horse starts to jump around in the trailer.

Driving at 100 km / h



B - 003

Fig. 3 Maximum speed / 100 km / h sticker



Your trailer can be licensed for a top speed of 100 km / h.


For this, several conditions must be fulfilled.
- For information, see www.humbaur.com / Interesting facts

- ▶ Have any missing wheel shock absorbers retrofitted to the trailer.

Preparation

- Make sure that road traffic safety is not impaired when loading and unloading the trailer.
- If necessary, use additional signalling devices, e.g., signs, barriers.

WARNING

-  **The horse may panic**
There is no escape route if the access door / front exit is locked - risk of crushing / impact!
- ▶ Ensure that the access door / front exit is unlocked and opened before guiding in the horse.
 - ▶ Pay attention to the warning note:

 **WARNING**

The HORSE could crush you to death!

- ▶ Open the front flap / door before loading the horse - RISK OF ESCAPE!

 **WARNING**



You can be crushed by Horse!

- ▶ Open the front door before loading the horse - ESCAPE!

620.00436


- ▶ Train entering and exiting with your horse several times as required.
- ▶ Familiarise your horse with the trailer and the noises made to reduce the stress.

WARNING

-  **Restricted view**
People may not be seen and be run over when reversing.
- ▶ Use the mirrors to correctly assess the danger area around the vehicle.
 - ▶  Have someone guide you when reversing.

Procedure:

- ▶ Park the trailer on a firm surface to prevent it from sinking in or tipping over.
- ▶ First, couple the trailer to the towing vehicle, then operate the parking brake of the towing vehicle.

 Observe the safety instructions for manipulating the wheel chocks in the operating instruction manual, "Trailers up to 3.5 to – General - Part 1."

- ▶ In addition, secure the trailer against rolling by using the wheel chocks.


Operating the tailgate



Fig. 4 Operating the tailgate



1 Tailgate folded down

CAUTION

 **Tailgate falling down**
After unlocking, the tailgate can fold open or fold down in an uncontrolled manner - impact / crushing risk!

People's hands/ feet may be crushed.

- ▶ Stand to the side when unlocking the tailgate.
- ▶ Hold the tailgate with one hand at the side.
- ▶ If the gas struts are faulty, allow the tailgate to fall to the floor - do not try to catch it.

- ▶  Keep your feet out of the danger area.
- ▶  Keep people out of the danger area when folding down the tailgate.

▶ Use  ,  .

Loading / moving in the horse

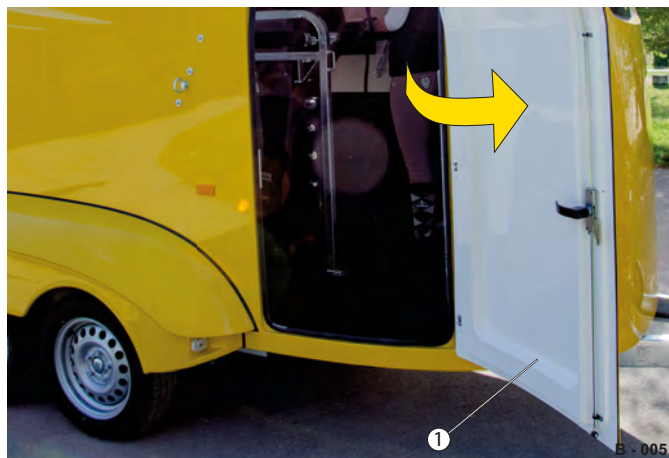


Fig. 5 Access door CLOSED / OPEN


WARNING
**The horse may panic!**

There is no escape route if the access door / front exit is locked.

The horse may crush you to death / squash you.

- ▶ Before leading in the horse, check that the access door / front exit is unlocked and open.

NOTICE**Overloading the tailgate / front exit!**

The tailgate / front exit can be deformed. The maximum permissible drawbar load is exceeded.

- ▶ Load the tailgate / front exit evenly.
- ▶ Only move in one horse at a time.
- ▶ Avoid point loads.



Fig. 6 Maximum load on the tailgate

- ▶ Unlocking the breech bar.
- ▶ Swivel it downwards.
- ▶ Check that the breast bar is attached and secured.

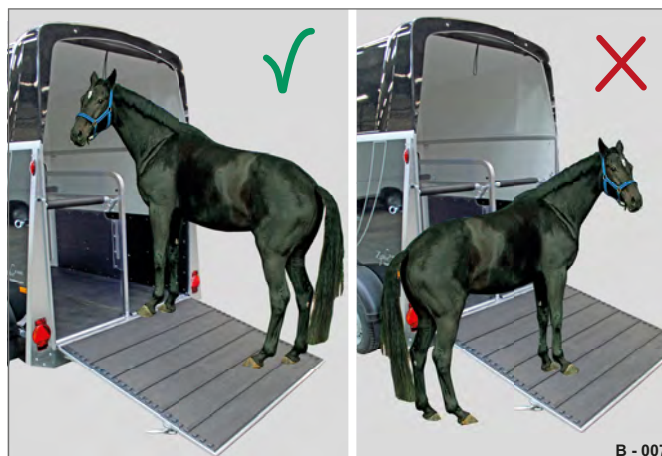


Fig. 7 Position the horse

- ▶ Position the horse in line with the tailgate.



Fig. 8 Guiding in the horse

- ▶ Slowly and carefully walk over the tailgate and lead up your horse slowly and in a controlled manner.

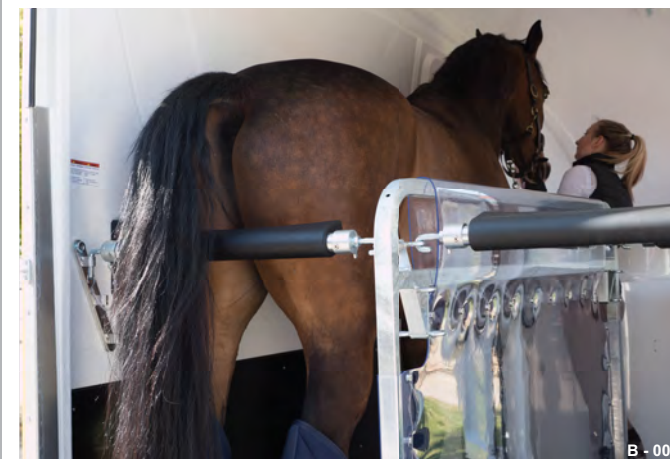


Fig. 9 Securing a horse

- ▶ Tie the horse to an internal eyelet.
- ▶ Attach the breech bar and secure it.

Positioning horses in the trailer

Correct load distribution

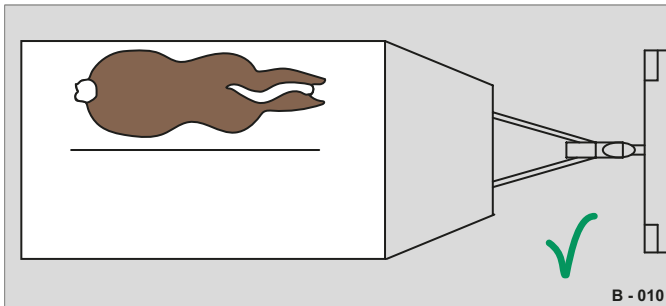


Fig. 10 Two-horse trailer with one horse
The horse is positioned on the left side.

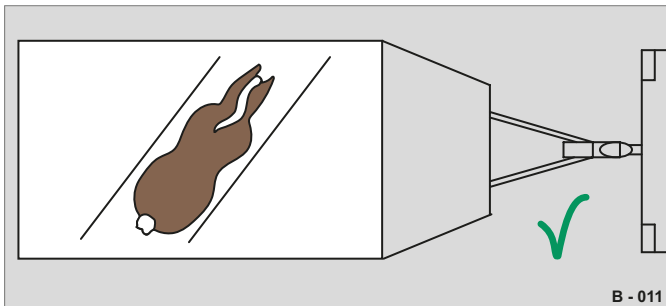


Fig. 11 Three-horse trailer with one horse
The horse is positioned in the middle.

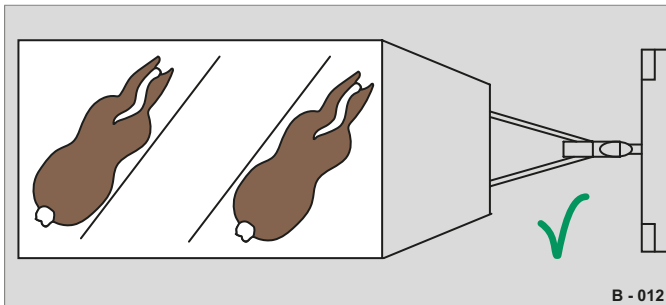


Fig. 12 Three-horse trailer with two horses
The horses are positioned at the back and front.

Incorrect load distribution

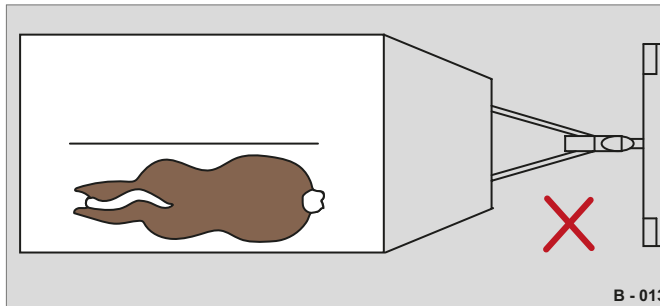


Fig. 13 Two-horse trailer with one horse
The horse is positioned on the right side / head facing backwards. The trailer may tilt when driving over unfortified road edges.

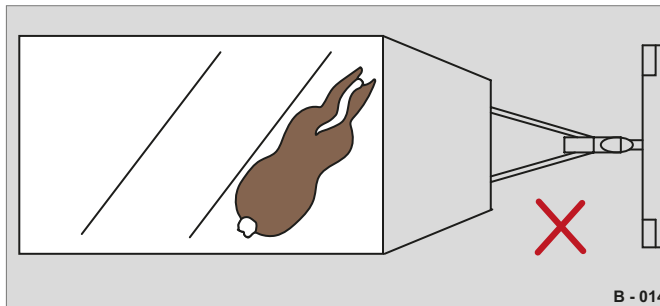


Fig. 14 Three-horse trailer with one horse - front
The front axle on the trailer and the rear axle of the towing vehicle are excessively loaded. Drawbar load too high - overloading!

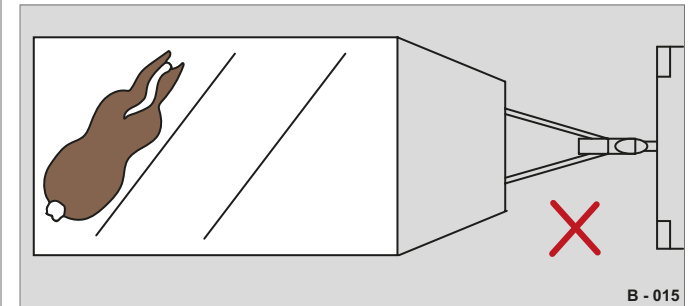
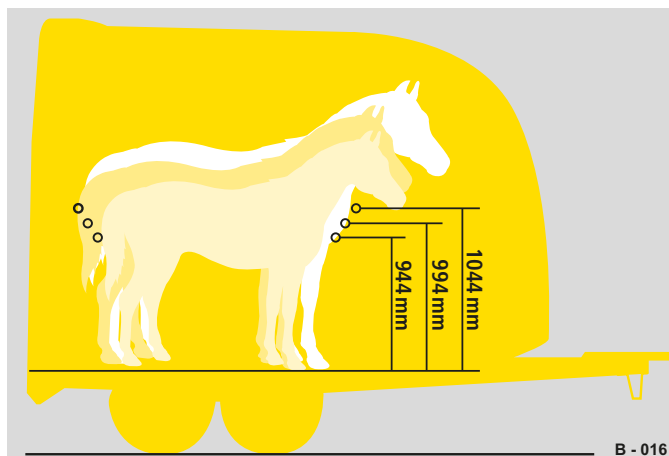


Fig. 15 Three-horse trailer with one horse - rear
The trailer tilts backwards; the towing vehicle tilts forwards = the drawbar load is too low or is negative. The rear axle on the trailer and the front axle of the towing vehicle are excessively loaded.

Securing a horse



B - 016

Fig. 16 Breast and breech bars - height adjustment

WARNING

Unsecured horse

The horse can make the trailer lurch by changing the weight distribution during the drive - accident risk!

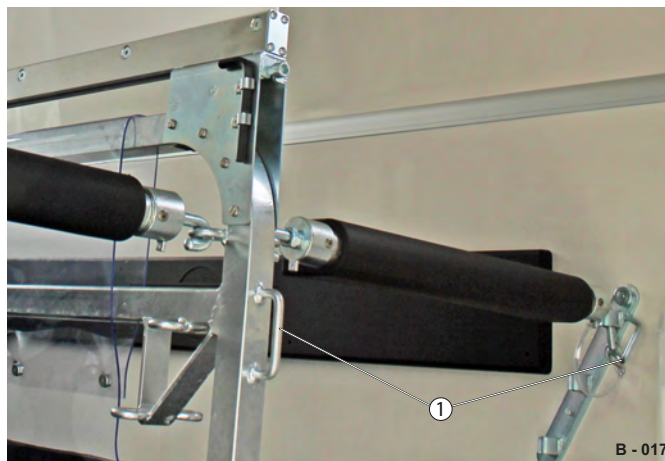
- ▶ Check that the horse is / horses are secured with breech / breast bars.

WARNING	WARNING
<p>Unsecured breast / breech bars!</p> <p>Bars may fall down while driving and the weight distribution of the horse may change / risk of skidding.</p> <ul style="list-style-type: none"> ▶ Suspend and secure the breast / breech bar before driving off. 	<p>Loose breast / breech bars!</p> <p>Falling bars while driving - weight transfer by horse / danger of skidding.</p> <ul style="list-style-type: none"> ▶ Engage and secure the breast / breech bars before driving.

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The breast and breech bar holder can be set to 3 height levels. The breast and breech bars must be positioned in accordance with the size of your horse.



B - 017

Fig. 17 Lashing options

- 1 Eyelets

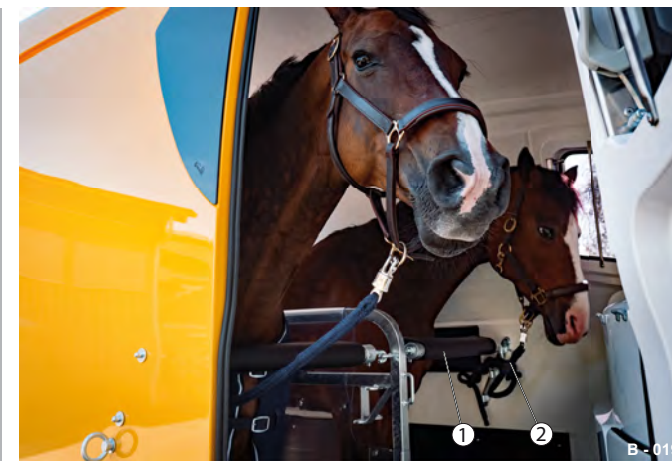


B - 018

Fig. 18 Breast and breech bars

- 1 Breast bar
- 2 Breech bar
- 3 Eyelets at 3 heights

Securing the breast / breech bar

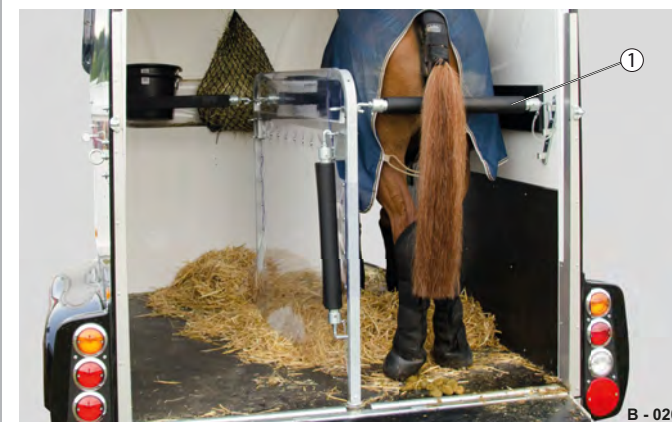


B - 019

Fig. 19 Breast bar secured / horse tied up

- 1 Breast bar, secured
- 2 Eyelet

- ▶ Engage the breast bar (Fig. 19 /1) - see page 74.
- ▶ Tie the horse to the rail (Fig. 19 /2).



B - 020

Fig. 20 Breech bar - horse secured

- 1 Breech bar, secured

- ▶ Engage the breech bar (Fig. 20 /1) - see page 74.

Securing a foal during transport



Fig. 21 Safeguard against jumping out

- 1 Foal grid

► Fold up the foal grid (Fig. 21 /1) and secure it - see page 60.

Securing a carriage

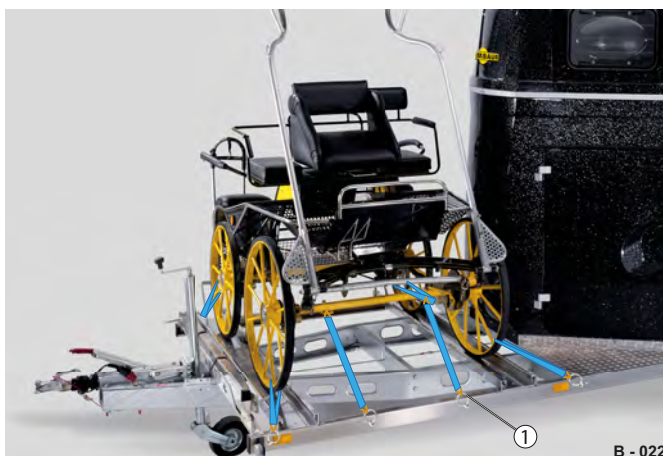


Fig. 22 Carriage secured

- 1 Tie-down points

► Tie down the carriage at the lashing points (Fig. 22 /1) - see page 39.

Tie-down points (optional)



Fig. 23 Tie-down points (optional)

- 1 Tie-down bracket (400 daN, kg)
- 2 Cargo bed
- 3 Groove

The retractable tie-down brackets finish flush with the cargo bed (Fig. 23 /2).

The tie-down points are used to tie down solid goods.



Adhere to the maximum tie-down forces of 400 daN / kg.





Take note of the safety information for load securing in the operating instruction manual, "Trailers up to 3.5 t" General Points – Part 1".

► Slowly slide the tie-down bracket (Fig. 23 /1) upwards and out of the groove (Fig. 23 /3).


► Fold any tie-down points not required back into the groove.

Securing the trailer against rolling

 Take note of the instructions for the uncoupling process in the operating instruction manual, "Trailers up to 3.5 to" General Points – Part 1".


 Observe the general safety and warning instructions on safely parking your trailer in the operating instruction manual "Trailers up to 3.5 to" (General Points – Part 1).


 **WARNING**

 **Incorrectly uncoupled trailer**
 The trailer could start moving and tip over. People could be struck by the trailer and run over - risk of crushing!
 ► Only uncouple the trailer when it is empty.
 ► Use wheel chocks and the hand brake to secure the trailer from rolling away before uncoupling.

 **WARNING**

Unsecured wheel chocks
 Unsecured wheel chocks could fall off while driving - risk of accidents!
 ► Check that the wheel chocks are secured before driving off.
 ► Check the holders for damage at regular intervals.

 In addition to the parking brake, the trailer must be secured with wheel chocks on slopes / gradients and when uncoupled.

 Wheel chocks must always be available. Replace any lost or damaged wheel chocks immediately.

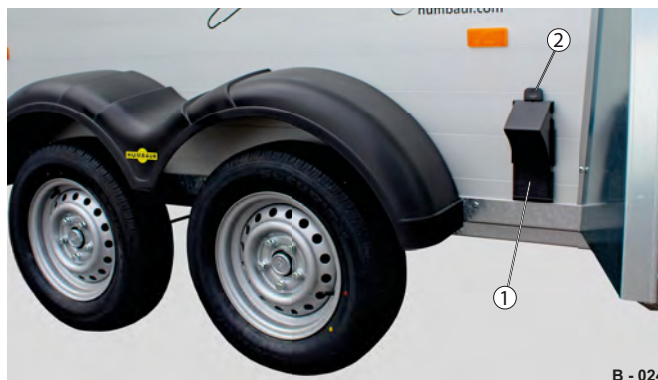


Fig. 24 Example of Zephir - position of wheel chocks

- 1 Wheel chock
- 2 Holder

The position of the wheel chocks may vary for the various horse trailer models:

- for wood and alu-poly models:
at the rear behind the fender



Fig. 25 Example of Maximus - position of wheel chocks

- for full-poly models:
in the front section of the chassis below the body

Engaging the hand brake

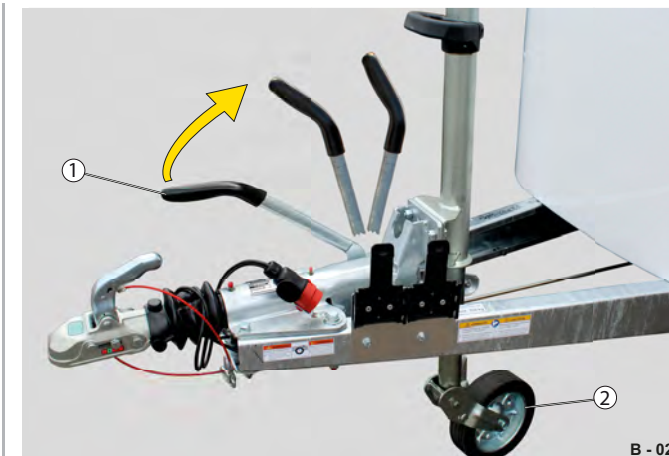


Fig. 26 Activating the hand brake

- 1 Hand brake (engaged)
- 2 Jockey wheel (in parking position)

- Wind down the jockey wheel (Fig. 26 /2) until it reaches the floor.
- Completely pull up the hand brake (Fig. 26 /1).

Manipulating the wheel chocks



Fig. 27 Releasing the wheel chock

- 1 Lever
- 2 Wheel chock

CAUTION

Removing the wheel chocks
 You could crush your hands / fingers when removing the wheel chocks. You could also hit your head on the chassis / body.



- ▶ Use
- ▶ Operate the wheel chocks slowly and carefully.
- ▶ Avoid jerky movements.

Observe the safety instructions for manipulating the wheel chocks in the operating instruction manual, "Trailers up to 3.5 to – General - Part 1."

- ▶ Press the lever into the holder (Fig. 27 /1).
- ▶ Slide out the wheel chock (Fig. 27 /2) at the same time.



Fig. 28 Removing the wheel chock

- ▶ Remove the wheel chock from the holder.



Fig. 29 Wheel chocks positioned

- 1 Wheel chock

- ▶ Place the complete surface of the wheel chocks (Fig. 29 /1) under the wheels.
 Consider the direction of inclination of the trailer e.g. on a slope.



Fig. 30 Secure the wheel chock (driving position)

- ▶ Position the wheel chock in the holder - the grooves must be aligned with the lugs.
- ▶ Slide the wheel chock into the holder until it engages - a clicking noise can be heard.
 The wheel chocks have been secured in the holders on both sides.

Manoeuvring

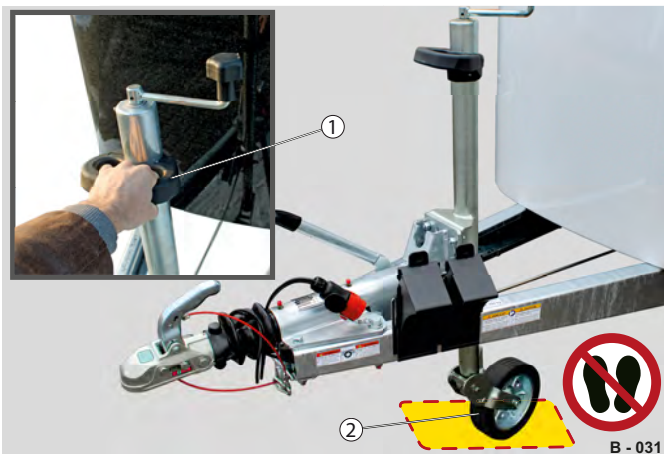


Fig. 31 Manoeuvring option (Maximus model)

- 1 Manoeuvring handle
- 2 Jockey wheel



The trailer may only be manoeuvred when it is empty.

Preparation:

- ▶ Lower the jockey wheel (Fig. 31 /2).
- ▶ Close the tailgate / front exit / access door / saddle compartment.
- ▶ Release the handbrake.

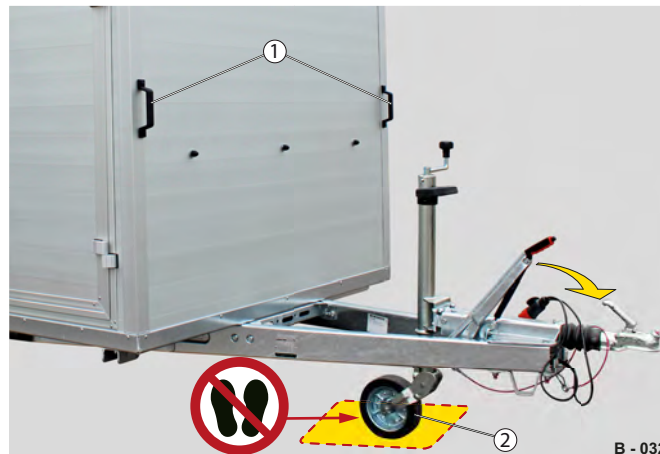


Fig. 32 Manual manoeuvring of the trailer

- 1 Handle (in front)
- 2 Jockey wheel

- ▶ For manual manoeuvring, use the handle (Fig. 31 /1) on the jockey wheel or the handles (Fig. 32 /1) at the front of the trailer.
- ▶ Pull / push the trailer in the desired direction.
- ▶ Ensure that your feet do not get under the jockey wheel (Fig. 32 /2).



- ▶ Use

Parking with a horse



Fig. 33 Parked trailer with horse



Uncoupling of a loaded trailer (with horse) is not permitted.

- ▶ Open the tailgate / access door / deflector / vent window or ventilation flaps.



Fig. 34 Trailer coupled / horse tied-up outside

- ▶ Tie up the horse, e.g. at the outer eyelets or at the saddle support.

Radio monitoring



Fig. 35 Monitor in the towing vehicle

1 Radio monitor

Monitoring the horse in the trailer increases safety and provides an indication if the horse panics so that action can be taken in good time.



Fig. 36 Camera in the trailer

1 Camera

► Have a radio monitoring system installed by a specialist workshop.

Saddle support

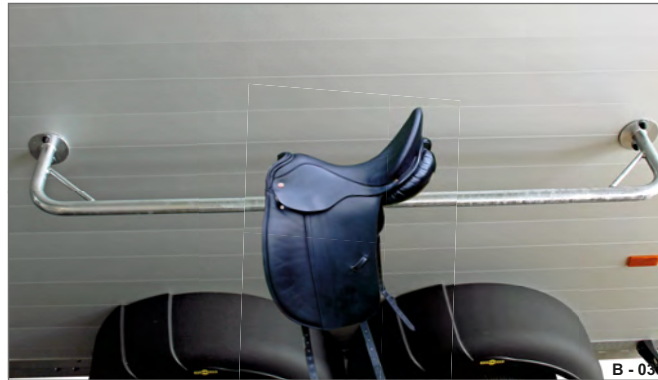


Fig. 37 External saddle support (rigid)

! The saddle may not be transported on the saddle support rail while driving.

A saddle support rail can be optionally installed on the outside wall.



Fig. 38 Inner storage bracket (swivel-mounted)

Several swivel-mounted storage brackets can be attached to the inside of the trailer (e.g. for Notos Plus).

Hoof scraper

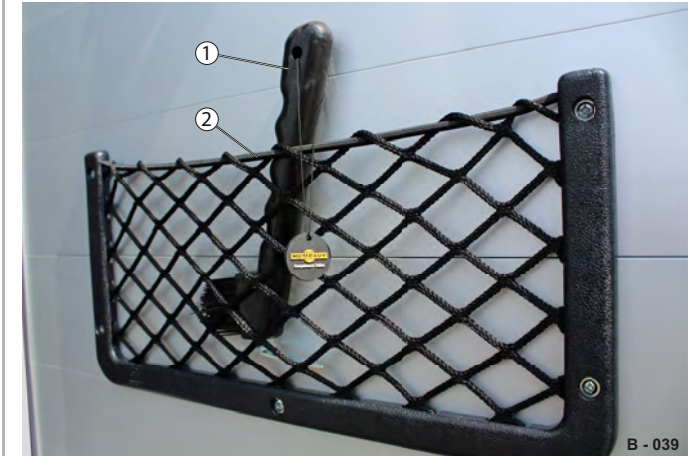


Fig. 39 Hoof scraper

- 1 Saddle compartment
- 2 Hook
- 3 Hoof scraper
- 4 Storage net

The hoof scraper is used to clean horses' hooves. It can also be used as a tool for emergency unlocking from the outside.

► Stow the hoof scraper (Fig. 39 /3) inside the trailer, e.g. in the saddle compartment (Fig. 39 /1), in the storage net (Fig. 39 /4) or on a hook (Fig. 39 /2).

Feeding trough / storage shelf



Fig. 40 Storage shelf on the saddle compartment

- 1 Feeding trough

Depending on the accessories, the storage shelf in the saddle compartment may be deeper and used for the storage of horse blankets or horse feed, e.g. hay.

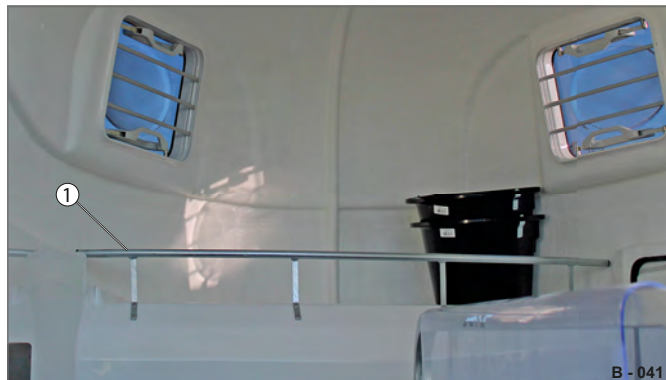


Fig. 41 Storage shelf with rail

- 1 Rail

A rail in the saddle compartment is used as separator for stored materials such as cooler blankets.

- ▶ Only store light materials on the storage shelf.
- ▶ Tie them to the rail (Fig. 41 /1) as required.

Feeding trough



Fig. 42 Feeding troughs inserted
The feeding troughs are used as food and water containers.



Fig. 43 Insert the feeding troughs

- 1 Metal lugs
2 Eyelet

- ▶ Insert the metal lugs of the feeding trough (Fig. 43 /1) into the eyelets (Fig. 43 /2).



Fig. 44 Feeding troughs stacked when not in use

- 1 Front holder

- ▶ Stack the empty feeding troughs and insert them into the holders (Fig. 44 /1).

Hay net

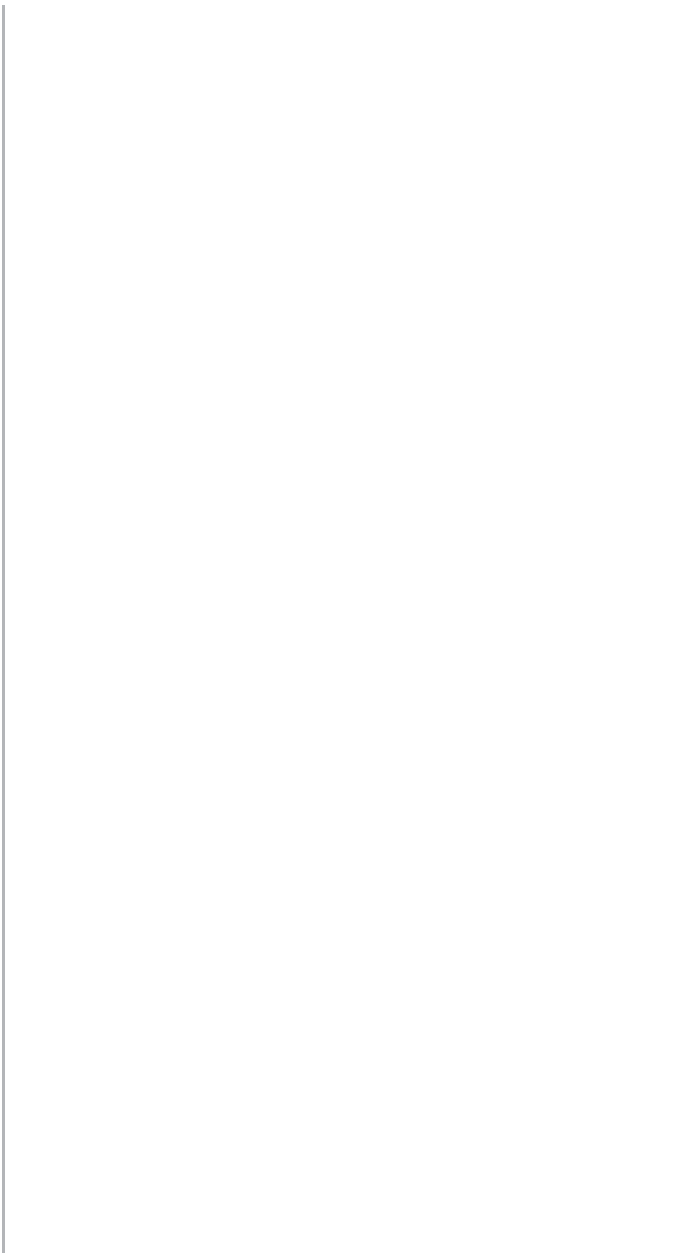


Fig. 45 Hay net hung up

- 1 Eyelet
2 Hay net

The hay net (Fig. 45 /2) is attached to the eyelet (Fig. 45 /1) in the ceiling.

- ▶ Use an access aid to attach the hay net, e.g. stool.

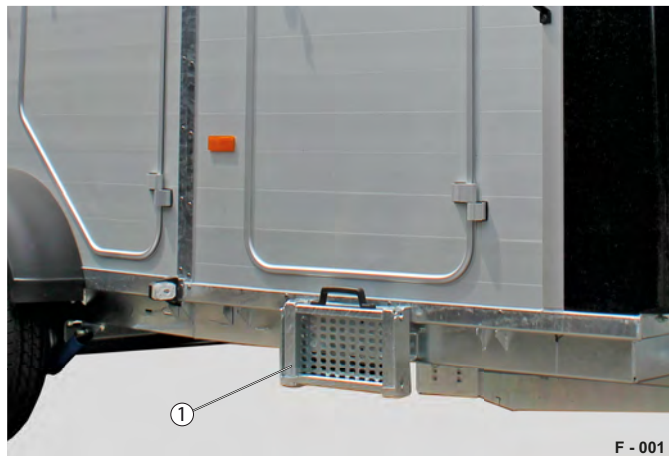




4

Operating the chassis

Step (Notos PLUS)



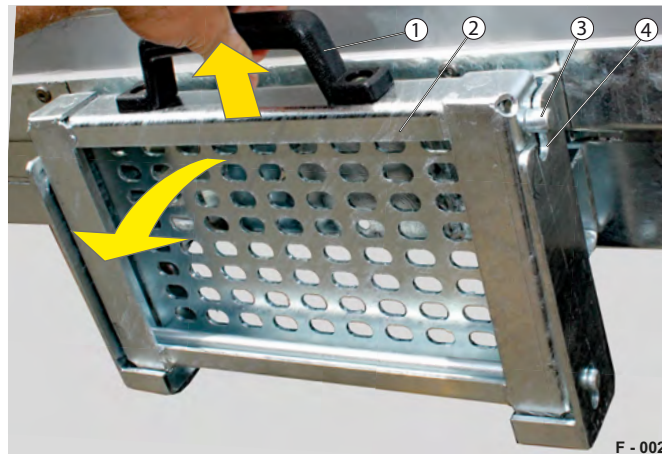
F - 001

Fig. 1 Step

1 Step

An optional step (Fig. 1 /1) allows for more comfortable access to the saddle compartment cabin of the Notos PLUS.

Folding out the step



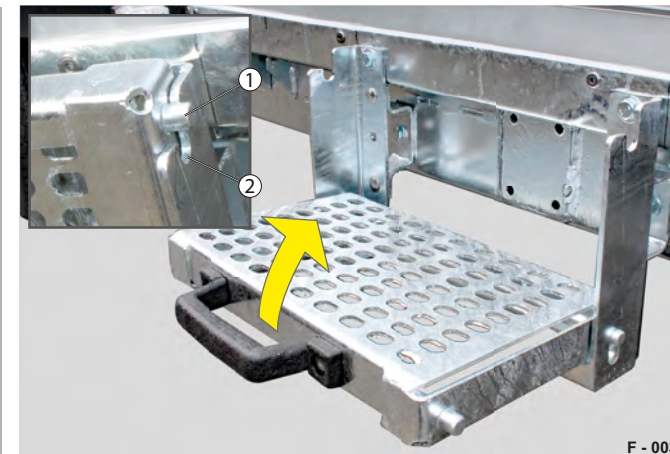
F - 002

Fig. 2 Folding out the step

- 1 Handle
- 2 Step
- 3 Bolt
- 4 Locking mechanism

- ▶ Pull the step (Fig. 2 /2) handle (Fig. 2 /1) upwards until the bolt (Fig. 2 /3) is released from the lock (Fig. 2 /4).
- ▶ Fold the step downwards.

Folding in the step



F - 003

Fig. 3 Folding in the step

- 1 Bolt
- 2 Locking mechanism

- ▶ Fold the step upwards.
- ▶ Push the stop downwards, using the handle, until the bolt engages.

Carriage frame

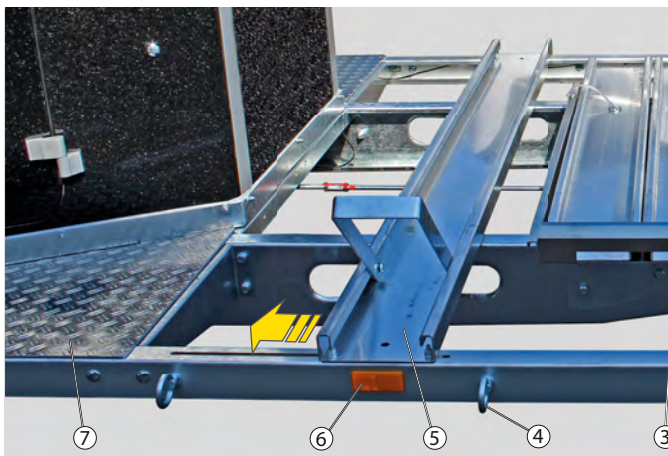


Fig. 4 Example Xanthos - carriage frame

The carriage frame is only designed for the transport of carriages.

Transport of other goods is not permitted.



Carriage transport may only be performed within the framework of the permissible gross weight and adherence to the max. drawbar load.



DANGER

Driving with unsecured loading ramps

Unsecured loading ramps may unintentionally come loose while driving and fall off the frame - accident risk!

- ▶ Check that the loading ramps are secured before driving off.

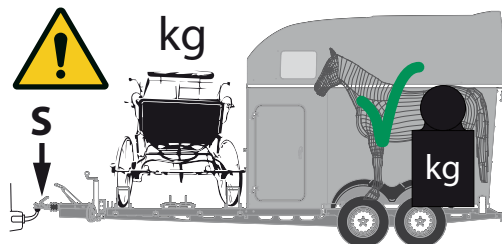


DANGER

Transporting a carriage when the trailer is not loaded

The drawbar load is exceeded and the trailer may start to lurch - accident risk!

- ▶ Only transport a carriage when the trailer is loaded (horse) - weight compensation.
- ▶ Take note of the stickers attached.



- ▶ Comply with the drawbar load.



CAUTION



Operating loading ramps

Fingers / hands can be injured when removing and positioning the loading ramps.

- ▶ Remove and position the loading ramps carefully. Hold them at the sides.

- ▶ Keep your fingers / hands away from the crush area.



CAUTION



Sharp edges

Fingers / hands can be cut on sharp edges when removing and positioning the loading ramps.

- ▶ Use 

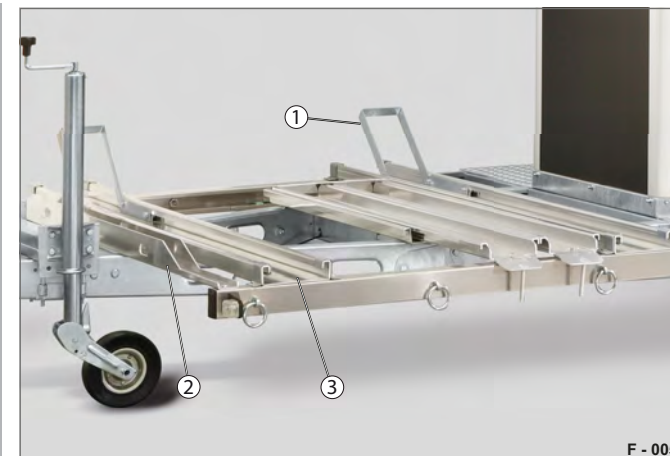


Fig. 5 Carriage frame (Version 1)

- 1 Carriage wheel stop
- 2 Loading ramp holder
- 3 Stand rails

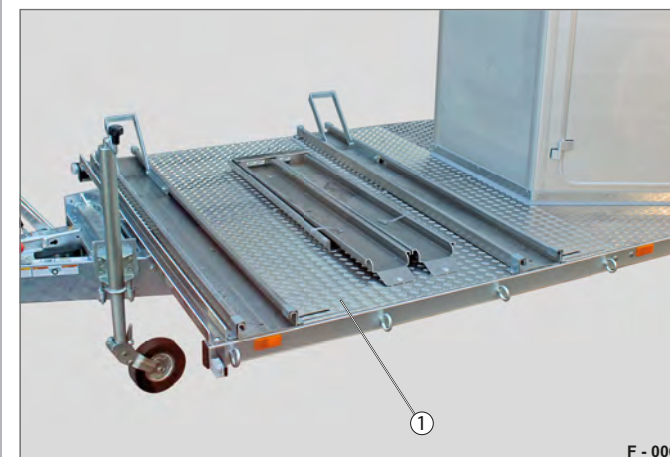


Fig. 6 Carriage frame (Version 2)

- 1 Carriage frame with tread plate

Setting the track width

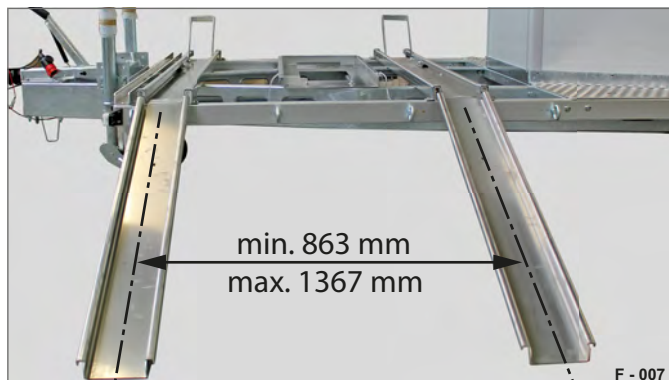


Fig. 7 Permissible track width



The permissible track width is between 863 mm and 1367 mm.



The stand rails must be placed onto the drawbar centrally.

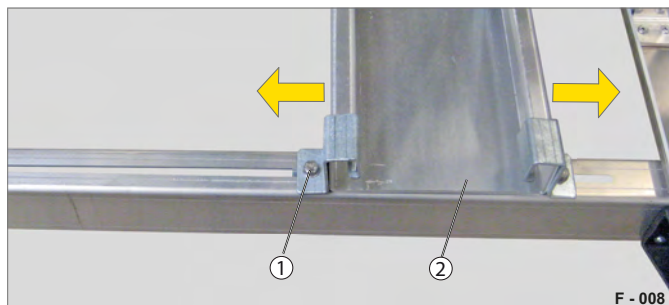


Fig. 8 Shifting the stand rail

- 1 Screw connection
- 2 Stand rail

- ▶ Release the screw connection (Fig. 8 /1) of the stand rail and shift the rail into the desired direction.
- ▶ Position the stand rails (Fig. 8 /2) to the track width of the carriage to be loaded.
- ▶ Secure the screw connection.

Attaching the loading ramps

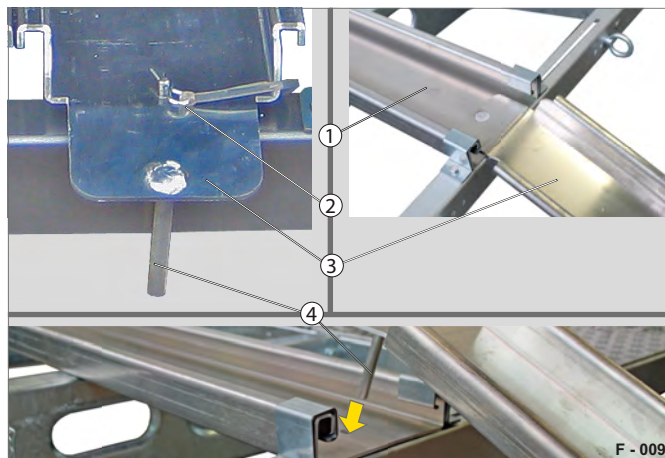


Fig. 9 Attaching the loading ramp

- 1 Stand rail
- 2 Securing bolt with cotter pin
- 3 Loading ramp
- 4 Lug



The loading ramps must safely rest / connect to the stand rail.

- ▶ Release the cotter pin from the safety bolt (Fig. 9 /2).
- ▶ Remove the loading ramps (Fig. 9 /3).
- ▶ Push the pins (Fig. 9 /4) of the loading ramp into the insertion holes of the stand rail (Fig. 9 /1).

Loading the carriage

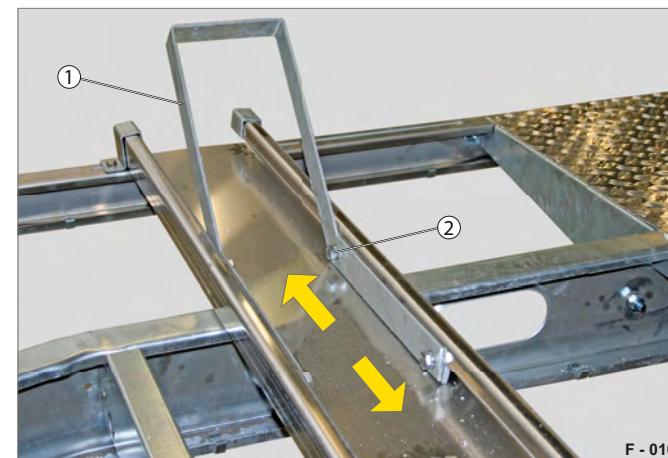


Fig. 10 Set the carriage wheel stop

- 1 Carriage wheel stop
- 2 Screw connection

- ▶ Loosen the screw connection (Fig. 10 /2) of the carriage wheel stop.
- ▶ Push the carriage wheel stop (Fig. 10 /1) in the direction required.
Adjust the carriage wheel stops to the carriage size required.
- ▶ Secure the screw connection.

Driving on the loading ramps



Fig. 11 Driving on the loading ramps

- Carefully push the carriage onto the carriage frame.

Securing the loading ramps

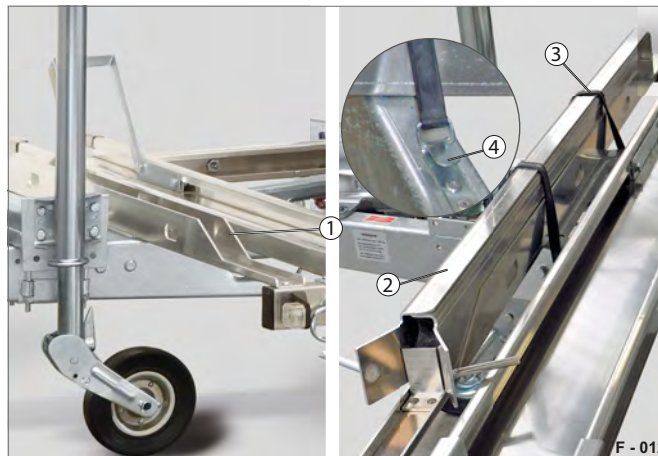


Fig. 12 Securing the loading ramps (Version 1)

- 1 Loading ramp holder
- 2 Loading ramps
- 3 Elastic cord fastener
- 4 Hook

- Position the loading ramps (Fig. 12 /2) in the loading ramp bracket (Fig. 12 /1).
- Tighten the elastic cord fasteners (Fig. 12 /3) over the loading ramps and secure them on the hooks (Fig. 12 /4).

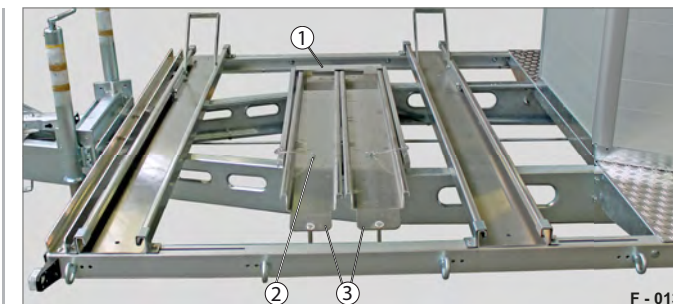


Fig. 13 Securing the loading ramps (Version 2)

- 1 Loading ramp holder
- 2 Safety device (cotter pin)
- 3 Loading ramp

- Position the loading ramps (Fig. 13 /3) in the loading ramp bracket (Fig. 13 /1).

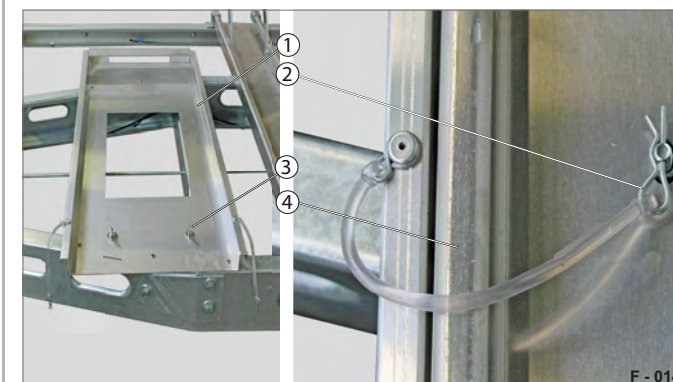
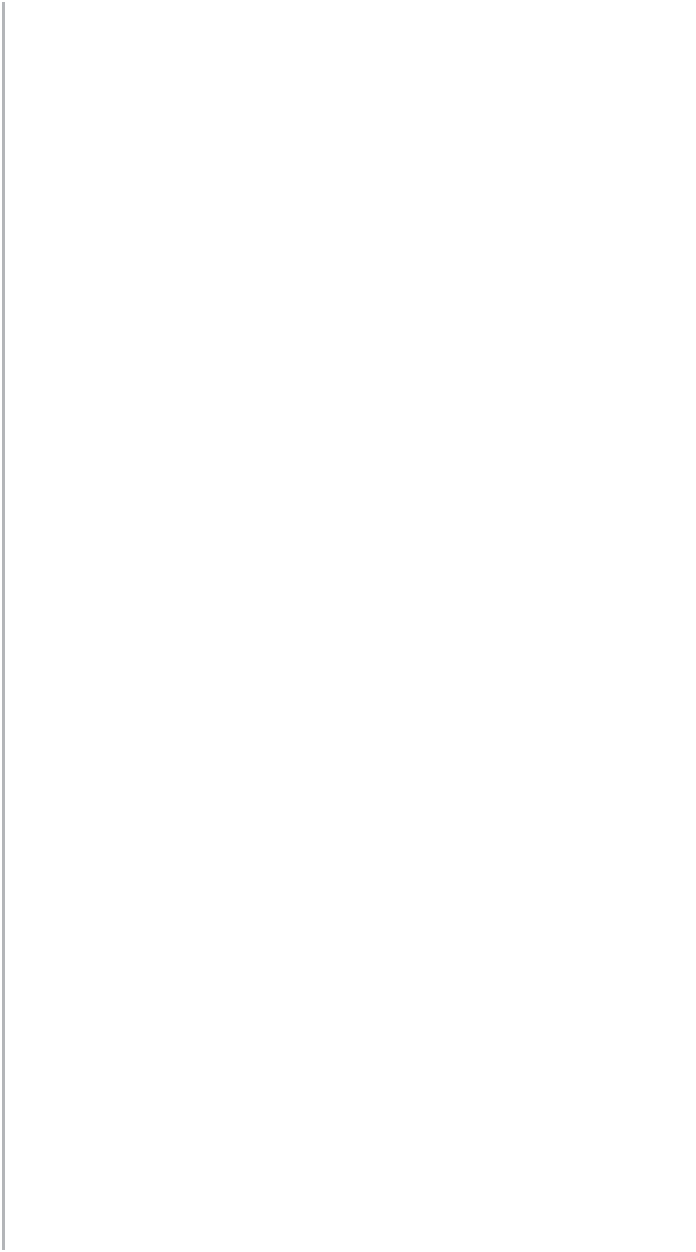


Fig. 14 Securing the loading ramps (Version 2)

- 1 Loading ramp holder
- 2 R-clip
- 3 Threaded bolt
- 4 Loading ramp

- The threaded bolt (Fig. 14 /3) must pass through the hole in the loading ramp (Fig. 14 /4).
 - Insert the cotter pin (Fig. 14 /2) into the hole in the threaded bolt.
- The loading ramps are secured against falling down while driving.





5

Operating the body

Operating the door handle (outside)

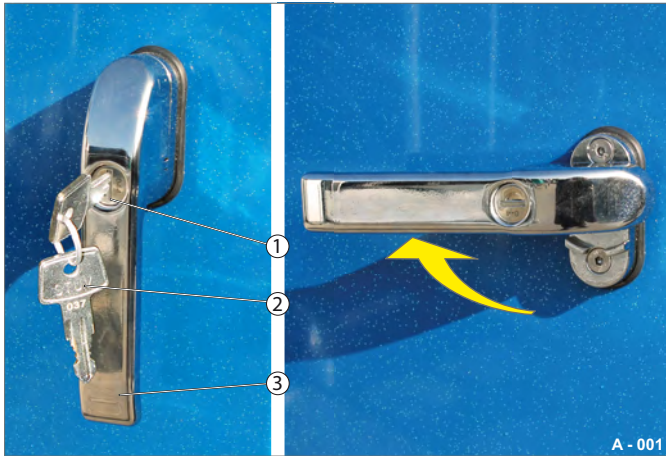


Fig. 1 Door handle closed / open

- 1 Cylinder lock
- 2 Key (in duplicate)
- 3 Rotary lever

The door handles are integrated into the saddle compartment door / access door and flaps. The door handles are lockable.

Unlock the door handle

- ▶ Unlock the cylinder lock (Fig. 1 /1) with the key (Fig. 1 /2).
- ▶ Turn the rotary lever by 90° to horizontal position. The door / flap can be opened.

Locking the door handle

- ▶ Close the door / flap.
- ▶ Turn the rotary lever by 90° to vertical position.
- ▶ Lock the cylinder lock with a key as required. The door / flap is now locked.
- ▶ Keep the key in a safe place.

Operating the rotary knob / handle (inside)

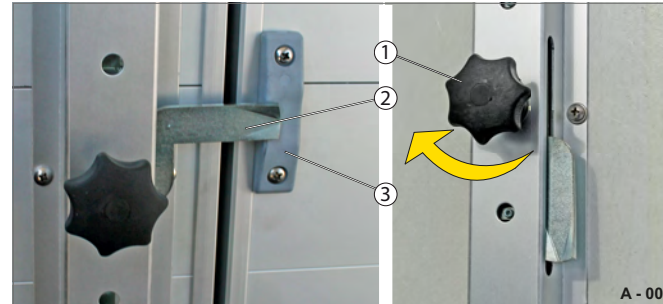


Fig. 2 Rotary knob closed / open

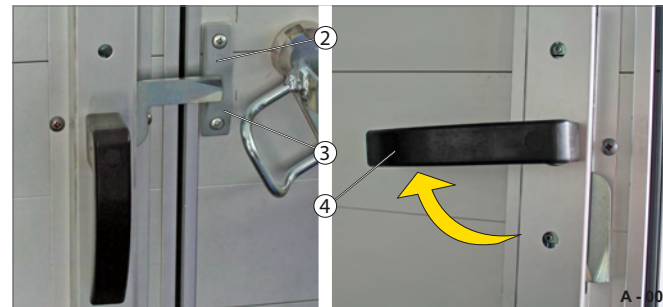


Fig. 3 Rotary handle closed / open

- 1 Rotary knob
- 2 Closing bracket
- 3 Lock slide
- 4 Rotary handle

! The cylinder lock of the access door must be unlocked!

Opening

- ▶ Turn the rotary knob (Fig. 2 /1) or rotary handle (Fig. 3 /4) by 90°.
- The closing bracket (Fig. 2 /2) moves out.

Closing

- ▶ Pull the access door closed.
- ▶ Turn the rotary knob / handle by 90°.
- The closing bracket locks into the lock slide (Fig. 2 /3).
- The access door is now locked from the inside.

Operating the angle lever lock

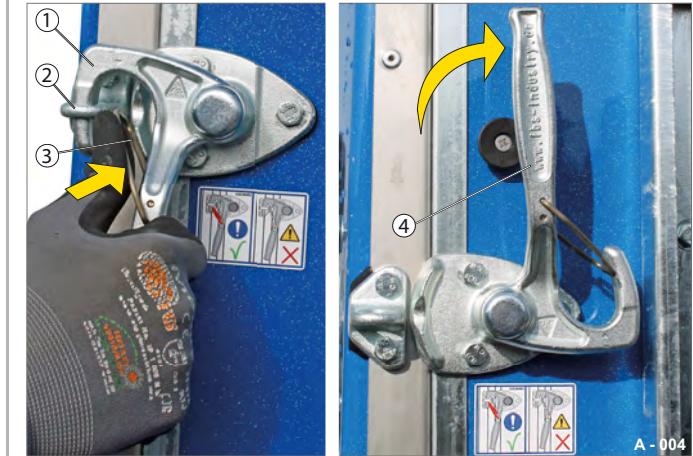


Fig. 4 Angle lever lock closed / open

- 1 Hook
- 2 Eyelet
- 3 Locking spring
- 4 Lever

Unlocking

- ▶ Push in the locking spring (Fig. 4 /3) while at the same time turning the lever (Fig. 4 /4) upwards into vertical position.
- The hook (Fig. 4 /1) is released from the eye (Fig. 4 /2).
- The angle lever lock is unlocked.

Locking

- ▶ Turn the lever until it is completely closed and the locking spring latches.
- The angle lever lock is secured by the locking spring.

Operating the door holder

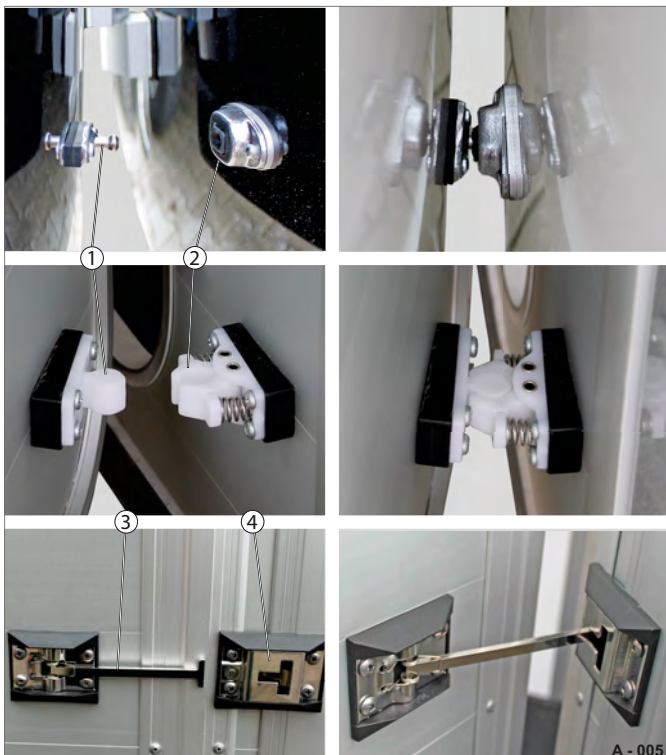


Fig. 5 Door holder overview

- 1 Nipple (for pressing in or latching)
- 2 Bush
- 3 Holding lever (to hook in)
- 4 Locking sleeve

The door holder secures the access door / saddle compartment door / flaps against autonomous falling shut. The mechanisms vary between pressing-in, latching or hooking-in, depending on the model.



The access door / saddle compartment door / flaps must be secured with a door holder against falling shut.

The doors / flaps must also be held by hand when the wind is strong!

Door holder to press in / snap in

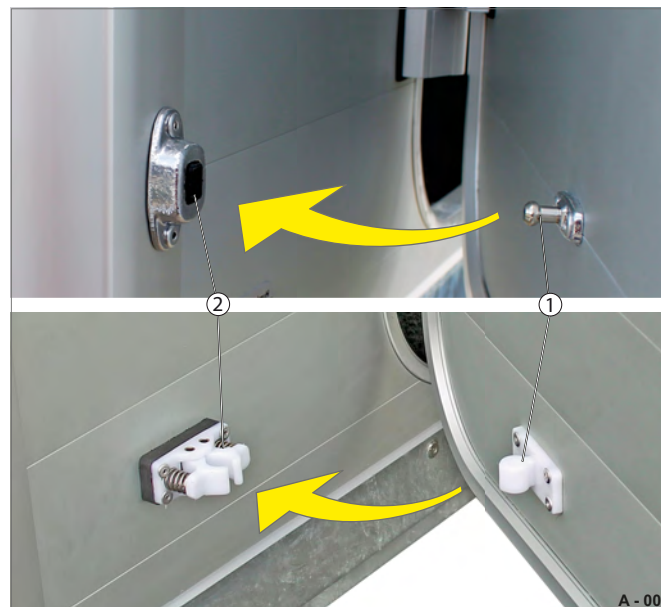


Fig. 6 Press-in door holder

- 1 Nipple
- 2 Bush

Locking

- ▶ Press the door / flap towards the body until the nipple (Fig. 6 /1) has latched in the socket (Fig. 6 /2).

Releasing

- ▶ Pull on the door / flap with some force. The door holder unlatches from the lock. The door / flap can be closed.

Door holder for hooking-in

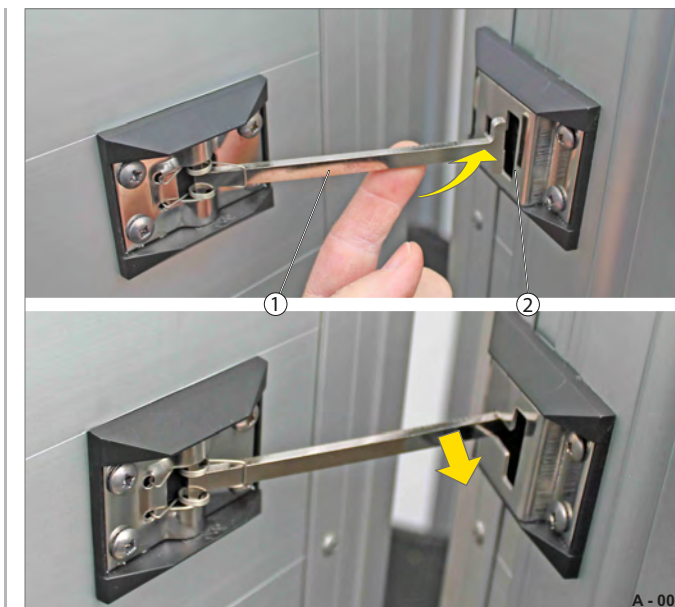


Fig. 7 Door holder secured

- 1 Locking lever
- 2 Locking sleeve

Locking

- ▶ Swivel the locking lever (Fig. 7 /1) towards the locking sleeve (Fig. 7 /2).
- ▶ Guide the locking lever into the locking sleeve.
- ▶ Press the locking lever inwards and up to the limit stop.

Unlocking

- ▶ Pull the locking lever towards yourself.
- ▶ Slide the locking lever out of the locking sleeve.
- ▶ Release the locking lever. The door / flap can be closed.

Saddle compartment accessories

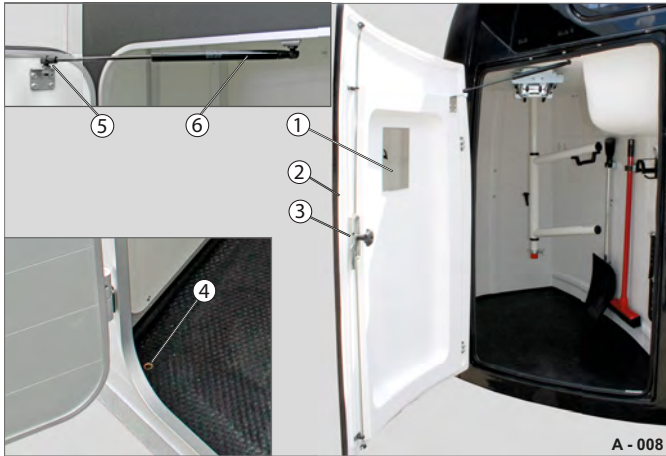


Fig. 8 Example Xanthos AERO internal view.

- 1 Mirror, glued on
- 2 Revolving door
- 3 Rotary knob, 3-point locking
- 4 Drainage hole (in the floor)
- 5 Fastening bracket
- 6 Gas strut

The saddle compartment is used as a storage area for horse accessories:

- Saddle
- Bridle
- Broom and shovel

Additional accessories can be transported in the saddle compartment. The saddle compartment has holes in the floor for water drainage.



DANGER

Driving with an unlocked saddle compartment door.

An unlocked saddle compartment door may autonomously fold open while driving - accident risk!

The goods might fall out - impact risk!

- ▶ Make sure that the saddle compartment door is closed and secured before driving off.

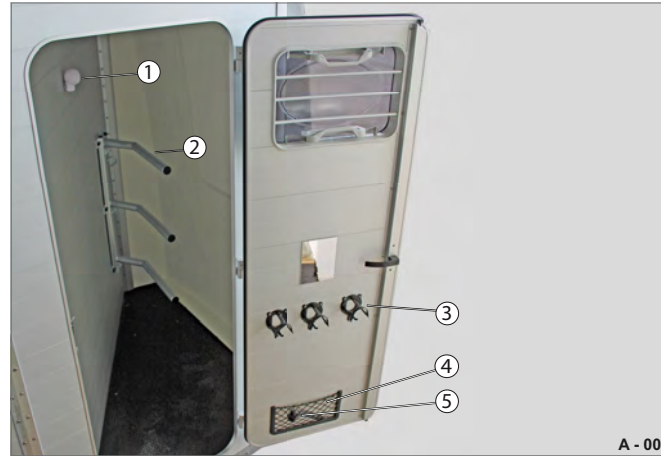


Fig. 9 Example Notos ALU, internal view

- 1 Lights
- 2 Saddle holder (fixed / optionally equipped for swivelling or folding down)
- 3 Snaffle holder
- 4 Storage net
- 5 Hoof scraper
- 6 Universal hook
- 7 Shovel
- 8 Broom

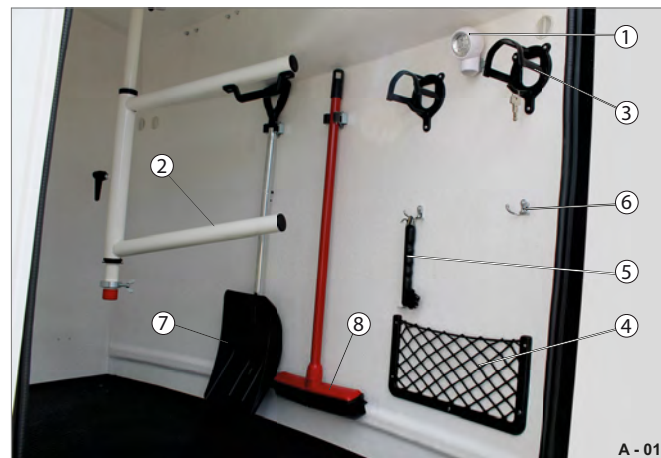


Fig. 10 Example Maximus, internal view

Operating the saddle compartment door



Fig. 11 Saddle compartment door closed / open

The saddle compartment door of some versions is held open by a gas strut or can be locked by a door holder. The door is not 100% water-tight.

Opening

- ▶ Unlock the saddle compartment door - see page 44.
- ▶ Push open the saddle compartment door.
- ▶ Secure the saddle compartment door using the door holder - see page 45.

Closing

- ▶ Detach / unlatch the saddle compartment door from the door holder - see page 45.
- ▶ Close the saddle compartment door.
- ▶ Lock the saddle compartment door - see page 44.

Saddle holder

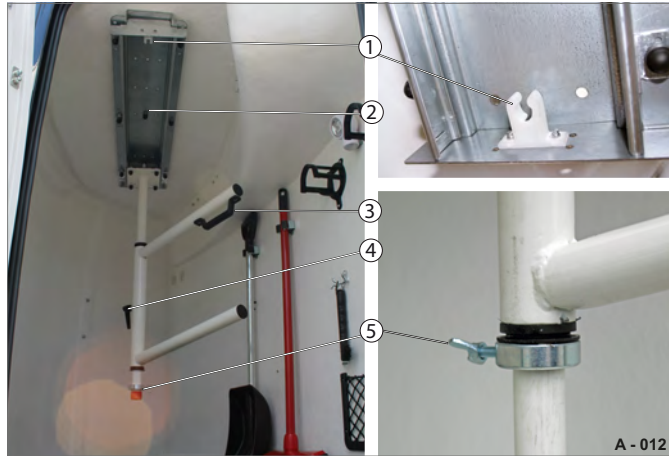


Fig. 12 The saddle holder can be extended / swivelled

- 1 Locking mechanism
- 2 Rail
- 3 Handle
- 4 Adjustment lever
- 5 Height limit stop with wing nut

Saddle holder versions:

- Rigid
- Extending/swivel-mounted
- Western version

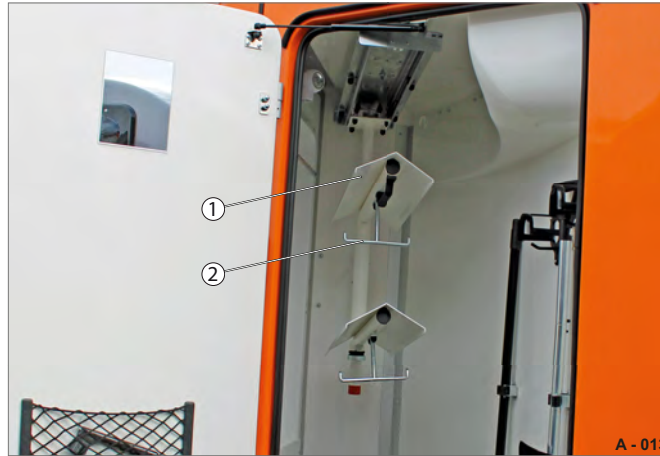


Fig. 13 Western version saddle holder

- 1 Support
- 2 Stirrup holder

The Western saddle holder has a broad support surface and an additional stirrup holder.

Extending / retracting the saddle bracket

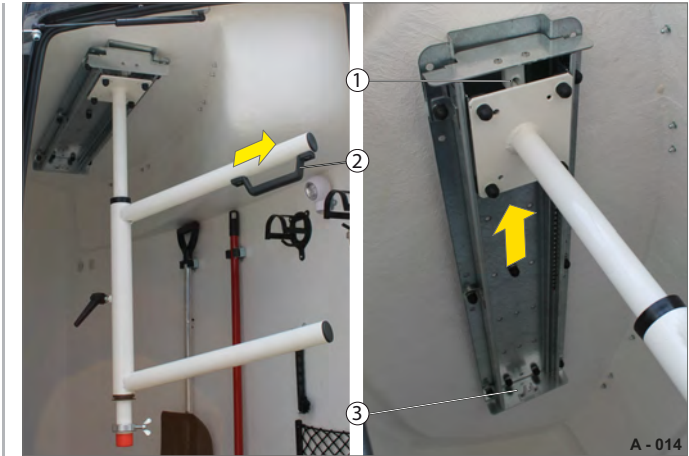


Fig. 14 Pull out the saddle holder

- 1 Lock (front)
- 2 Handle
- 3 Lock (rear)

- ▶ Pull the saddle holder at the lever (Fig. 14 /2) out of the rear lock (Fig. 14 /3).
- ▶ Pull the saddle holder up to the front lock (Fig. 14 /1). The saddle holder latches.

Turning the saddle holder

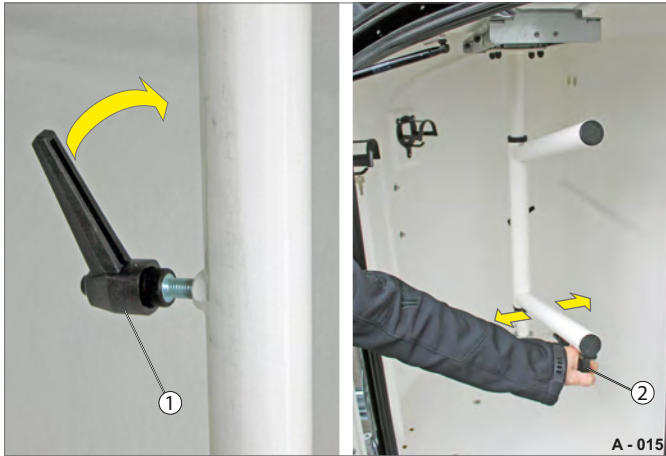


Fig. 15 Turn the saddle holder

- 1 Adjustment lever
- 2 Handle

- ▶ Release the adjustment lever (Fig. 15 /1).
- ▶ Grip the handle (Fig. 15 /2) and turn the saddle holder to the desired position.
- ▶ Turn the adjustment lever until it is firmly closed. The saddle holder has been locked.

Adjusting the saddle holder height

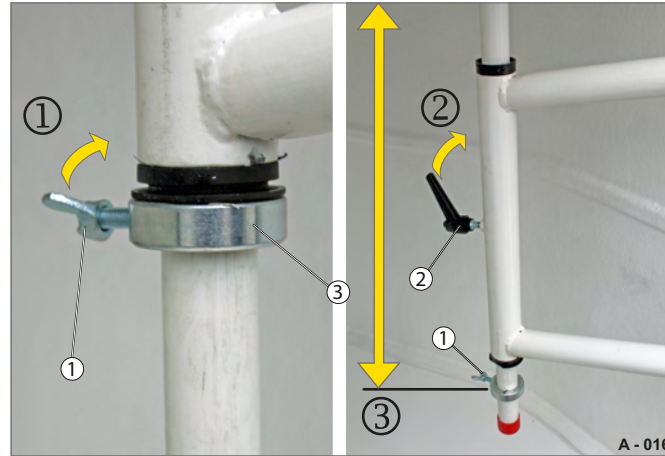


Fig. 16 Adjusting the saddle holder height

- 1 Wing screw
- 2 Adjustment lever
- 3 Height limit stop

- ▶ Release the wing screw (Fig. 16 /1) of the height limit stop (Fig. 16 /3).
- ▶ Release the adjustment lever (Fig. 16 /2).
- ▶ Slide the saddle holder to the desired height.
- ▶ Slide the height limit stop onto the top end of the saddle holder and fasten it with the wing nut.
- ▶ Turn the adjustment lever until it is firmly closed. The height of the saddle holder has been locked.

Retracting the saddle bracket

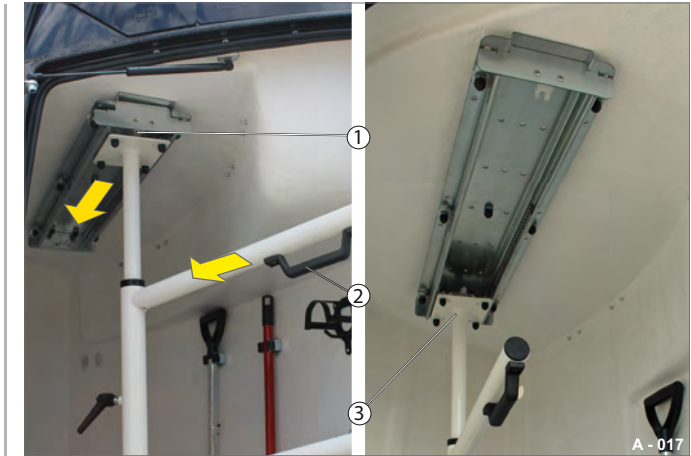


Fig. 17 Retracting the saddle bracket

- 1 Lock (front)
- 2 Handle
- 3 Lock (rear)

- ▶ Pull the saddle holder at its handle (Fig. 17 /2) out of the front lock (Fig. 17 /1).
- ▶ Push the saddle holder into the rear lock (Fig. 17 /3).

Saddle compartment cubicle accessories



Fig. 18 Saddle compartment cubicle - external view

- 1 Vent window, integrated
- 2 Saddle compartment door, closed
- 3 Inner door to cargo bed
- 4 Mirror
- 5 Door handle
- 6 Rotary knob, 3-point locking
- 7 Storage net
- 8 Door holder

The saddle compartment cubicle in the Notos PLUS is suitable for walking in and is very spacious.

You can reach the horse (loading area) from the saddle compartment cubicle.

The saddle compartment cubicle provides the option of transporting other loads, e.g. food / cleaning utensils.

The saddle compartment cubicle and the loading compartment are connected to each other and thereby facilitate optimal care for the horses.

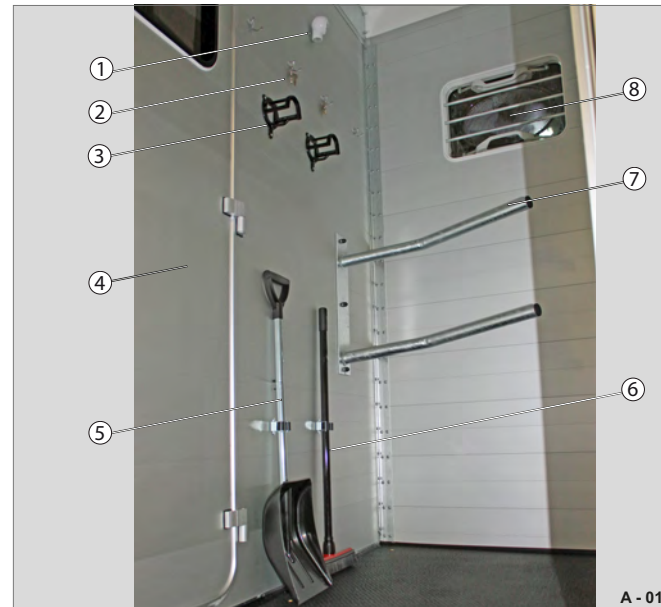


Fig. 19 Internal view

- 1 Lights
- 2 Universal hook
- 3 Saffle holder
- 4 Inner door to cargo bed
- 5 Shovel
- 6 Broom
- 7 Saddle holder, fixed
- 8 Vent window

Operating the saddle compartment door



Fig. 20 closed / open

Opening and closing the saddle compartment door - see page 44.

Inner door (Notos PLUS)

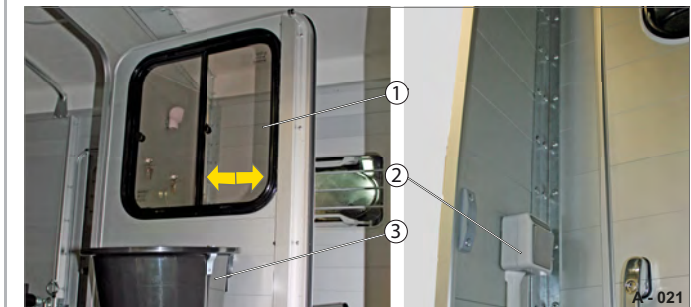


Fig. 21 Inner door

- 1 Sliding window as hatch / viewing window
- 2 Switch for internal lighting
- 3 Feeding trough

The inner door is lockable.

Opening and closing the inner door takes place in the same way as operating the saddle compartment door.

Saddle holder (Notos PLUS) foldable

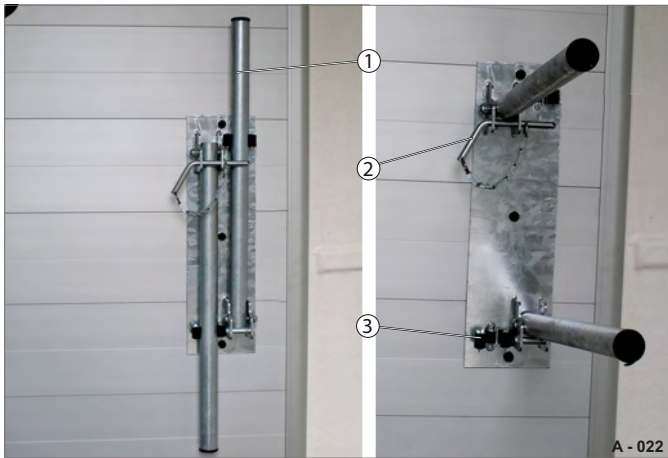


Fig. 22 folded down / folded out

- 1 Rodding (folded in)
- 2 Securing pin
- 3 Clamp holder

The Notos PLUS can optionally be equipped with a saddle holder that can be folded out.

Folding out the saddle holder

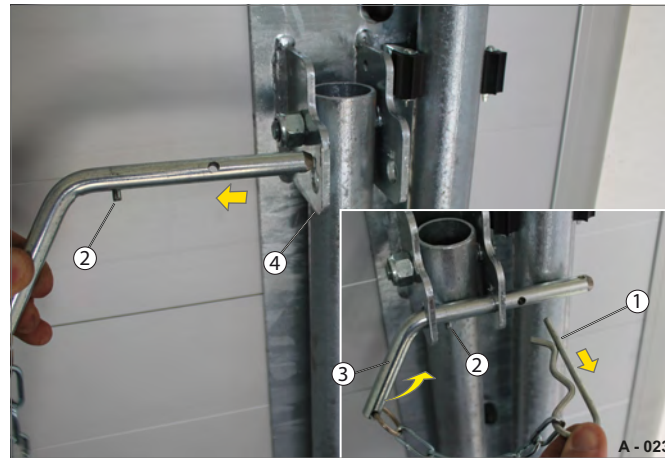


Fig. 23 Remove the safeguard

- 1 R-clip
- 2 Pin
- 3 Securing pin
- 4 Bracket

- ▶ Remove the R-clip (Fig. 23 /1) from the safety pin (Fig. 23 /3).
- ▶ Turn the safety bolts upwards by 180°, so that the pin (Fig. 23 /2) slides out of the opening in the console (Fig. 23 /4).
- ▶ Pull the safety bolt out of the console.

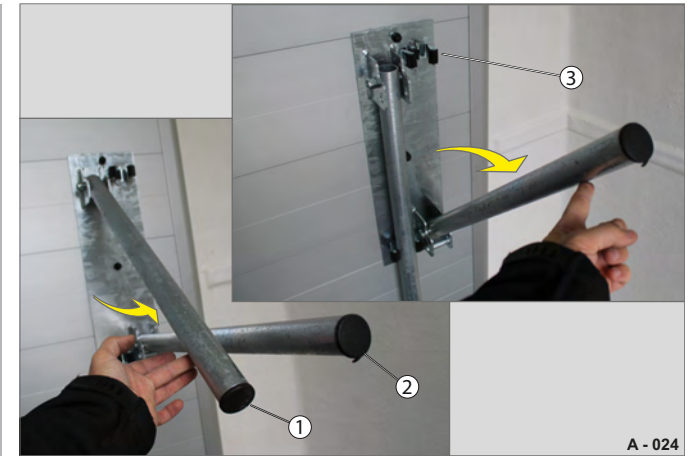


Fig. 24 Folding out the saddle holder

- 1 Rodding (top)
- 2 Rodding (bottom)
- 3 Clamp holder

- ▶ Remove the rodding (bottom) (Fig. 24 /2) out of the clamping bracket (Fig. 24 /3).
- ▶ Fold the rodding (bottom) downwards.
- ▶ Pull the rodding (top) (Fig. 24 /1) out of the clamping bracket.
- ▶ Fold the rodding (top) upwards.

Folding in the saddle holder

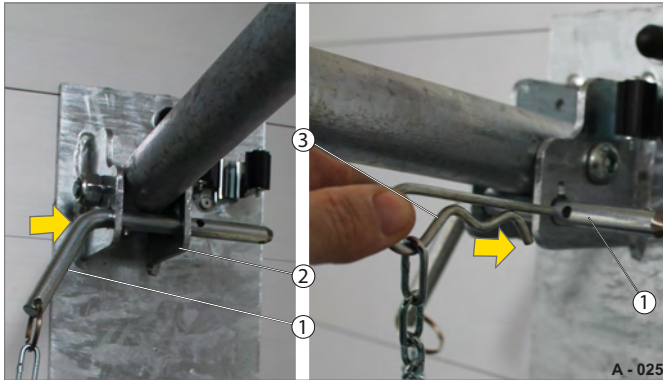


Fig. 25 Securing the saddle holder

- 1 Securing pin
- 2 Bracket
- 3 R-clip

- ▶ Insert the safety bolt (Fig. 25 /1) into the console (Fig. 25 /2).
- ▶ Push the R-clip (Fig. 25 /3) through the safety bolt.



Fig. 26 Saddle holder folded out and secured

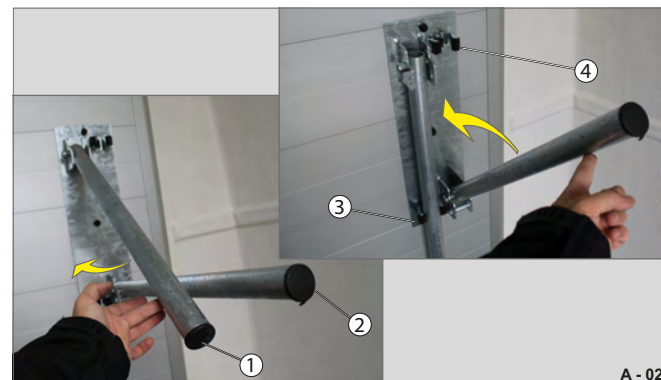


Fig. 27 Folding in the saddle holder

- 1 Rodding (top)
- 2 Rodding (bottom)
- 3 Clamp holder
- 4 Clamp holder

- ▶ Release the saddle holder - see page 50.
- ▶ Press the rodding (top) (Fig. 27 /1) into the clamping bracket (Fig. 27 /3).
- ▶ Press the rodding (bottom) (Fig. 27 /2) into the clamping bracket (Fig. 27 /4).

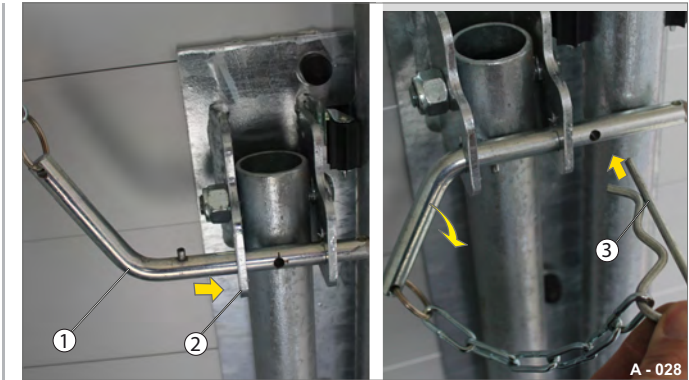


Fig. 28 Securing the saddle holder

- 1 Securing pin
- 2 Bracket
- 3 R-clip

- ▶ Insert the safety bolt (Fig. 28 /1) into the console (Fig. 28 /2).
- ▶ Push the R-clip (Fig. 28 /3) through the safety bolt.



Fig. 29 Saddle holder folded in and secured

Operating the access door



Fig. 30 Example Maximus closed / open

- 1 Rotary handle
- 2 Access door
- 3 Door holder (press-in)

The access door is intended for entering / leaving the trailer during the loading / unloading procedure.

The access door has a standard unlocking mechanism on the inside and the unlocked door can be opened from the inside.

The lower access doors are supported by a gas strut that keeps them open. The higher access doors have a door holder.

The Notos PLUS model has an access door with integrated vent window at the left and the right side.

**WARNING****Driving with an unsecured access door**

The access door may unintentionally open during the drive - accident risk!

- ▶ Make sure that the access door is closed and secured before driving off.

**CAUTION****Entering / leaving the trailer through the access door**

You may bump your head or fall while entering / leaving the trailer.

- ▶ Be careful when entering / leaving the trailer through the access door - lower your head as required.

**CAUTION****Closing the access door**

Fingers / hands may be crushed in the lock area while shutting and locking it.

- ▶ Keep your feet away from the area around the closing edge.
- ▶ Carefully close the access door - do not slam it.

NOTICE**Opening the access door with opened vent window!**

The vent window knocks against the body of the trailer and may get damaged.

- ▶ Close the vent window before opening the access door.

Opening and closing the access door



Fig. 31 Example Zephir AERO opening / closing

Opening

- ▶ Unlock the access door - see page 44.
- ▶ Push open the access door.
- ▶ Secure the access door, using the door holder - see page 45.

Closing

- ▶ Detaching / unlocking the access door from the door holder - see page 45.
- ▶ Lock the access door - see page 44.

- ▶ Operating the access door from the inside - see page 44.

Front exit



A - 032

Fig. 32 Front exit

- 1 Fold-out flap
- 2 Vent window
- 3 Angle lever lock (fold-out flap)
- 4 Handle
- 5 Angle lever lock (front exit)
- 6 Front exit
- 7 Rear flap (revolving door function)
- 8 Revolving door lock
- 9 Gas strut
- 10 Step

The Notos ALU has a front exit with a fold-out flap above it. The horses can be led out in forward direction through the front exit.

The fold-out flap is used for fresh-air supply while parking (standing still).

Folding the front exit up and down is supported and facilitated by two gas struts.



A - 033

Fig. 33 Notos ALU front exit folded down

**CAUTION****Stepping onto the step**

You may slip when stepping onto the step - risk of falling!

- ▶ Take particular care when stepping onto the step.
 - Try to step onto it with your entire foot.
- ▶ Hold on to the handle.

**CAUTION****Closing the front exit**

Fingers / hands in the closing edge area may be crushed when closing / swivelling the front exit.

- ▶ Carefully close / swivel the front exit - do not slam it.
- ▶ Keep your hands / fingers away from the closing edge area.



The front exit with revolving door function cannot be locked.

Opening / closing the fold-out flap

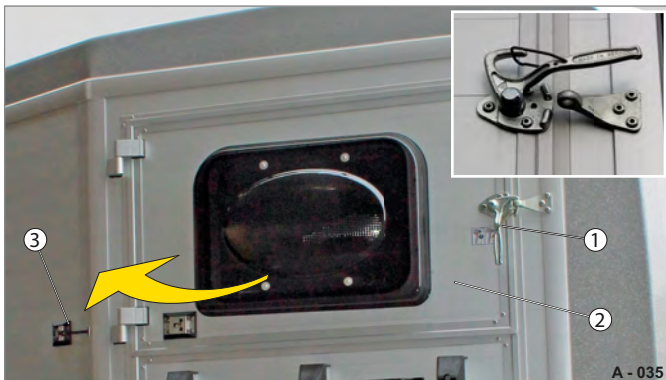


Fig. 35 Fold out the fold-out flap

- 1 Angle lever lock
- 2 Fold-out flap
- 3 Holder

- ▶ Step onto the step and hold on to the handle.
- ▶ Release the angle lever lock (Fig. 35 /1) - see page 44.
- ▶ Swivel open the fold-out flap (Fig. 35 /2).
- ▶ Secure the fold-out flap as required using the holder (Fig. 35 /3) - see page 45.



Fig. 36 Closing the fold-out flap

- ▶ Release the holder as required - see page 45.
- ▶ Close the fold-out flap.
- ▶ Lock the fold-out flap with the angle lever lock - see page 44.

Fold-down / fold-in the front exit



Fig. 37 Folding down the front exit

- 1 Handle
- 2 Angle lever lock

- ▶ Release the angle lever locks (Fig. 37 /2) - see page 44.
- ▶ Grab the handle (Fig. 37 /1) and lower the front exit towards the bottom.
 - Push the front exit downwards as required.
 - Make sure that your hands / feet cannot be crushed.



Fig. 38 Closing the front exit

- 1 Angle lever lock

- ▶ Grab the front exit in the middle and carefully lift it upwards.
- ▶ Fold the front exit onto the body.
- ▶ Lock the front exit with the angle lever locks (Fig. 38 /1) - see page 44.

Fold the revolving door function open / close

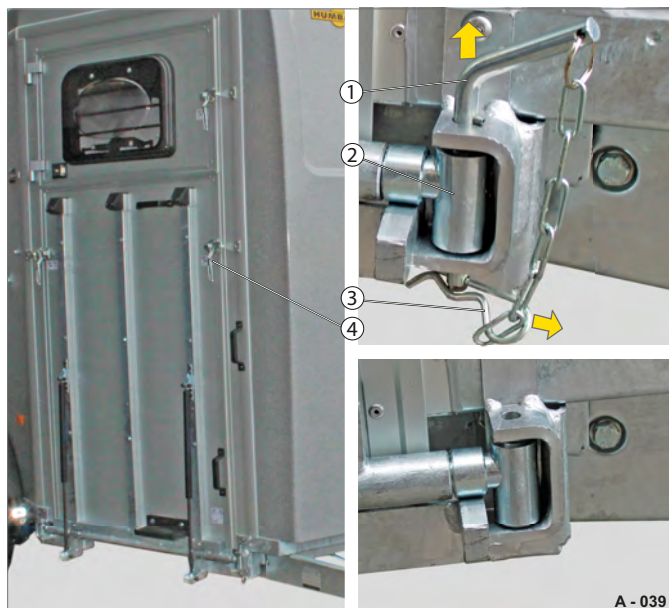


Fig. 39 Unlock the revolving door at the bottom

- 1 Plug pin
- 2 Revolving door lock
- 3 R-clip



The angle lever lock at the hinge side must be closed.

- ▶ Remove the R-clip (Fig. 39 /3) from the plug pin (Fig. 39 /1).
- ▶ Remove the plug pin from the revolving door lock (Fig. 39 /2).
The revolving door is now unlocked at the bottom.
- ▶ Keep the plug pin in a safe place.

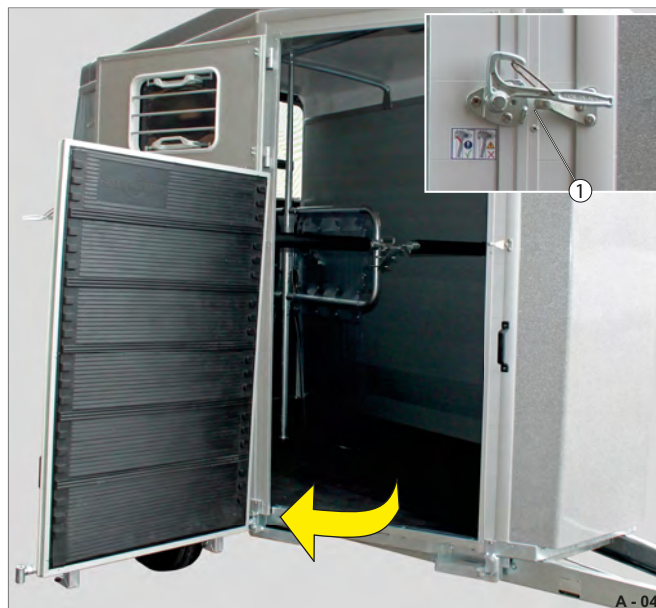


Fig. 40 Swivel open the revolving door

- 1 Angle lever lock

- ▶ Release the angle lever locks (Fig. 40 /1) at the front side - see page 44.
- ▶ Grab the handle at the revolving door and swivel the revolving door open.
- ▶ Hold the revolving door with your hand and secure it against unintentional slamming.

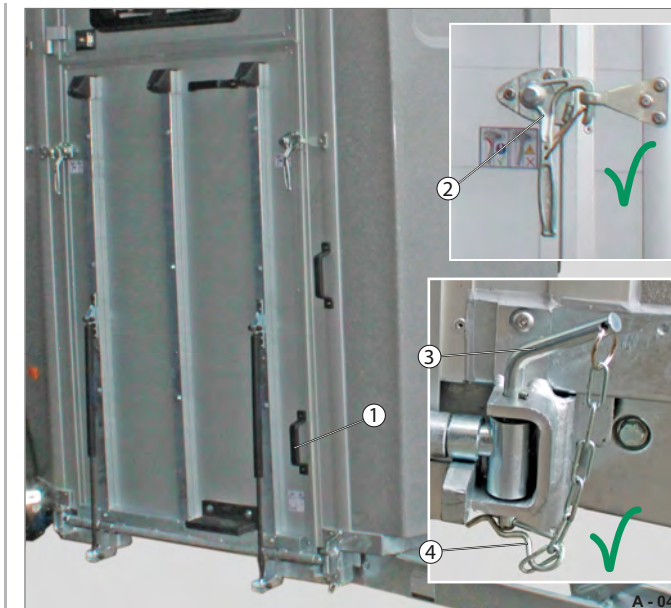


Fig. 41 Close the revolving door

- 1 Handle
- 2 Angle lever lock
- 3 Plug pin
- 4 R-clip

- ▶ Grab the handle (Fig. 41 /1) and swivel the rotary door to close it.
- ▶ Lock the angle lever lock (Fig. 41 /2) - see page 44.
- ▶ Secure the front exit with the safety bolt (Fig. 41 /3) and the R-clip (Fig. 41 /4).

Operating the deflector / roll-up tarpaulin



Fig. 42 Example of Maximus deflector

The deflector protects the trailer against air-stream turbulence and is permeable to air.

DANGER

Driving with open deflector / roll-up tarpaulin

The trailer may start to lurch due to the penetrating wind - accident risk!

- ▶ Make sure that the deflector / roll-up tarpaulin is closed and secured before driving off.



Fig. 43 Example Xanthos roll-up tarpaulin

The roll-up tarpaulin is air tight.

CAUTION

Stepping onto the step

You may slip when stepping onto the step - risk of falling!

- ▶ Take particular care when stepping onto the step. - Try to step onto it with your entire foot.
- ▶ Hold on to the tailgate.

Opening the deflector / roll-up tarpaulin

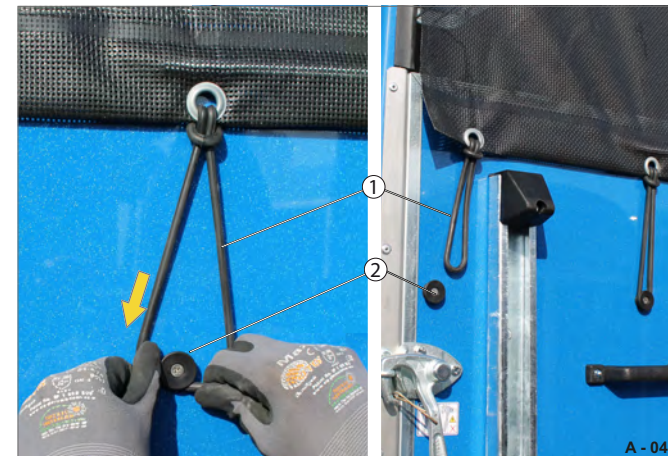


Fig. 44 Opening the elastic cord fasteners

- 1 Elastic cord fastener
- 2 Round button



The elastic cord fasteners must be opened from the outside.



The deflector / roll-up tarpaulin must be evenly stretched within the polyester roof.

- ▶ Pull the elastic cord fastener downwards (Fig. 44 /1).
- ▶ Detach the elastic cord fastener from the round button (Fig. 44 /2).
- ▶ Keep holding on to the middle elastic cord fastener.

Closing the deflector / roll-up tarpaulin



Fig. 45 Roll up the deflector / roll-up tarpaulin

- ▶ Climb onto the step.
 - Grip the tailgate.
- ▶ Pull the deflector / roll-up tarpaulin up to the polyester roof.
 - Ensure that the deflector / roll-up tarpaulin rolls up properly.



Fig. 46 Deflector / roll-up tarpaulin rolled up



Fig. 47 Pull down the deflector / roll-up tarpaulin

- ▶ Climb onto the step.
 - Grip the tailgate.
- ▶ Slowly pull the middle elastic cord fastener downwards.
 - Ensure that the deflector / roll-up tarpaulin rolls down properly.

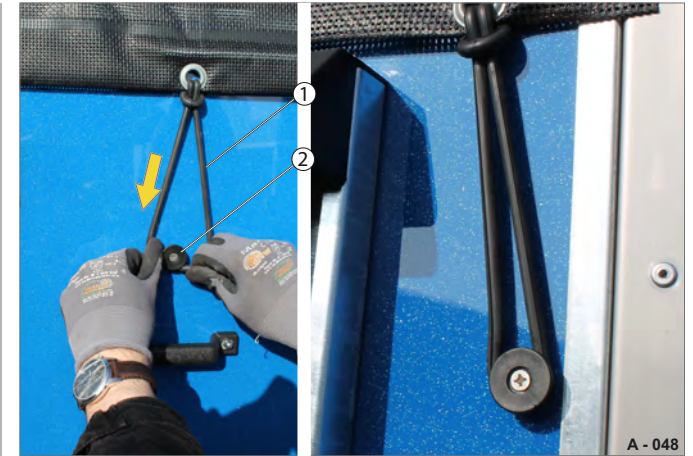


Fig. 48 Closing the deflector / roll-up tarpaulin

- 1 Elastic cord fastener
- 2 Round button

- ▶ Pull the elastic cord fasteners (Fig. 48 /1) over the round buttons (Fig. 48 /2).



Fig. 49 Deflector / roll-up tarpaulin closed

GFR tailgate



Fig. 50 GFR tailgate closed

- 1 Ventilation opening
- 2 Elastic cord fastener



Fig. 51 GFR tailgate open

- 1 Operating strap

Opening the GFR tailgate

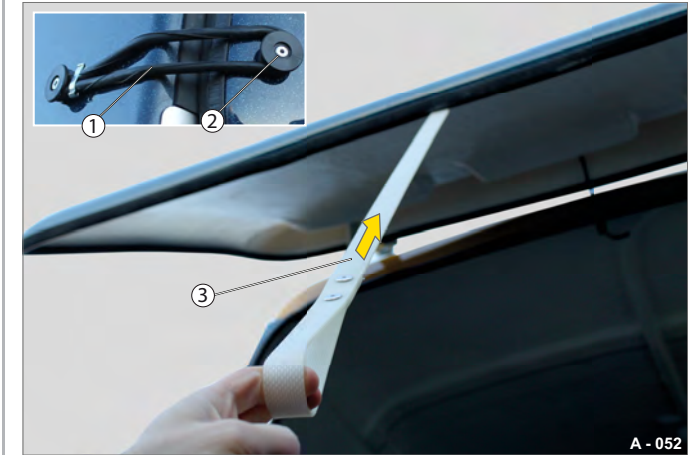


Fig. 52 Open the GFR tailgate (using the strap provided)

- 1 Elastic cord fastener
- 2 Round button
- 3 Operating strap



DANGER

Unsecured GFR tailgate

The GFR tailgate may unintentionally open during the drive - lurching - accident risk!

The GFR tailgate may be torn off when driving through tunnels / underpasses - risk of impact!

- Note the warning sticker on the body.



WARNUNG

Geöffnete Windflap / GFK-Klappe!

Unfallgefahr während der Fahrt - Schleudergefahr.

- Schließen und sichern Sie die Windflap / GFK - Klappe vor Fahrtantritt.



WARNUNG

Opened windflap / GRP flap!

Increased risk of accidents during the trip - risk of skidding.

- Close and secure the windflap / GRP flap before driving.

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- Make sure that the GFR tailgate is closed and secured before driving off.

The GFR tailgate is a full-polymer flap with integrated ventilation opening for draft-free interior ventilation. The GFR tailgate is equipped with gas struts that facilitate easy opening and securing.



CAUTION



Operating the GFR tailgate

Fingers / hands may be crushed between the GFR tailgate and the body during closing and locking.

- Make sure that your fingers do not get between the GFR tailgate and the body.

- Pull the elastic cord fastener (Fig. 52 /1) off the round button (Fig. 52 /2) on both sides.
- Reach below the GFR tailgate and gently lift the GFR flap.
- Grab the operating strap (Fig. 52 /3).
- Let the GFR tailgate open slowly towards the top.

Closing the GFR tailgate



Fig. 53 Pull down the GFR tailgate / store away the operating strap

1 Operating strap

- ▶ Grab the operating strap (Fig. 53 /1).
- ▶ Hold the GFR tailgate and fold the operating strap towards the inside.

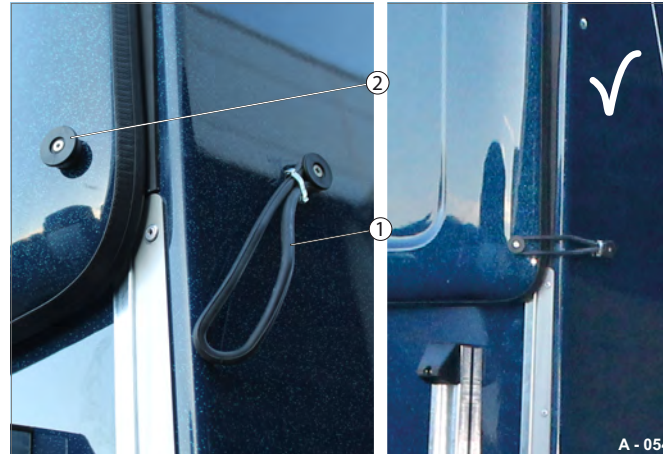


Fig. 54 Close the elastic cord fasteners

1 Elastic cord
2 Round button

- ▶ Press the GFR tailgate towards the body.
- ▶ Pull the elastic cord fastener (Fig. 54 /1) over the round button (Fig. 54 /2) on both sides.



Fig. 55 GFR tailgate closed and secured



The operating strap must be inside the trailer.

Operating the foal grid



Fig. 56 Foal grid

- 1 Securing pin
- 2 Foal grid (folded down)
- 3 Clamping bracket

The foal grid prevents small / young horses or foals from jumping out of the trailer.

WARNING

Unsecured foal grid

The foal grid may unintentionally come open loose while driving and fold down - accident risk!

The foal may jump out!

- ▶ Make sure that the foal grid is closed and secured with the safety bolt before driving off.

Folding up the foal grid

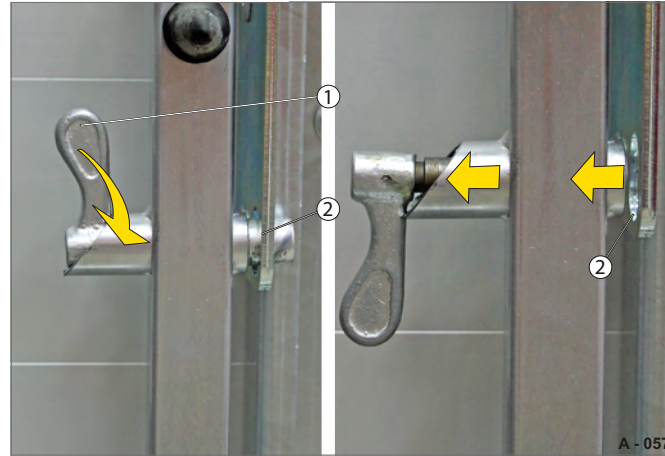


Fig. 57 Unlocking the foal grid

- 1 Securing pin
- 2 Holes

- ▶ Open the deflector / roll-up tarpaulin - see page 56.
- ▶ Pull the safety bolt (Fig. 57 /1) downwards.
 - The safety bolt will fall out of the hole (Fig. 57 /2).

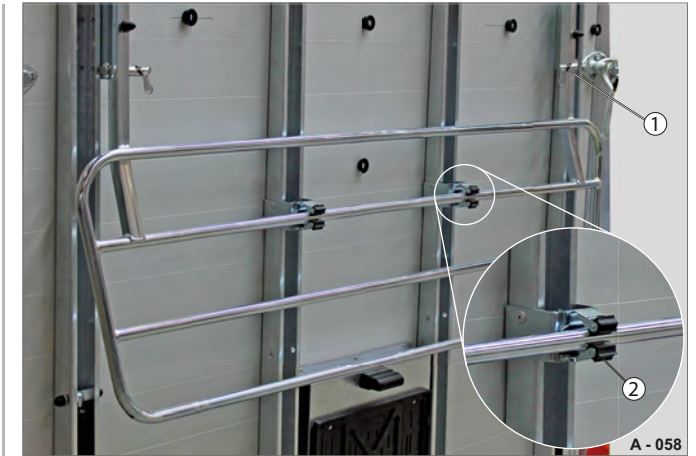


Fig. 58 Folding up the foal grid

- 1 Securing pin
- 2 Clamping bracket

- ▶ Pull the foal grid out of the clamping bracket (Fig. 58 /2).
- ▶ Fold the foal grid upwards and hold it.
- ▶ Lock the foal grid with the safety bolt (Fig. 58 /1).

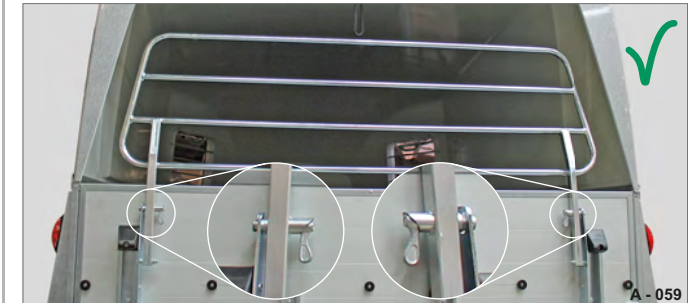


Fig. 59 Foal grid folded up and secured

Fold down the foil grid



Fig. 60 Foil grid with deflector / roll-up tarpaulin

- ▶ Pull the deflector / roll-up tarpaulin over the foil grid - see page 57.

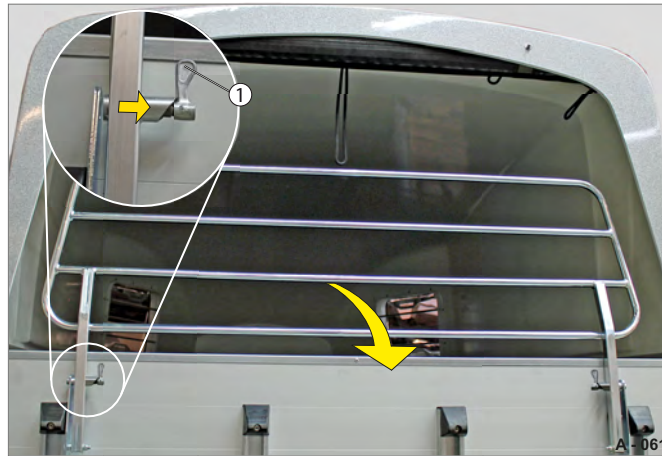


Fig. 61 Unlock and fold down the foil grid

- 1 Securing pin

- ▶ Open the deflector / roll-up tarpaulin - see page 56.
- ▶ Hold the foil grid.
- ▶ Unlocking of the safety bolts (Fig. 61 /1).
- ▶ Fold the foil grid downwards.

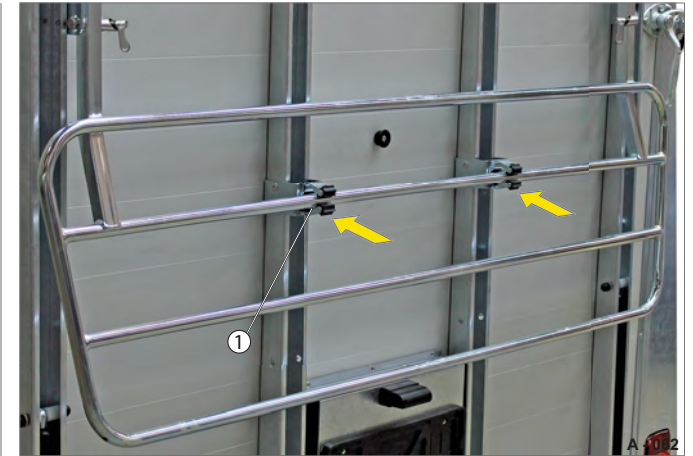


Fig. 62 Secure the foil grid

- 1 Clamping bracket

- ▶ Press the foil grid into the clamping bracket (Fig. 62 /1).
- ▶ Lock the safety bolts.
- ▶ Close the deflector / roll-up tarpaulin - see page 57.



Fig. 63 Foil grid folded down and secured

Rotary flaps (Notos ALU / PLUS)

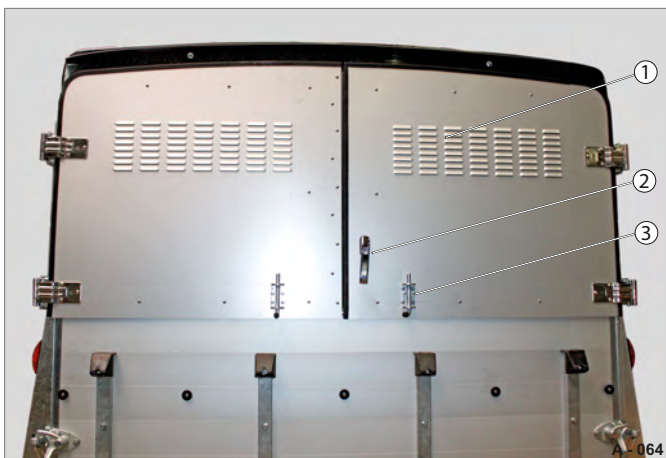


Fig. 64 Rotary flaps closed

- 1 Ventilation slots
- 2 Rotary handle
- 3 Locking bolt

The Notos ALU and Notos PLUS models can be equipped with double wing rotary flaps in addition to the deflector.

The rotary flaps are made of aluminium and are provided with ventilation slots - for draft-free air circulation.

The rotary flaps can be opened and locked while driving. The deflector ensures good air circulation.



Fig. 65 Rotary flaps opened / driving position

- 1 Deflector
- 2 Elastic cord fastener
- 3 Rotary flap (open)

**WARNING****Unsecured rotary flaps**

The rotary flaps may swing to and fro while driving - accident risk!

The rotary flaps may be torn off when driving through tunnels / underpasses.

- ▶ Check that the rotary flaps are closed and secured or opened and secured at the sides before driving off.

Opening the rotary flaps

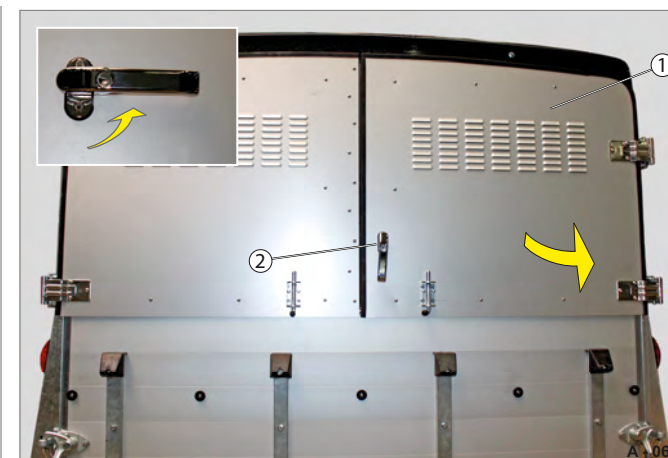
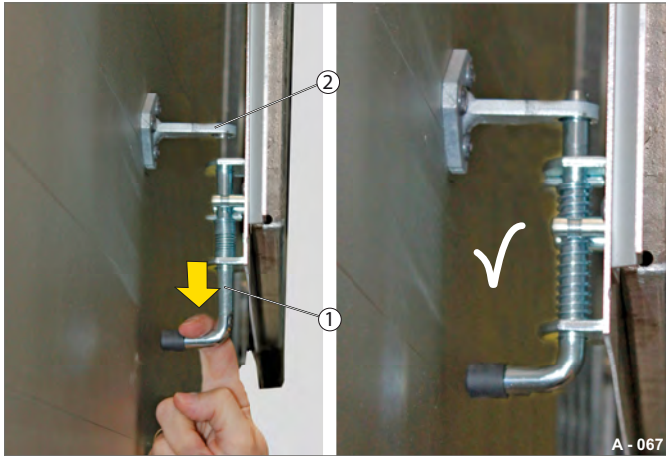


Fig. 66 Unlocking and opening the rotary flap

- 1 Rotary flap
- 2 Rotary handle

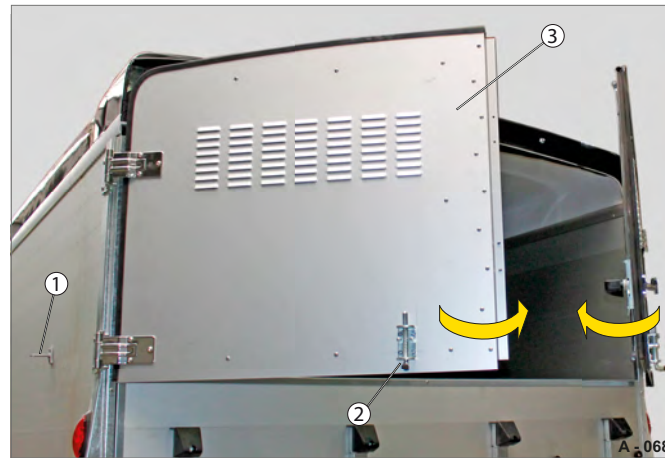
- ▶ Unlock the rotary handle (Fig. 66 /2) - see page 44.
- ▶ Open the left rotary (Fig. 66 /1) flap and secure it with the locking bolt.

Closing the rotary flaps


Fig. 67 Secure the rotary flap

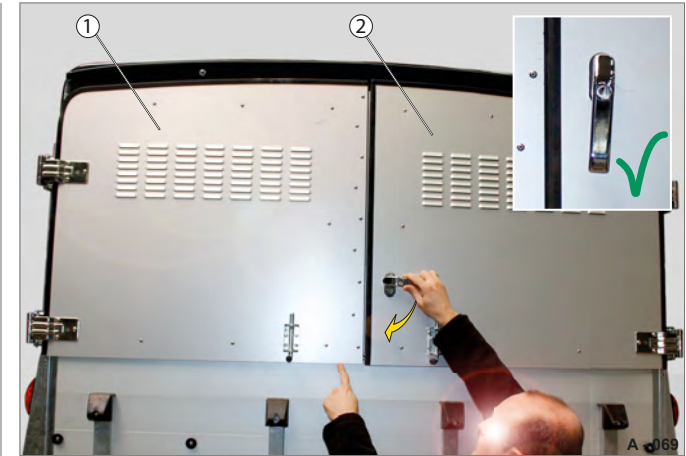
- 1 Locking bolt
- 2 Securing bracket

- ▶ Pull up the locking bolt (Fig. 67 /1).
- ▶ Turn the locking bolt / handle by 90°.
- ▶ Let the locking bolt snap into the eyelet of the safety bracket (Fig. 67 /2) by pressing it upwards as required. The rotary flap is secured against unintentional slamming.


Fig. 68 Close the rotary flap

- 1 Securing bracket
- 2 Locking bolt
- 3 Rotary flap (left)

- ▶ Remove the latch pin (Fig. 68 /2) from the safety bracket (Fig. 68 /1).
- ▶ Close the left rotary flap (Fig. 68 /3).
- ▶ Unlock and close the right rotary flap.


Fig. 69 Rotary flaps closed and secured

- 1 Rotary flap (left)
- 2 Rotary flap (right)

- ▶ Press the left rotary flap (Fig. 69 /1) towards the body and close the right rotary flap (Fig. 69 /2).
- ▶ Lock the rotary handle - see page 44.

Tailgate



Fig. 70 Tailgate closed

- 1 Deflector
- 2 Angle lever locks
- 3 Tailgate (revolving door function)
- 4 Handle
- 5 Gas strut
- 6 Lock (revolving door)
- 7 Hinge (revolving door)



Fig. 71 Tailgate folded down

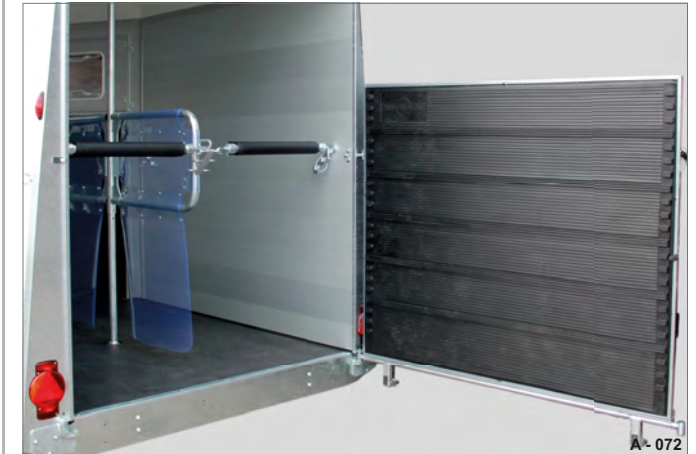


Fig. 72 Tailgate folded open



The tailgate may only be folded down while standing on even ground.

The tailgate provides an angled ramp that is an optimal entrance into the trailer.

A tailgate with a revolving door function can optionally be installed.

Folding down the tailgate



Fig. 73 Folding down the tailgate

1 Tailgate

- ▶ Release the angle lever locks - see page 44.



- ▶ Use  , .
- ▶ Grip the upper edge of the tailgate (Fig. 73 /1).



Fig. 74 Tailgate folded down

1 Angle lever lock

- ▶ Carefully lower the tailgate.
 - If necessary, push it downwards a little.
 - Make sure that your hands / feet cannot be crushed.
- ▶ Turn the angle lever locks (Fig. 74 /1) towards the tailgate - risk of tripping!

Folding up / closing the tailgate



Fig. 75 Lifting the rear flap

- ▶ Grip the lower edge of the tailgate in the middle.
- ▶ Lift the tailgate upwards - the gas struts will assist in the process.

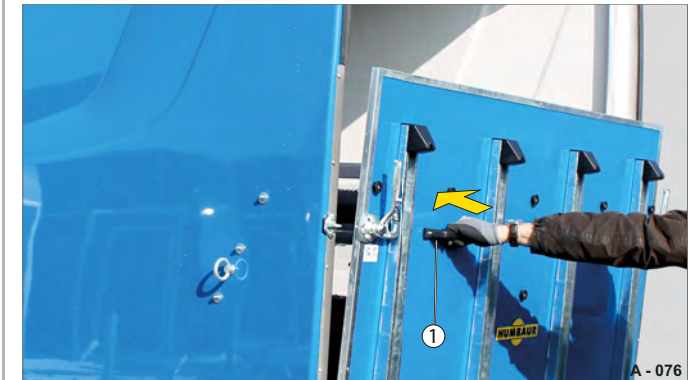


Fig. 76 Closing the tailgate

1 Handle

- ▶ Grab the handle (Fig. 76 /1).
- ▶ Press the rear flap completely towards the body.



A - 077

Fig. 77 Tailgate closed and secured

- ▶ Lock the angle lever locks - see page 44.
- ▶ Close the deflector / roll-up tarpaulin - see page 57.

Swivel open the revolving door



WARNING



Swivelling open the revolving door

After unlocking, the revolving door can fold open or fold down in an uncontrolled manner - impact / crushing risk!

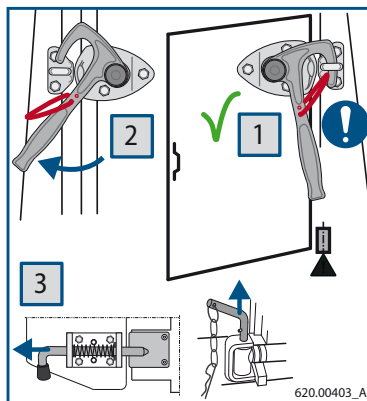


▶ Use



▶ Keep persons out of the swivelling range of the tailgate.

▶ Stick to the sequence for unlocking the revolving door - see sticker.



- ▶ Never unlock both angle lever locks.
- ▶ Hold the revolving door with one hand.

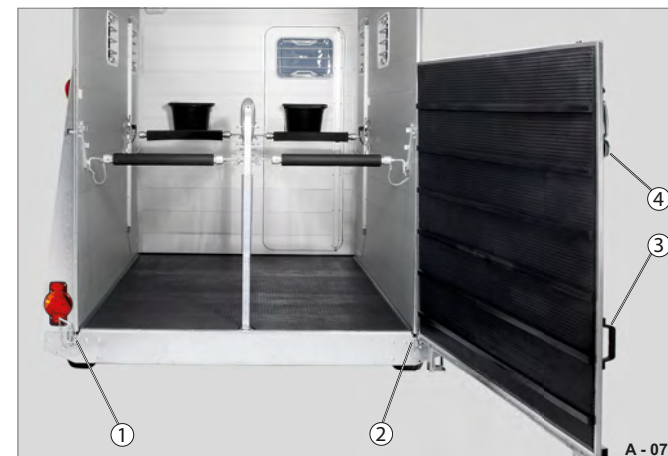


Fig. 78 Revolving door

- 1 Plug pin lock
- 2 Hinge
- 3 Handle
- 4 Angle lever lock

NOTICE

Overextending the revolving door

The hinges of the revolving door and the lamps at the rear support can get damaged.

- ▶ Only swivel the revolving door up to the limit stop or as far as this can be done without damaging components.



The angle lever lock at the hinge side remains closed.



The revolving door does not have a door holder. The revolving door must be secured against falling shut!

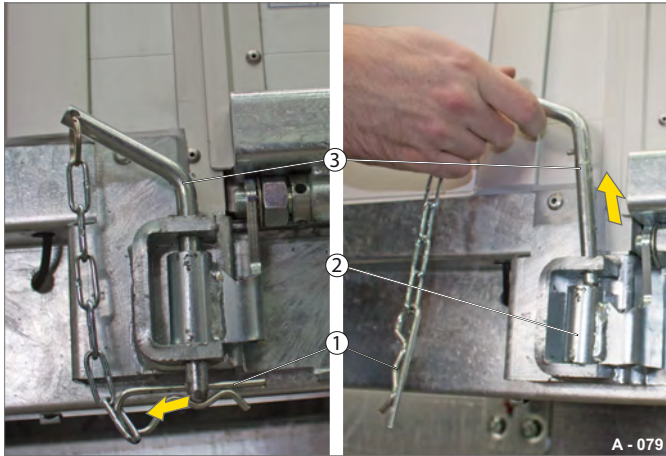


Fig. 79 Releasing the plug pin lock

- 1 R-clip
- 2 Lock
- 3 Plug pin

- ▶ Remove the R-clip (Fig. 79 /1) from the plug pin (Fig. 79 /3).
- ▶ Remove the plug pin from the revolving door lock (Fig. 79 /2).
- ▶ Keep the plug pin in a safe place.

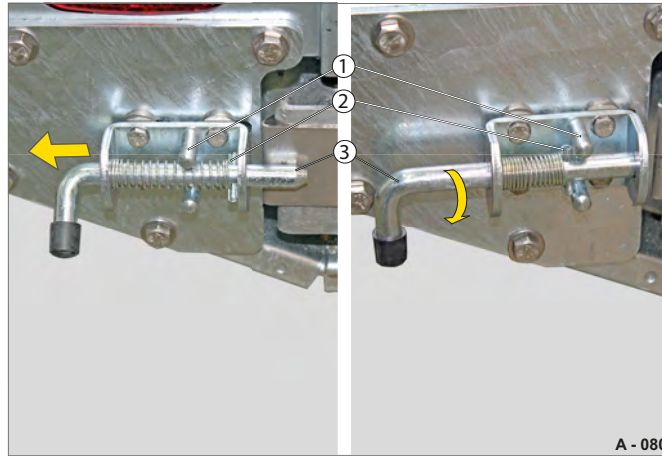


Fig. 80 Unlock the locking bolt lock (Spirit, Balios)

- 1 Plunger pins
- 2 Securing pins
- 3 Locking bolt

- ▶ Pull the locking bolt (Fig. 80 /3).
 - ▶ Turn the locking bolt by 90° downwards and lock the safety pins (Fig. 80 /2) behind the latching pins (Fig. 80 /1).
- The revolving door is now unlocked at the bottom.



Fig. 81 Swivel out revolving door / open

- 1 Handle

- ▶ Unlock the left angle lever lock - see page 44.
- ▶ Grip the handle (Fig. 81 /1) of the revolving door.
- ▶ Swivel the revolving door to open it - up to the limit stop.
- ▶ Hold the revolving door with your hand or secure it against unintentional slamming.

Closing / securing the revolving door



Fig. 82 Close the revolving door

1 Handle

- ▶ Grab the handle (Fig. 82 /1) and carefully swivel the revolving door to close it - lifting it slightly as required.
- ▶ Lock the angle lever lock - see page 44.

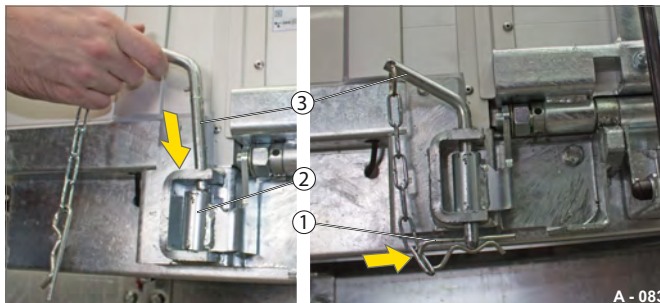


Fig. 83 Secure the locking plug pin lock

1 R-clip
2 Revolving door lock
3 Plug pin

- ▶ Remove the plug pin (Fig. 83 /3) from the revolving door lock (Fig. 83 /2).
- ▶ Secure the plug pin with the R-clip (Fig. 83 /1).

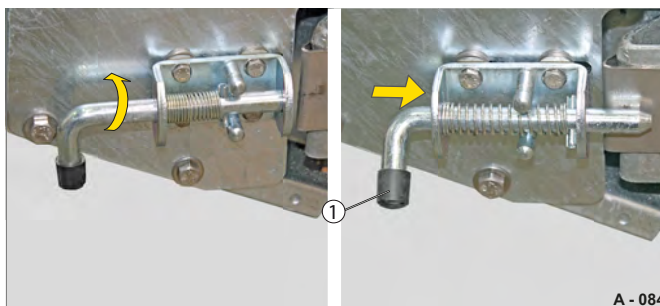


Fig. 84 Secure the locking bolt lock

1 Locking bolt

- ▶ Turn the locking bolt (Fig. 84 /1) upwards by 90°.
- ▶ Allow the locking bolt to latch, pressing it in towards the right side as required.
The locking bolt locks the revolving door at the bottom.



Fig. 85 Revolving door closed and secured

Operating the vent window



Fig. 86 Vent window open on both sides

The vent windows are used for fresh air supply during parking and while driving.

The vent windows can be opened in 5 positions.



CAUTION



Operating the vent window

Risk of crushing your hands / fingers when opening or closing the vent windows.

- ▶ Carefully operate the vent windows.
 - Pull it towards you with one hand.
 - Only operate one handle at a time - not both.

NOTICE

Vent window open

Water / rain may penetrate to the inside and cause humidity damage if the window is open.

- ▶ Close the vent windows in bad weather.



Fig. 87 Risk of collision

NOTICE

Opening the access door with opened vent window!

The vent window knocks against the body of the trailer and may get damaged.

- ▶ Close the vent window before opening the access door.

Vent windows Positions

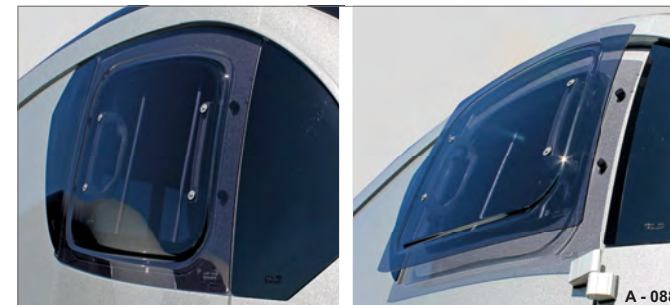


Fig. 88 closed / open in parallel



Fig. 89 folded upwards / folded downwards



Fig. 90 open towards the back / towards the front

Open vent window

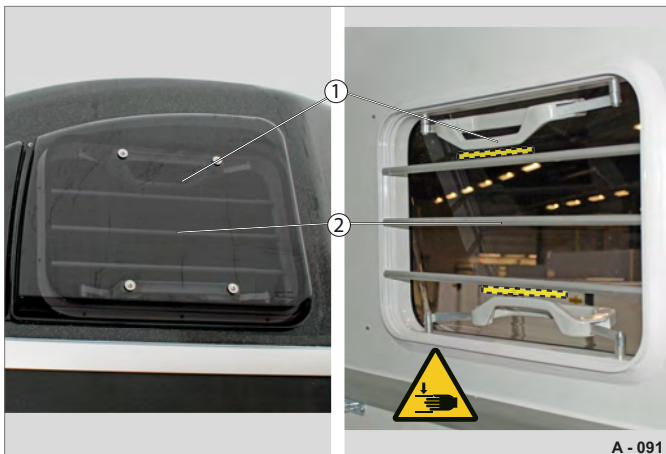


Fig. 91 from outside / from inside

- 1 Handle
- 2 Safety rods

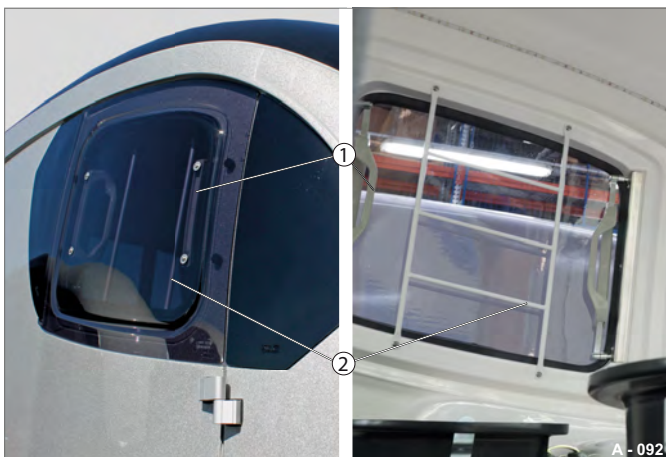


Fig. 92 from outside / from inside

- ▶ Grab one of the handles (Fig. 91 /1), depending on the venting position.
 - Take care to avoid crushing by the safety struts (Fig. 91 /2).

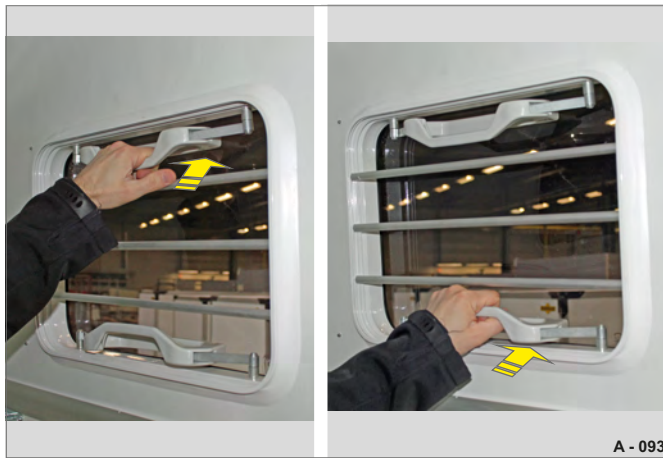


Fig. 93 Push open the vent window

- ▶ Push the handle outwards.
 - Depending on the vent position you want, repeat the process with the 2nd handle.
 The vent window is open.

Closing the vent window



Fig. 94 Pull the vent window shut

- ▶ Grab the upper or lower handle and pull the vent window towards the inside.
 - The vent window is closed.

Operating the skylight / roof vent




Fig. 95 External view

1 Skylight / roof vent

A skylight / roof vent can optionally be installed and ensures fresh air supply during parking and while driving.

The skylight can be opened in 5 positions.


CAUTION

 **Operating the skylight / roof vent**
Risk of crushing your hands / fingers when opening or closing the skylight / roof vent.

- ▶ Operate the skylight / roof vent carefully.
 - Pull it towards you with one hand.
 - Only operate one handle at a time - not both.



Fig. 96 Internal view

NOTICE
Skylight / roof vent open

Water / rain may penetrate to the inside and cause humidity damage if the window is open.

- ▶ Close the skylights / roof vents in bad weather.



A stool is required as a climbing aid in order to operate the skylight / roof vent.

Opening / closing the skylight



Fig. 97 Skylight opened (in driving direction)

- 1 Handle - left
- 2 Safety rod
- 3 Skylight (open)

- ▶ Operation is the same as for the vent window - see page 70.

Operating the ventilation window (Notos ALU)



Fig. 98 Ventilation window closed / open

The ventilation window is used for fresh-air supply while parking.

The integrated vent window in the ventilation window ensures fresh air while driving.



The vent window must be closed before opening the ventilation window - risk of collision with the body.



The ventilation window must be closed and secured before driving off!



The ventilation window must be closed from the outside!

Operation from the outside

Opening the ventilation window

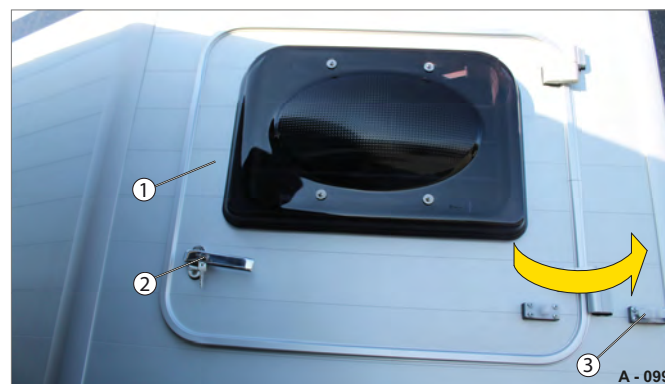


Fig. 99 Push open the ventilation window

- 1 Ventilation window
- 2 Rotary handle
- 3 Holder

- ▶ Unlock the rotary handle (Fig. 99 /1) - see page 44.
- ▶ Carefully swivel and open the ventilation window (Fig. 99 /2).
- ▶ Lock the ventilation window in the holder (Fig. 99 /3) - see page 45.

Closing the ventilation window

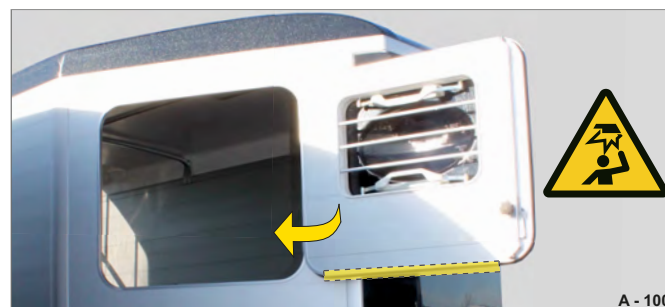


Fig. 100 Push the ventilation window closed

- ▶ Unlock the holder - see page 45.
- ▶ Lock the rotary handle - see page 44.

Operation from the inside

Opening the ventilation window



Fig. 101 Opening the ventilation window from the inside

- 1 Rotary knob

- ▶ Unlock the rotary knob - see page 44.
- ▶ Push the ventilation window open.
- ▶ Lock the ventilation window from the outside in the holder - see page 45.

Sliding window (Notos PLUS)

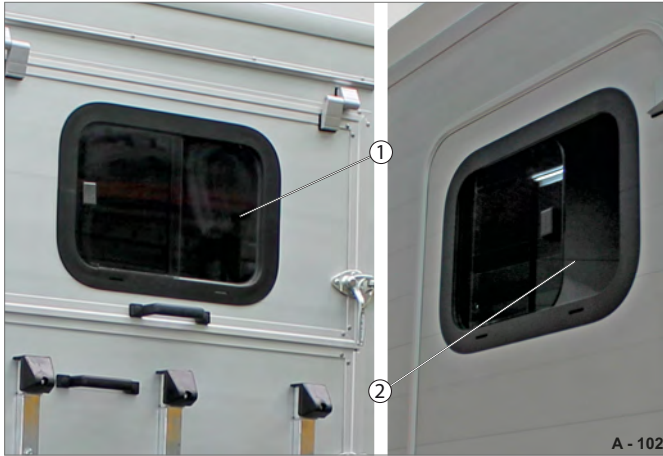


Fig. 102 Sliding window

- 1 Sliding window closed
- 2 Sliding window open

The windows can optionally be installed as sliding windows for good ventilation while parking.

Operation is only possible from the inside

Open the sliding window

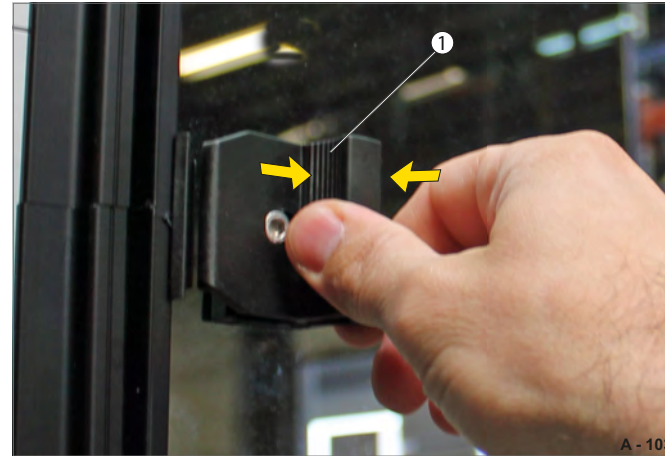


Fig. 103 Open the sliding window

- 1 Handle

- ▶ Push the handle (Fig. 103 /1) together. The sliding window is unlocked.
- ▶ Hold the window handle and slide the window open.



Fig. 104 open

Closing the sliding window



Fig. 105 Closing the sliding window

- ▶ Hold the window handle and slide the window closed.



Fig. 106 locked

The handle must engage.

Breast and breech bars



Fig. 107 Breast and breech bar (single)



Fig. 108 Breast and breech bar with central partition wall



The breast / breech bars must be hooked in and secured during the drive!

! WARNUNG	! WARNUNG
Loose Brust- / Heckstangen!	Loose breast / breech bars!
Herunterfallende Stangen während der Fahrt - Gewichtsverlagerung durch Pferd / Schleudergefahr.	Falling bars while driving - weight transfer by horse / danger of skidding.
▶ Hängen und sichern Sie die Brust- / Heckstange vor Fahrtantritt ein.	▶ Engage and secure the breast / breech bars before driving.

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Securing / unlocking the breast and breech bar

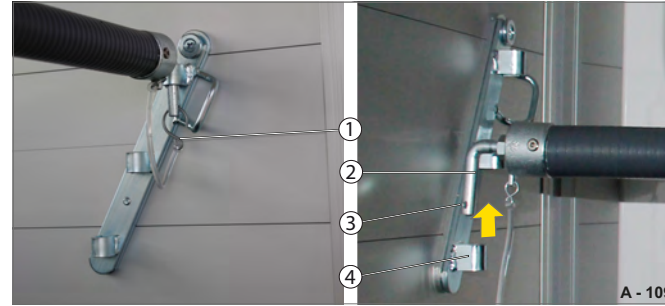


Fig. 109 Unlocking (single)

- 1 Hook
- 2 Securing pin
- 3 Eyelet
- 4 Hook-in rail (on the side wall)

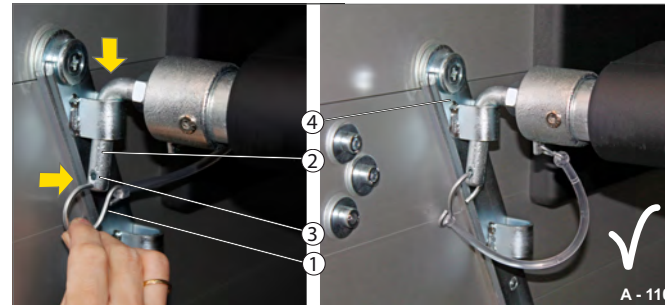


Fig. 110 Securing

Releasing

- ▶ Pull the hook (Fig. 109 /1) out of the eyelet (Fig. 109 /3) on both sides
- ▶ Remove the safety bolt (Fig. 109 /2) from the hook-in rail (Fig. 109 /4).

Securing

- ▶ Hang the safety bolt (Fig. 110 /2) into the hook-in rail (Fig. 110 /4).
- ▶ Push the hook (Fig. 110 /1) through the eyelet (Fig. 110 /3).

Unhook / hook-in the breast and breech bar



Fig. 111 to be moved (single)

- ▶ Lift the breast / breech bar out of the eyelets in the hook-in rail.

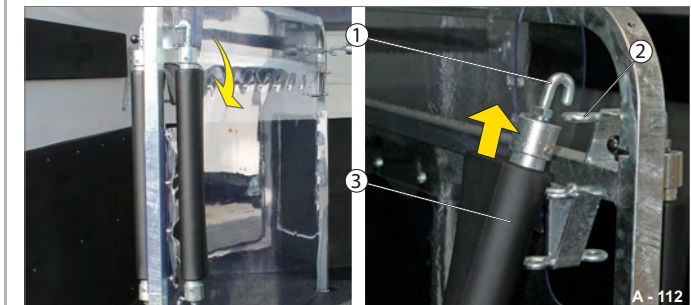


Fig. 112 Unhook

- 1 Hook
 - 2 Eyelet
 - 3 Breast / breech bar
- ▶ Swivel the breast or breech bar (Fig. 112 /3) downwards.
 - ▶ Lift the hooks (Fig. 112 /1) of the breast / breech bar out of the eyelet (Fig. 112 /2).

Panic locking

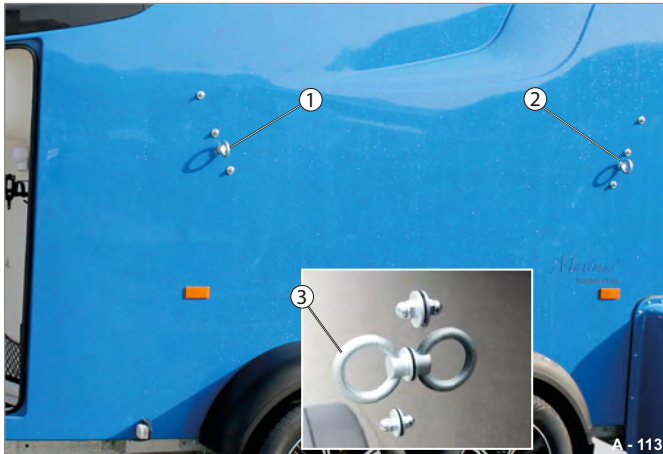


Fig. 113 Panic locking from the outside

- 1 Tie-ring (front)
- 2 Tie-ring (rear)
- 3 Tie-ring (detailed view)

The panic locking allows for fast unlocking of the breast and breech bar from the outside. They should only be **activated in emergencies**, e.g. if the horse panics.

The breast / breech bars automatically fall down.

Releasing the panic locking

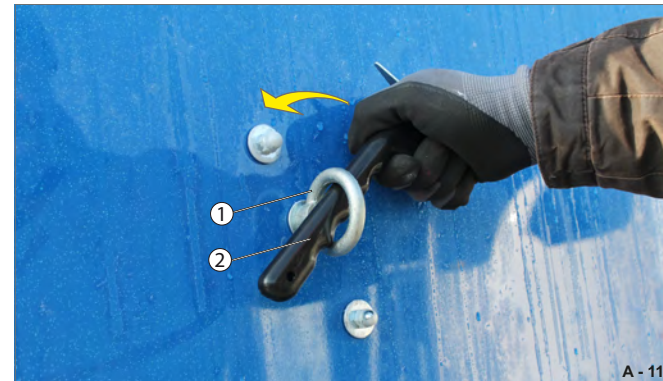


Fig. 114 releasing from the outside

- 1 Tie-ring
- 2 Hoof scraper

- ▶ Insert the hoof scraper (Fig. 114 /2) into the tie-ring (Fig. 114 /1).
- ▶ Turn the hoof scraper counter-clockwise.

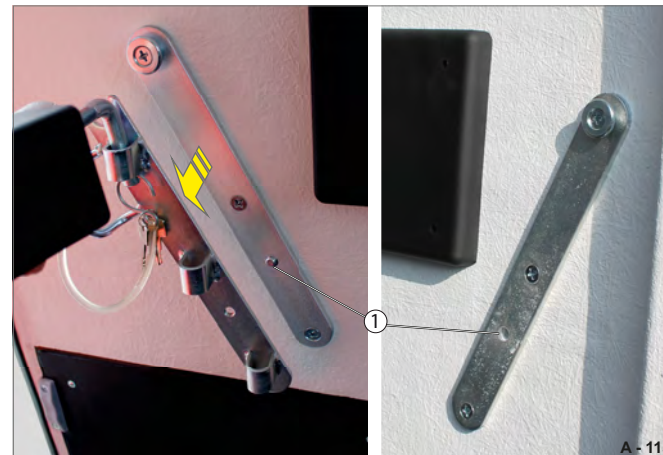


Fig. 115 releasing from the inside

- 1 Threaded bolt (tie-ring)

The hook-in rail is detached from the fastening rail - the horse is no longer secured.

Locking the panic locking

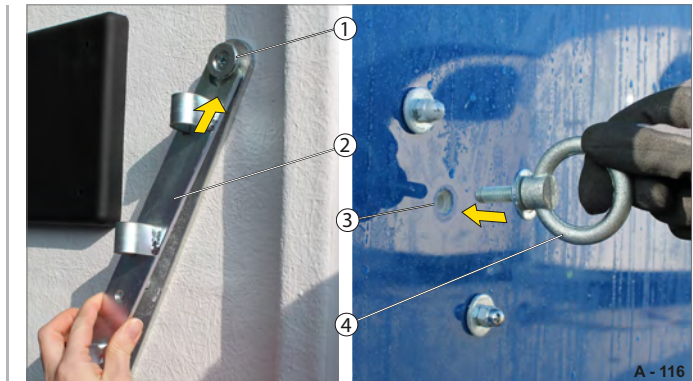


Fig. 116 Attaching the hook-in rail

- 1 Holder
- 2 Fastening rail
- 3 Holes
- 4 Tie-ring

- ▶ Slide the fastening rail (Fig. 116 /2) into the holder (Fig. 116 /1).
- ▶ Push the tie-ring (Fig. 116 /4) through the hole (Fig. 116 /3).
- ▶ Turn the tie-ring until it is tight. The hook-in rail is tightened.

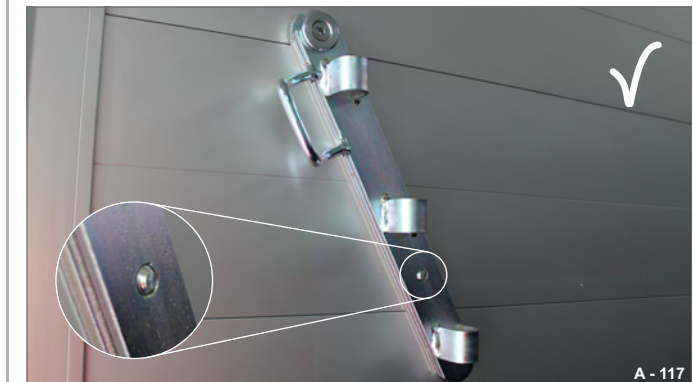


Fig. 117 The hook-in rail in position

Central partition wall

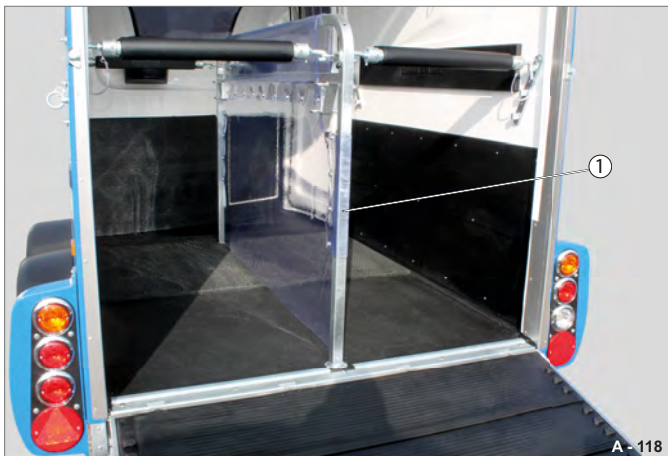


Fig. 118 Interior view
1 Central partition wall

The central partition wall prevents the horse from tilting sideways and being flung around.

The central partition wall spatially separates two horses and ensures form-fitting safety.



Fig. 119 Central partition wall not secured



WARNING

Driving with an unsecured central partition wall!

The goods / horse in the trailer may be flung around. The trailer may start to lurch – accident risk!

- ▶ Make sure that the central partition wall is closed and secured before driving off.



Removal / installation of the central partition wall requires 2 persons.

Releasing / removing the central partition wall

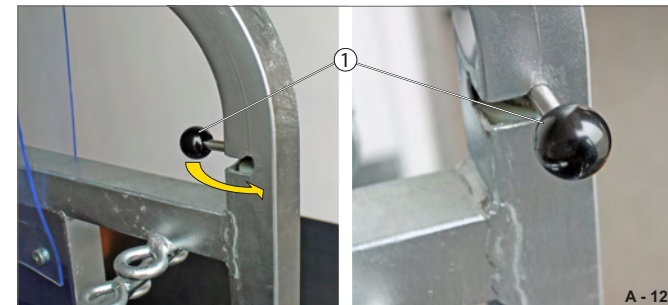


Fig. 120 Releasing the lock

- 1 Locking lever

- ▶ Remove the breast and breech bars - see page 74.
- ▶ Turn the locking lever sideways (Fig. 120 /1) by 90° sideways.
- the post of the central partition wall is unlocked.

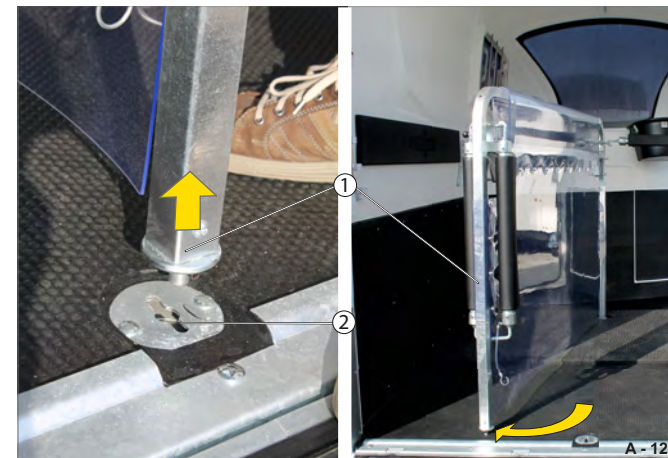


Fig. 121 Swivel the central partition wall

- 1 Post (rear)
- 2 Locking mechanism in the floor (rear)

- ▶ Lift the centre post (Fig. 121 /1) out of its locking mechanism on the floor (Fig. 121 /2).
- ▶ Swivel the central partition wall to the left.

Inserting the central partition wall

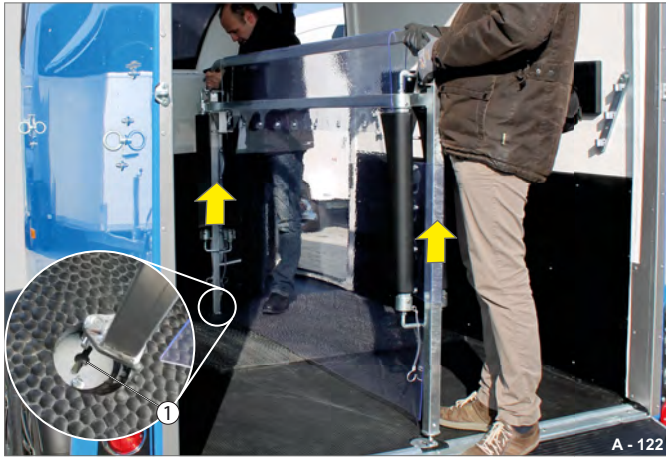


Fig. 122 Removing the central partition wall

1 Front lock

- ▶ Lift the centre post (front) out of its locking mechanism on the floor (front).
- ▶ Lift the central partition wall up and remove it.

Deposit the central partition wall secured against falling over.



Fig. 123 Deinstalled central partition wall

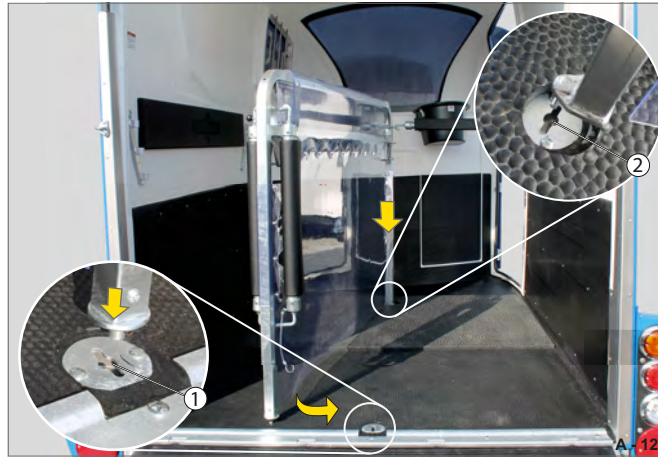


Fig. 124 Inserting the central partition wall

1 Front lock
2 Rear lock

- ▶ Position the central partition wall with the post above the locking mechanism front / rear.
- ▶ Insert the central partition wall.
- ▶ Swivel the central partition wall towards the middle.

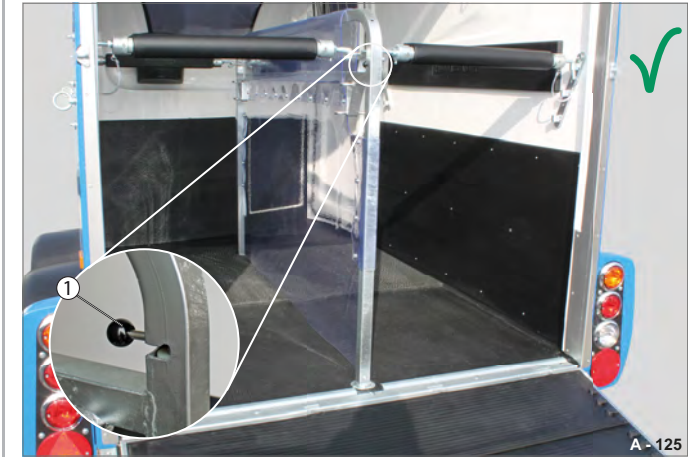


Fig. 125 Central partition wall secured

1 Locking lever, secured

- ▶ Turn the locking lever (Fig. 125 /1) towards the central partition wall.
- ▶ Secure the central partition wall with the breast and breech bars - see page 74.

Head partition

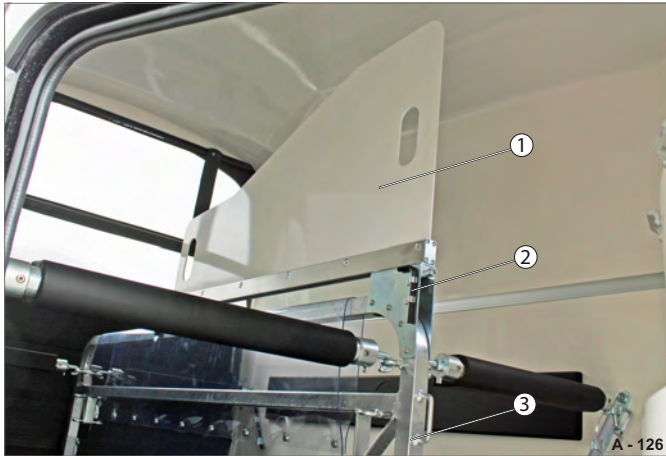


Fig. 126 Head partition in place / resting position

- 1 Head partition
- 2 Allen key
- 3 Central partition wall,

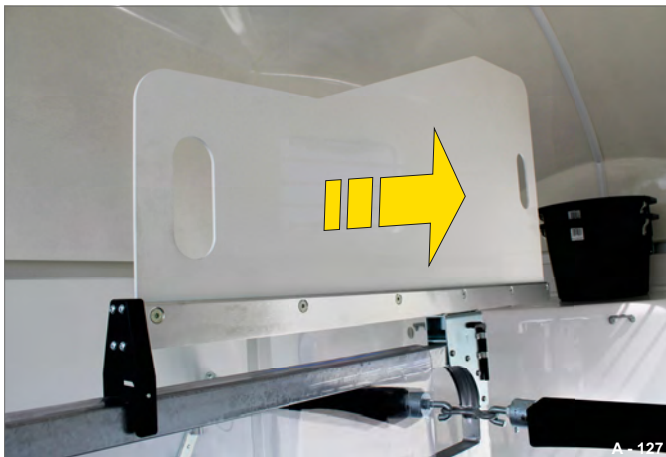


Fig. 127 Head partition in driving position

An optional head partition can be attached on top of the centre partition wall in the Balios, Xanthos, Zephir, Maximus, Notos ALU and Notos PLUS models.

Moving the head partition

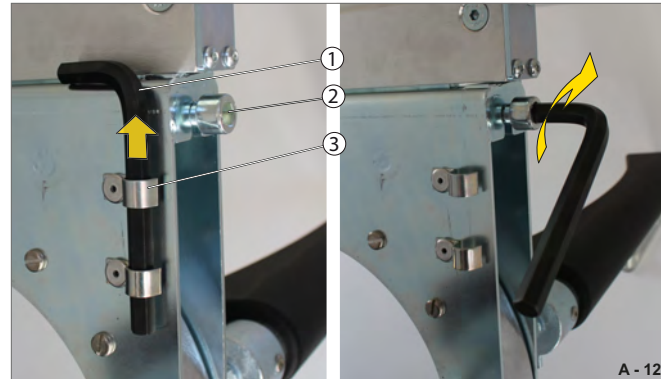


Fig. 128 Detach the head partition

- 1 Allen key
- 2 Allen screw
- 3 Holder

- ▶ Remove the Allen key (Fig. 128 /1) from the holder (Fig. 128 /3) - pull it up and out.
- ▶ Unlock the head partition with an Allen key - remove the hexagon socket screw (Fig. 128 /2).

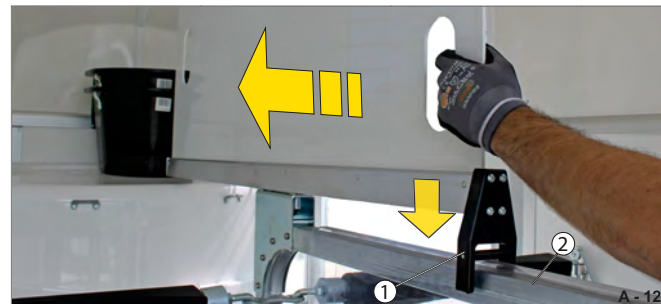


Fig. 129 Shift / lock the head partition wall

- 1 U-bracket
- 2 Central partition wall,

- ▶ Gently lift the head partition, so that the U-bracket (Fig. 129 /1) detaches from the central partition wall (Fig. 129 /2).
- ▶ Slide the head partition forwards into the desired position.

Secure the head partition

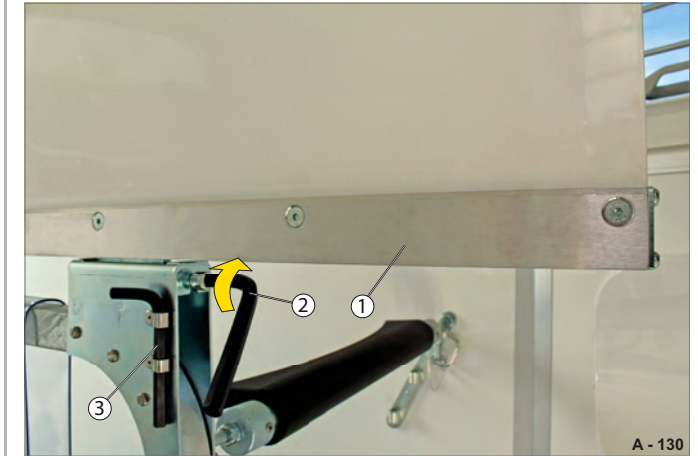



Fig. 130 Secure the head partition

- 1 Head partition (placed in front)
- 2 Allen key
- 3 Allen key (secured in holder)

- ▶ Secure the head partition (Fig. 130 /1) with an Allen key - tighten the hexagon socket screw.
 - ▶ Place the Allen key into the holder - push it in from the top.
- The head partition has been positioned and secured.

The head partition can be removed when it is not needed.

 Please read the separate assembly instructions for installing / removing the head partition.

Operating the central partition wall



Fig. 131 Central partition walls (Notos)

- 1 Roof mounting
- 2 Centre post
- 3 Central partition wall (two-part)
- 4 Height adjustment
- 5 Locking mechanism on the floor

The central partition wall of the Notos ALU can be turned for optimal handling.



Fig. 132 Turned position of the central partition wall (Notos)

NOTICE

Unsecured central partition wall

The central partition wall may move to and fro while driving. The central partition wall may get deformed and the interior walls may get damaged.

- ▶ Make sure that the central partition wall is secured before driving off.



Removal / installation of the central partition wall requires 2 persons.

Removing the central partition wall

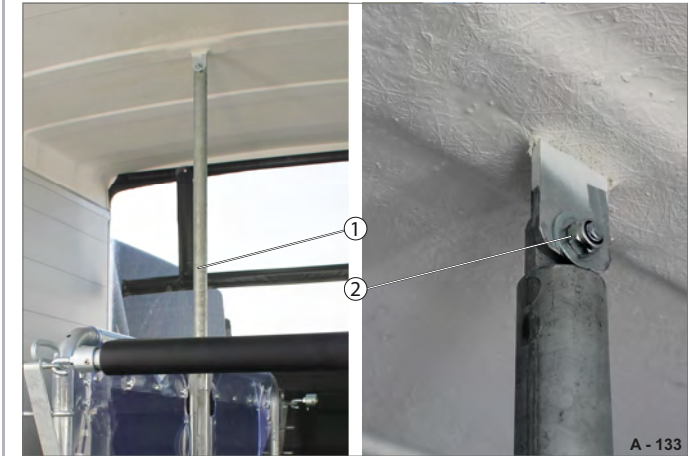


Fig. 133 Detaching the centre post

- 1 Centre post
- 2 Screw connection

- ▶ Remove the breast and breech bar - see page 74.
- ▶ Detach the screw connection (Fig. 133 /2) of the centre post (Fig. 133 /1) at the roof.

Central partition wall height adjustment

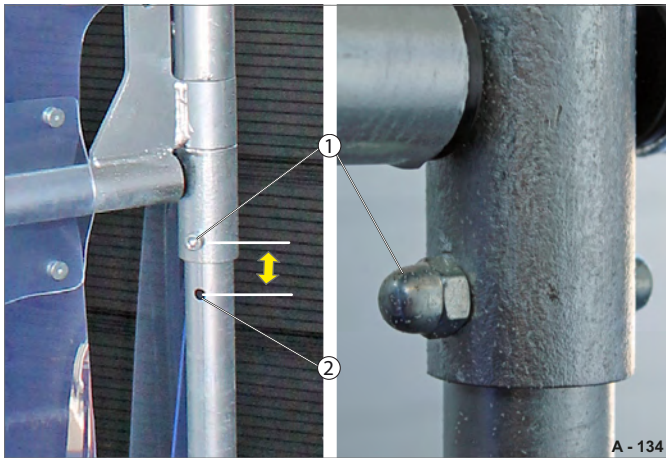


Fig. 134 Adjusting the height of the central partition wall.

- 1 Screw connection
- 2 Lowest level (height adjustment)

- ▶ Release the screw connection (Fig. 134 /1) of the height adjustment.
- ▶ Set the height adjustment to the lowest level (Fig. 134 /2).
- ▶ Secure it, using the screw.
- ▶ Lift the centre post out of its locking mechanism on the floor.
- ▶ Remove the central partition wall from the trailer.

Installing the central partition wall

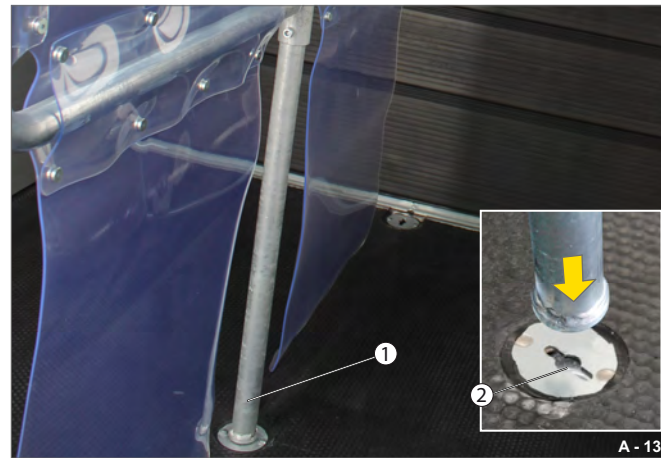


Fig. 135 Insert the centre post

- 1 Centre post
- 2 Locking mechanism on the floor

- ▶ Place the centre post (Fig. 135 /1) onto the locking mechanism (Fig. 135 /2) on the floor.
- ▶ Set the height adjustment to the highest level - see Fig. 134 .

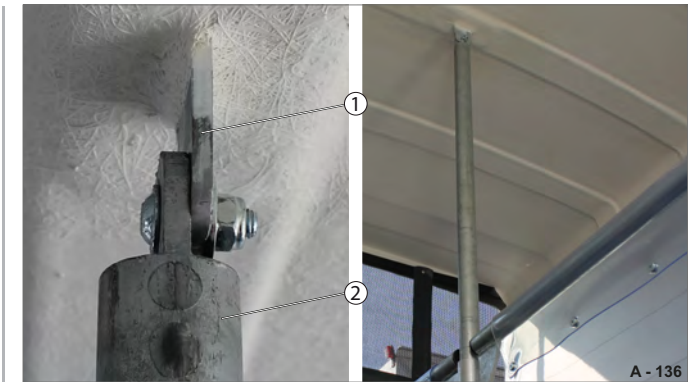


Fig. 136 Secure the centre post

- 1 Roof bracket
- 2 Centre post

- ▶ Fasten the centre post (Fig. 136 /2) to the roof bracket (Fig. 136 /1).
- ▶ Fasten the breast and breech bars - see page 74.



Fig. 137 Central partition wall (pivoting) secured

6

Electrical system



Take note of the safety instructions and instructions for the electric systems in the operating instruction manual, "Trailers up to 3.5 t" General Points – Part 1.

The electric lighting system operates with 12 V as standard.



WARNING



Risk of short circuit / electrocution!

You could be exposed to dangerous voltage or cause a fire through a short circuit in the electric systems when carrying out work on the electric systems.

Observe the following points before working on the electrical system:

- ▶ Loosen all plug-type connections to the towing vehicle.



- ▶ Loosen all plug-type connections to external power supplies.
- ▶ Switch off all power consumers.
- ▶ Ensure that nobody else switches on the power supply.
- ▶ Have all work on electrical installations carried out by qualified specialist staff.



WARNING

Failure of electrical functions

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

- ▶ Check that all electrical connections have been assembled before driving off.
- ▶ Check the condition of the plugs and cables before driving off.
- ▶ Do not drive with cracked or defective electric systems connections.

Tail lights

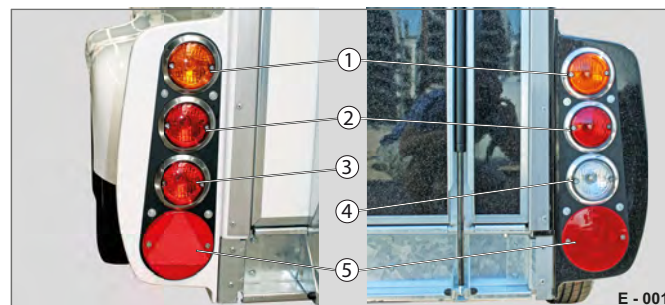


Fig. 1 Individual lights (standard)

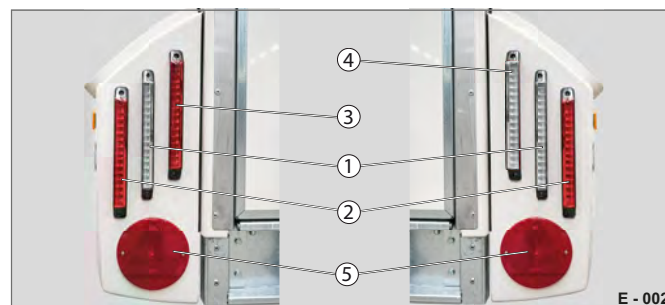


Fig. 2 LED lights for Maximus upgrade (optional)

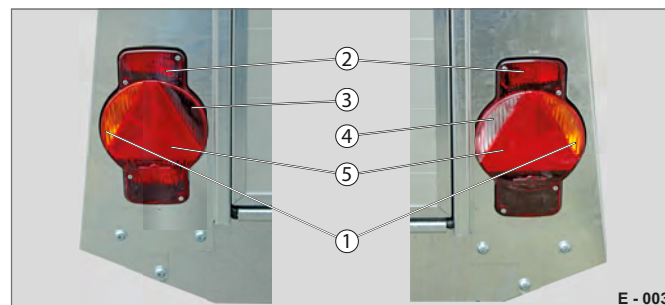


Fig. 3 Humbaar multifunctional lighting for Single / Xanthos / Balios / Notos / Zephir

- 1 Indicator
- 2 brake light
- 3 Rear fog light
- 4 Reversing light
- 5 Triangular reflector

Side / position lamps



Fig. 4 Side / rear view (Maximus Upgrade)



Fig. 5 In the fender area - front

- 1 Top position lamp
- 2 Registration number light
- 3 Side reflector / yellow reflector
- 4 Front reflector / white reflector
- 5 Front position lamp

Interior lighting



Fig. 6 Interior light

- 1 Light
- 2 Toggle switch

The interior light is located in the front or middle area of the trailer.

The interior light only works when at least the side light of the towing vehicle has been switched on.

The interior light can be used for loading / unloading in the dark and as a light for the horse while driving.

- ▶ Switch the light (Fig. 6 /1) on or off using a toggle switch (Fig. 6 /2).
- ▶ If necessary, use an access aid to operate the light, e.g.: stool.
- ▶ Replace any faulty lamp - see page 92.

Saddle compartment lighting



Fig. 7 LED light with movement detector

- 1 LED light / head
- 2 Switch
- 3 Holder
- 4 Movement detector

A battery-driven LED lamp with movement detector can optionally be integrated into the saddle compartment. The head of the LED lamp is swivel-mounted.

- ▶ Turn the head of the LED lamp (Fig. 7 /1) according to the lighting requirements.
- ▶ Slide the switch (Fig. 7 /2) upwards - the LED light remains on.
- ▶ Slide the switch downwards - the movement detector is now active.
- ▶ Slide the switch to the middle position - the LED light is now off.
- ▶ Replaced used batteries - see page 92.

Panorama sunroof (Maximus Upgrade)



Fig. 8 Panorama sunroof external view

The Maximus can be optionally equipped with a transparent panorama sunroof.

The panorama sunroof allows for a maximum amount of sunlight in the trailer.



Fig. 9 Panorama sunroof internal view

- 1 Panorama sunroof
- 2 LED strip (right / left)

LED strips (Fig. 9 /2) can be optionally installed.

Optional mains supply (230 V AC)

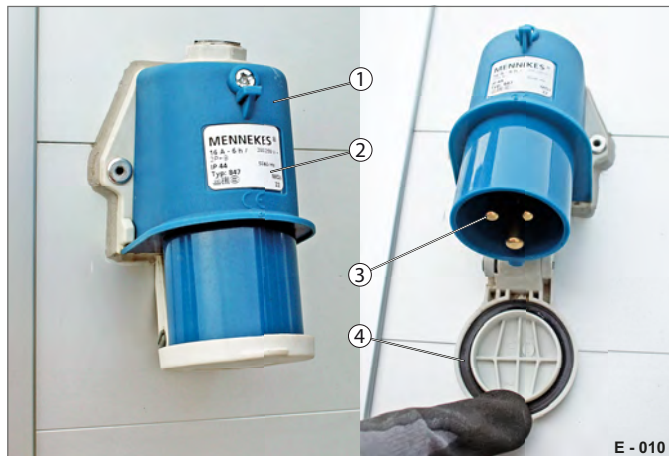


Fig. 10 External power connection

- 1 Mains supply
- 2 Technical data
- 3 Plug contacts
- 4 Lid

A power connection, for example for the Notos PLUS, can be equipped with a distributor / fuse box and sockets on the inside.

The mains voltage is 230 V / 50 Hz.



Fig. 11 Adapter cable 2.5 m long with power plug

The power supply can be provided by means of an adapter cable with power plug (optional).

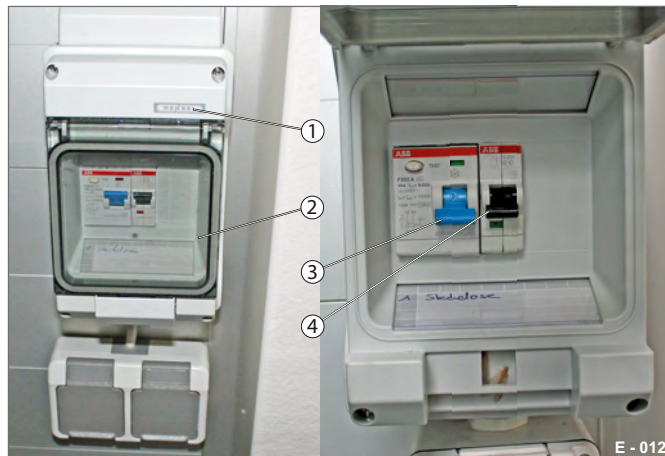


Fig. 12 Power distributor box / circuit breaker

- 1 Power distributor box
 - 2 Lid
 - 3 Residual-current circuit breaker
 - 4 Overcurrent protection device
- Standard: 16 A
Switzerland: 10 A

The power distributor box (Fig. 12 /1) is attached to the inner wall of the trailer.

The safety and function of the power supply are tested in the factory and documented. The test record is enclosed with the power distributor box.

Protection against leakage current takes the form of a safety switch (30 mA) (Fig. 12 /3) and an overcurrent protection device (Fig. 12 /4).

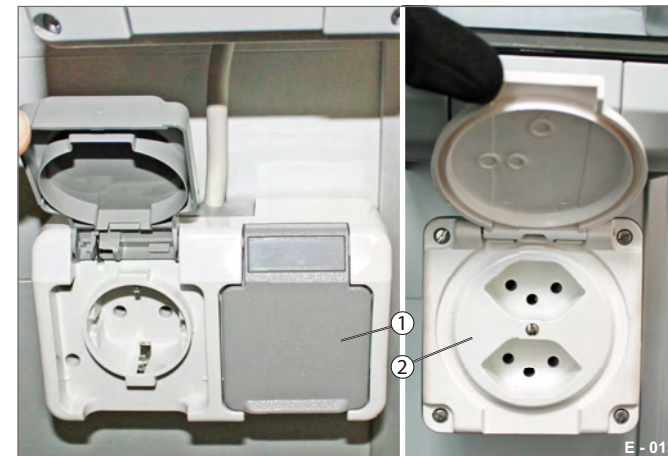


Fig. 13 Sockets

- 1 Earthed twin socket (Europe)
- 2 Twin socket (Switzerland)

The sockets are standard earthed sockets (Fig. 13 /1) (for European plugs).

Country-specific sockets can be optionally installed, e.g. for Switzerland (Fig. 13 /2).

The standard sockets are located directly below the power distributor box.



7

Testing,
care and maintenance

Basic information about repairs and maintenance



Note the maintenance regulations in the operating instruction manual
“Trailers up to 3.5 to” General – Part 1.

Certain maintenance work may only be carried out by trained and qualified personnel.

The prescribed maintenance intervals must be complied with.

Trailers must be inspected by a competent / qualified specialist for their condition for safe operation as and when required, but at least once a year.

This also applies to all components which are used for the load securing according to VDI 2700 or / and EN 12642.

All important mechanical components must be inspected and maintained at regular intervals for safety reasons.

These include:

- Axles
- Brakes
- Bolts
- Pipe connections
- Attachments
- Electric systems



- Comply with the accident prevention regulations for all maintenance work.
- Comply with the environmental protection guidelines.
- Switch off the engine of the towing vehicle prior to starting maintenance work.
- Damaged and non-functioning trailer parts must be exchanged for original spare parts of Humbaaur GmbH.

Proof of the HU/SP

Fig. 1 Proof of inspection (in operating instruction manual, “Trailers up to 3.5 to” Part 1)

HU = General inspection

SP = Safety inspection

- ▶ Enter the implemented HU/SP in the proof of inspection (Section 29, sub-section 12 of the StVZO (German Licensing Regulations)).
- ▶ Keep the latest inspection report (HU) and the latest test record (SP) at least until the next inspection / test (Section 29, sub-section 10 of the StVZO).
- ▶ Keep the inspection log book as proof until the vehicle is finally taken out of service (Section 29, sub-section 13 of the StVZO).

Maintenance of axles / wheels



Fig. 2 Example: Operating instruction manual for axles

- ▶ Carry out the prescribed visual inspections and maintenance work or have them carried out by qualified specialist workshops.
- ▶ Have the inspections documented in the service booklet.

Checking the tyres



Fig. 3 Checking the wheels / tyres

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

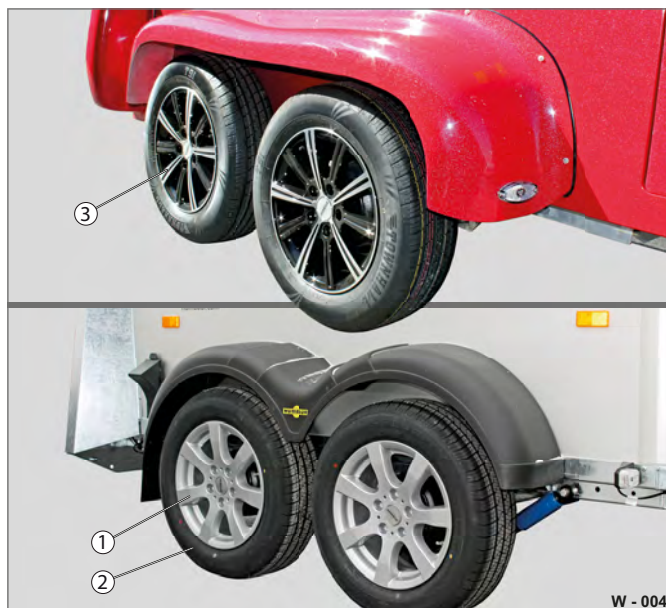


Fig. 4 Checking the wheels / tyres

- 1 Alloy rim
- 2 Tyres (as selected by the manufacturer)
- 3 Bicolor alloy rims

Tyre type	pmax. in bar	Model
155 / 80 R13	3.0	Single / Zephir / Balios / Spirit / Xanthos
155 R13 ; RF	3.5	Single / Zephir / Balios / Spirit / Xanthos
175 / 70 R13	3.0	Single / Zephir / Balios / Spirit / Xanthos
175 / 70 R14	3.0	Single / Zephir / Balios / Spirit / Xanthos
185 / R14C - 8PR	4.5	Single / Zephir / Balios / Spirit / Xanthos / Maximus / Notos / Notos PLUS / carriage trailer
185 / 60 R15	3.5	Single / Zephir / Balios / Spirit / Xanthos / Maximus / Notos
185 / 65 R14	3.0	Single / Zephir / Balios / Spirit / Xanthos / Maximus / Notos / carriage trailer
185 / 65 R15	3.0	Single / Zephir / Balios / Spirit / Xanthos / Notos
195 / 65 R14	3.0	Single / Zephir / Balios / Spirit / Xanthos / Notos
195 R14C - 8PR	4.5	Notos PLUS
195 / 65 R15	3.0	Single / Zephir / Balios / Spirit / Xanthos / Maximus / Notos / carriage trailer
195 / 65 R15 95N	3.0	Notos PLUS
195 / 70 R15C - 8PR	4.5	Notos PLUS

Tab. 1 Tyre pressure / tyre size

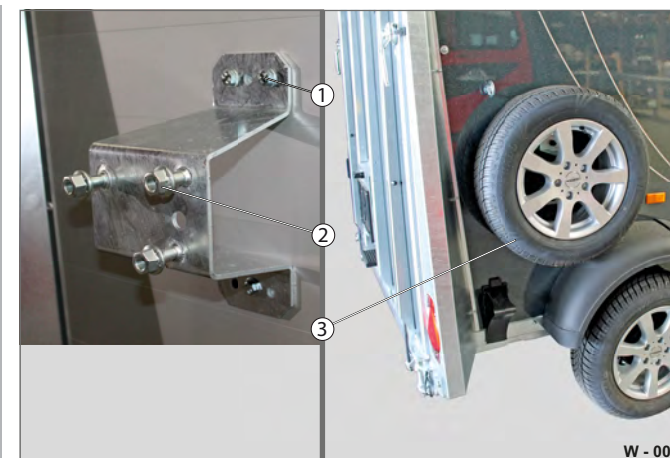


Fig. 5 Check the spare wheel

- 1 Screw connection for spare wheel holder
- 2 Spherical collar nuts
- 3 Spare wheel

- ▶ Use the correct tyre pressure as specified in this table (Table 1 on page 87).
- ▶ Check the tyre pressure / tread depth on all wheels incl. the spare wheel (Fig. 5 /3) on a regular basis and before long journeys.
- ▶ Use a torque wrench (80 Nm) to check that the spherical collar nuts (Fig. 5 /2) of the spare wheel holder are secure.
- ▶ Check the screw connections (Fig. 5 /1) for the spare wheel holder.

Maintaining gas struts

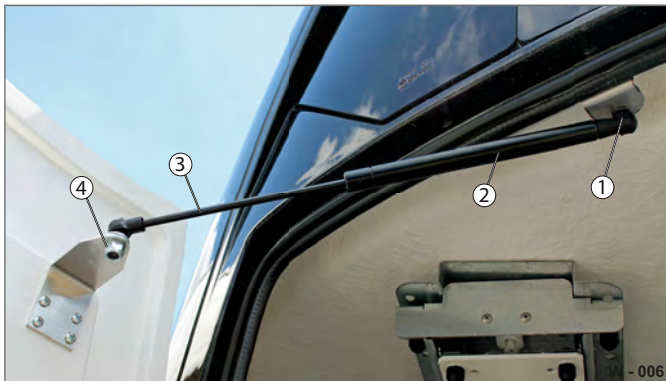


Fig. 6 Example of saddle compartment

- 1 Console with screw-type connection
- 2 Piston rod
- 3 Gas strut (body)
- 4 Console with screw-type connection

The gas struts are intrinsically maintenance-free. However, they are subject to wear that can be reduced by regular maintenance.



The gas struts may be used within a temperature range of -25°C to $+60^{\circ}\text{C}$.

The service life, functionality and safety depends to a large extent on the regular maintenance/care of the gas-struts.



WARNING

Removing gas struts

The gas struts are under high pressure. People may be injured in the event of improper installation / removal - risk of impact or crushing!

- ▶ Observe the safety warnings on the gas struts.
- ▶ Take note of the instructions provided by the gas strut manufacturer.
- ▶ Have worn/defective gas struts replaced by qualified personnel only.

Installing / removing gas struts

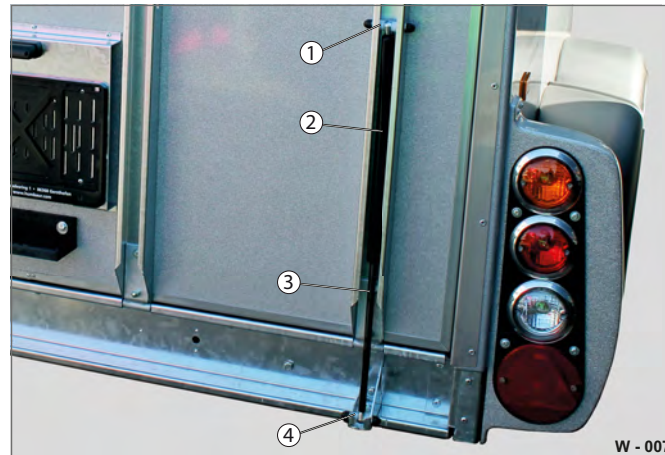


Fig. 7 Gas strut on tailgate

- 1 Screw connection
- 2 Gas strut (body)
- 3 Piston rod
- 4 Bracket console / screw connection

- ▶ Secure the GFR tailgate / front exit / deflector / ventilation flap against dropping down when installing or removing gas pressure struts (Fig. 7 /2).
- ▶ Loosen the top (Fig. 7 /1) and bottom (Fig. 7 /4) screw connections.
- ▶ Check the screw connections on the consoles (Fig. 6 /1 and Fig. 6 /4) for firm fit and rotary function.
- ▶ Exchange worn gas struts in pairs.
- ▶ Only use gas struts of the same type – take note of the force information.

Cleaning gas struts



Fig. 8 Gas strut on GFR tailgate

- 1 Ball bearing on console
- 2 Gas strut (body)
- 3 Piston rod



Do not aim the water jet directly at the gas struts while spray-cleaning.



Keep films and paper packaging away (electrostatic charging).
Do not scratch or paint the piston rod or treat it with corrosive media (abrasives).

- ▶ Clean the ball bearing (Fig. 8 /1) on the console and regrease if necessary.
- ▶ Clean the piston rod (Fig. 8 /3) with a clean cloth.
- ▶ Only lubricate the piston rod with grease in emergencies to make the piston rod move freely.
- Wipe off excess grease.

Doors / rotary flaps

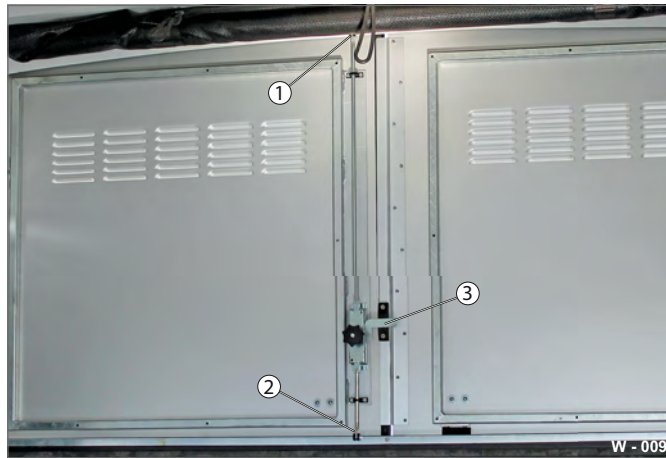


Fig. 9 Rear rotary flaps for Notos PLUS

- 1 Locking roller - top
- 2 Locking point - bottom
- 3 Locking roller - middle



Fig. 10 Window for Notos

The 3-point locking of the doors / rotary flaps has been set at the factory.

It can be readjusted / repaired at the factory in case of wear or defects.

Check 3-point locking

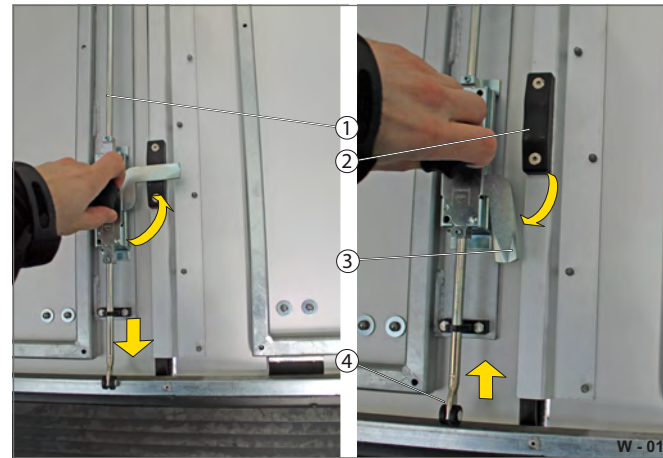


Fig. 11 Lock / unlock locking system

- 1 Rods
- 2 Sliding piece
- 3 Tongue
- 4 Roller

- ▶ Regularly (1x every half year) perform a visual inspection and a functional test.
 - Activate the 3-point locking from the inside and outside and check that it is free-moving and locks appropriately.
- ▶ Check that the individual components are not damaged / bent / worn.
- ▶ Remove any dirt particles from the components.
- ▶ Have defective / improperly locking 3-point locking repaired by specialist staff.

3-point locking for saddle compartment door

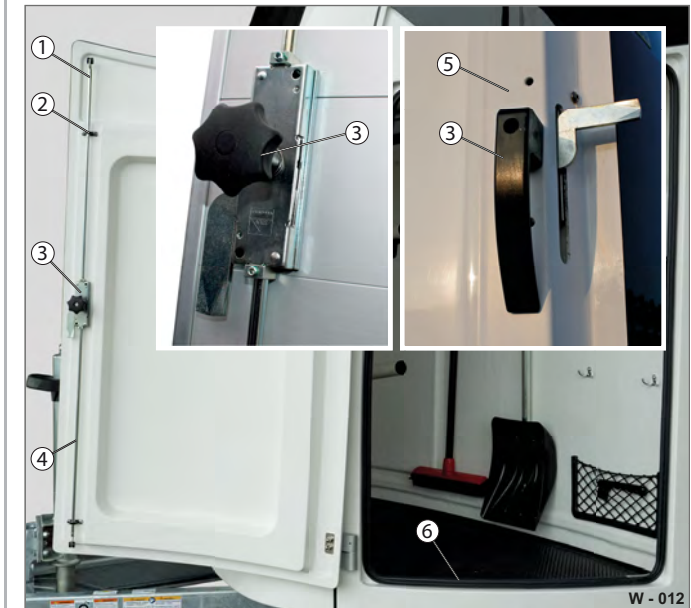


Fig. 12 Check 3-point locking

- 1 Top rodding with roller
- 2 Guide clamp
- 3 Latch lock with rotary knob or rotary handle
- 4 Bottom rodding with roller
- 5 Cover for 3-point locking
- 6 Seal

- ▶ Remove the cover if necessary (Fig. 12 /5).
- ▶ Check that the individual components are not damaged / bent / worn.
- ▶ Remove any dirt particles from the components.
- ▶ Close the saddle compartment door a few times, checking that there is sufficient pressure on the seal (Fig. 12 /6).

Revolving door lock

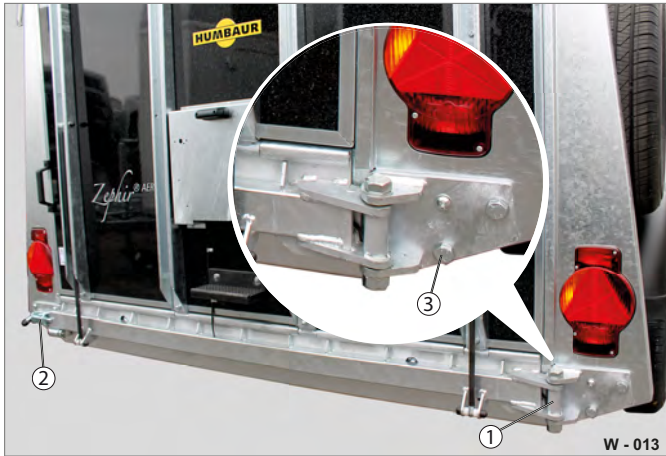


Fig. 13 Revolving door bearing

- 1 Hinge bearing
- 2 Locking
- 3 Screw connection



The bearings and lock of the revolving door must be regularly checked (at least once every six months) to verify its stability and function.

- ▶ Check that the screw connections (Fig. 13 /3).
- ▶ Unlock and open the swivel door and check its smooth function.
- ▶ If necessary, adjust the screw connections if the revolving door has settled too much or have the revolving door realigned in a specialist workshop.

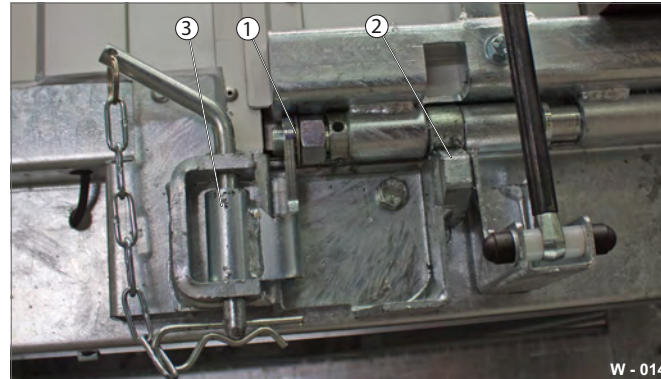


Fig. 14 Check / lubricate locking variant 1

- 1 Rodding bearing
- 2 End stop
- 3 Locking

- ▶ Clean the bearing points of the rodding (Fig. 14 /1) and the spacer (Fig. 14 /2) / limit roller (Fig. 15 /2).

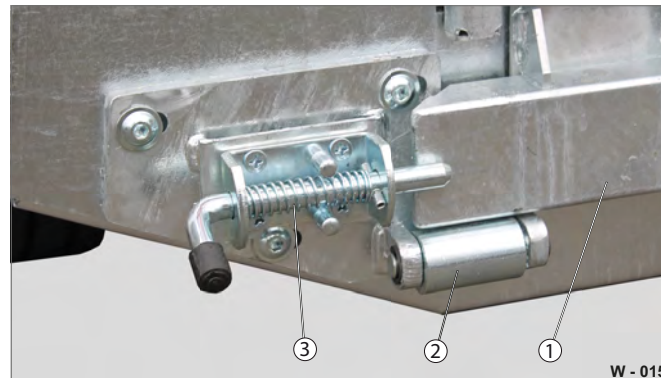


Fig. 15 Check / lubricate locking variant 2

- 1 Rods
- 2 Limit roller
- 3 Locking bolt

- ▶ Grease the friction surface of the limit roller / spacer.

Window vent mechanics



Fig. 16 Vent window in door

- 1 Spring leaf
- 2 Handle

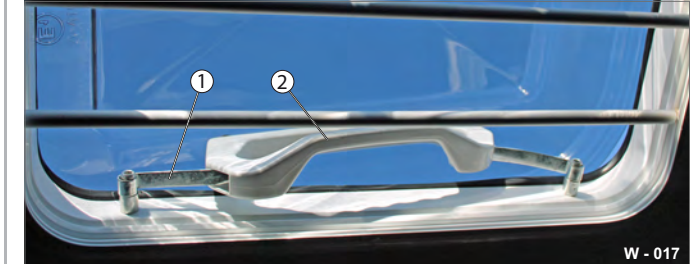


Fig. 17 Roof vent

The fold-out mechanics of the vent windows / roof vent might break when too much force is applied.

- ▶ Regularly check all vent windows (once every six months) for leaks.
- ▶ Check the fold-out mechanics of all vent windows / roof vents.
 - Open the vent windows in all fold-out positions.
- ▶ Have defective / not properly closing vent windows repaired or replaced by specialist staff.

Door holder

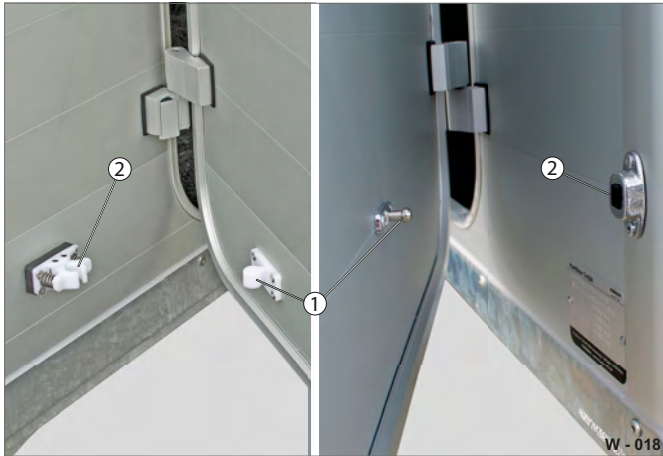


Fig. 18 Check the door holder

- 1 Nipple (plastic, steel)
- 2 Sleeve (plastic, soft rubber)

- ▶ Check the firm fit of the door holder on the door and the outer wall.
- ▶ Check the state of the nipple (Fig. 18 /1) and the sleeve (Fig. 18 /2) for wear / deformation.
- ▶ Check the firm fit of the door holder when pressing in and releasing the holding function.
The holder may not release the door without intervention.
- ▶ If necessary, replace worn components (nipple / sleeve) of the door holder.

Angle lever locks

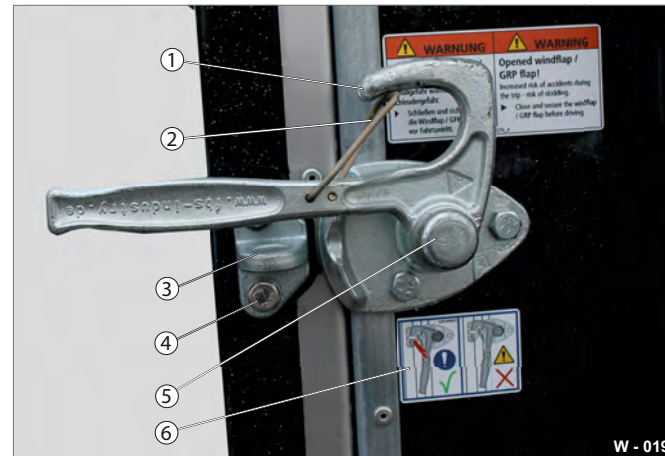


Fig. 19 Check locks / safeguard

- 1 Hook
- 2 Locking spring as retaining spring
- 3 Eyelets
- 4 Screw connection
- 5 Bearing pin
- 6 Warning sticker

- ▶ Optically inspect the state of the angle lever locks for cracks / deformation / defects.
- ▶ Check that the screw connections (Fig. 19 /4) and bearing pin (Fig. 19 /5) fit firmly.
- ▶ Remove any dirt / old grease.
- ▶ Remove any rust spots, using a soft wire brush (brass).
- ▶ Close the angle lever lock and check the pressure of the flap.
- ▶ Check that the retaining spring (Fig. 19 /2) functions / engages.
- ▶ Immediately replace a worn retaining spring.
- ▶ Ensure that the warning sticker (Fig. 19 /6) is present and legible.

Door plates / door hinges

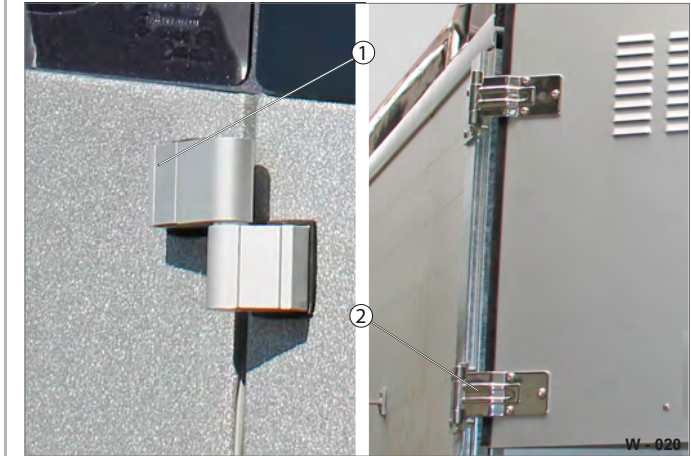


Fig. 20 Check / grease the door plates / hinges

- 1 Door plates
- 2 Hinge

- ▶ Check the door plates (Fig. 20 /1) and hinges (Fig. 20 /2) for firm fit, wear and damage.
- ▶ Lubricate the door plates / hinges with a little grease if required.

Replacing the lamp

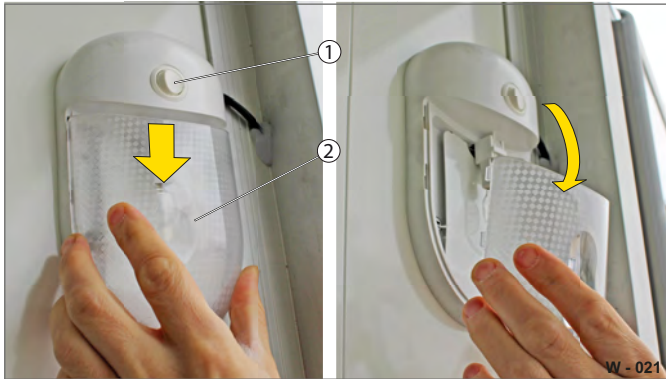


Fig. 21 Remove the housing

- 1 Toggle switch
- 2 Plastic cover

- ▶ Push the plastic cover (Fig. 21 /2) downwards.
- ▶ Remove the plastic cover.

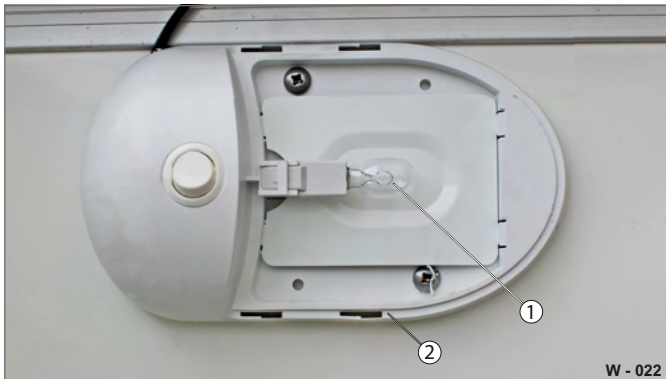


Fig. 22 Light open

- 1 Lamp
- 2 Housing


- ▶ Insert a lamp (Fig. 22 /1) of the same type / wattage.
- ▶ Place the plastic cover on the lighting housing (Fig. 22 /2).

Fuse and power distributor box



Fig. 23 Inside power distributor box

- ▶ Have all maintenance work on the circuit breaker and power distributor box / electric systems carried out by specialist electricians.

- ▶  Switch the power supply off prior to carrying out work on the electric systems.

Battery change



Fig. 24 Remove the light

- 1 Holder
- 2 Light
- 3 Lid
- 4 Housing

- ▶ Slowly slide the light (Fig. 24 /2) upwards and out of the bracket (Fig. 24 /1).
- ▶ Lift the cover (Fig. 24 /3) of the housing (Fig. 24 /4).
- ▶ Remove the used batteries.
- ▶ Insert new batteries of the same type.
- ▶ Place the cover onto the housing.
- ▶ Insert the light into the bracket from the top.

External and internal cleaning



Fig. 25 Trailer materials (example)

- 1 Plastic
- 2 Polyester (GFR plastic)
- 3 Wood
- 4 Steel (galvanised)
- 5 Aluminium
- 6 Steel plate (galvanised)
- 7 Soft rubber
- 8 Rubber (hoses)

! Bird droppings, dead insects, resin, tar stains, etc. must be washed off immediately to prevent damage to the paintwork due to corrosive substances!

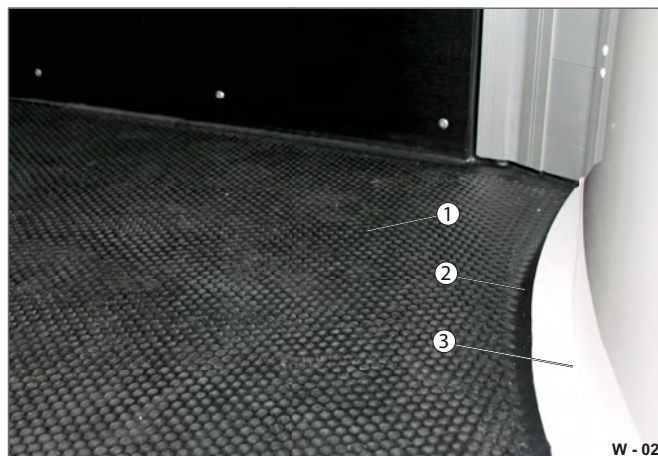


Fig. 26 Interior

- 1 Rubber matting
- 2 Seal (silicone)
- 3 Plastic

The trailers are assembled from various materials.

Always take note of the specific features for care of the materials / surfaces.



Observe the safety instructions and instructions for general cleaning / care of trailers in the operating instruction manual "Trailers up to 3.5 to" General Points - Part 1.



When cleaning the chassis with a high-pressure cleaner, sensitive components, e.g.: electronic components, brake components, must be protected from direct contact with the stream!

NOTICE

Not cleaning the trailer

Corrosive substances contained in litter / feed / fecal matter may damage the surfaces / seal.

- ▶ Use only water at normal pressure, e.g., from a hose pipe, for cleaning.

Cleaning the inside



Fig. 27 Cleaning the inside

- 1 Hay
- 2 Litter (chips)
- 3 Feed

NOTICE

Cleaning the interior with a high-pressure device

The side walls / floor / roof are glued and sealed - a high-pressure cleaner can dissolve the glue / sealing - and lead to water / humidity damage.



- ▶ Do not clean the inside of the trailer with a high-pressure cleaner / steam cleaner.
- ▶ Use only water at normal pressure, e.g., from a hose pipe, for cleaning the interior.
- ▶ Wash the inside walls by hand with lukewarm water.

- ▶ Clean the inside of your trailer after every use.
- ▶ Use a broom to remove coarse dirt.
- ▶ Wash the cargo bed and walls, if necessary.

Ventilating / drying the inside



Fig. 28 Ventilating the trailer / drying it out

- 1 Vent window
- 2 Skylight
- 3 Doors

Mould and moisture damage can be prevented by adequately ventilating the interior.

- ▶ Allow the interior of the trailer to dry thoroughly after cleaning.
- ▶ Open any openings such as vent windows (Fig. 28 /1), skylights (Fig. 28 /2), doors (Fig. 28 /3) and the tailgate if necessary.
- ▶ Remove any standing water with a broom and cloth.

Cleaning utensils

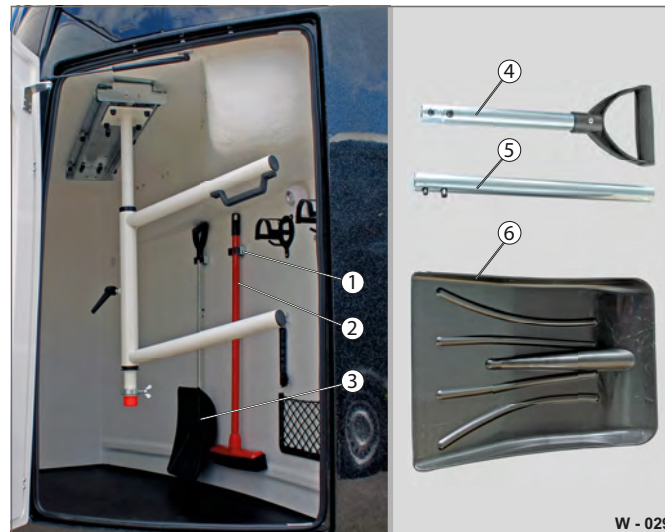


Fig. 29 Cleaning utensils

- 1 Holder
- 2 Broom
- 3 Shovel
- 4 Shovel handle
- 5 Shovel connection
- 6 Shovel extension

The saddle compartment contains a shovel and broom for cleaning the trailer.

If necessary, the shovel elements can be assembled.

The shovel can be used to collect horse droppings.

- ▶ Insert the shovel handle (Fig. 29 /4) into the shovel connection (Fig. 29 /5).
- The shovel handle clicks in place.
- ▶ Insert the shovel extension (Fig. 29 /6) into the shovel connection with the shovel handle.



Fig. 30 Adjusting the broom height

- 1 Broom (parking position)
- 2 Broom (working position)

- ▶ Unscrew the holder at the bottom.
- ▶ Slide the rods until the required length is achieved.
- ▶ Fasten the rods by screwing.



Fig. 31 Cleaning the tailgate / cargo bed

- ▶ Carefully clean the cargo bed / tailgate.



8

Troubleshooting guide

Action in the case of faults

This section contains information on possible faults in the trailer. The information should facilitate the search for the fault source and enable it to be rectified to the extent that the next service station of Humbaur GmbH can be reached.

Faults which occur as a consequence of failing to comply with the operating instruction manual or as a result of a lack of maintenance are not considered.

Unfortunately we cannot cover all the problems which may occur here.

In the case of major faults, please notify the **Humbaur Service** (see contact addresses stated below).



WARNING

Improper troubleshooting

Improper troubleshooting can cause components to fail - accident risk!

- ▶ Have faults rectified only by a qualified specialist workshop.



WARNING

Unsecured trailer / unexpected movement

Going under the chassis when troubleshooting - risk of crushing if the trailer starts to move unexpectedly.

- ▶ Make sure that the trailer is secured by wheel chocks / wooden blocks, so that it cannot roll away.

Humbaur Service

Any warranty claims become invalid if the trailer or its modules are altered or disassembled without our previous written agreement.

Technical customer service

tel.: +49 821 24929 0

fax.: +49 821 24929 540

email: service@humbaur.com

Humbaur Service Partners

can be found at www.humbaur.com under Dealers/Service/Repairs

Address of the manufacturer

Humbaur GmbH

Mercedesring 1

86368 Gersthofen (Germany)

tel.: +49 821 24929 0

fax.: +49 821 24929 100

www.humbaur.com

info@humbaur.com

Spare parts



Only use original Humbaur spare parts!

Spare parts can be obtained stating the **VIN** and the part designation as follows:

- Online, email, telephone

Contact parts logistics

tel.: +49 821 24929 0

fax.: +49 821 24929 200

email: parts@humbaur.com



Use the table to repair the specific operating functions of your horse trailer in the event of a fault.

For further causes of faults and rectification

measures, see the operating instruction manual "Trailers up to 3.5 to General Points - Part 1".

Fault	Possible causes	Remedy
Tailgate / front exit with gas struts can no longer be easily lifted.	- The force of the gas struts has decreased.	▶ Have the gas struts replaced or repaired in a specialist workshop.
Ventilation flaps / GFR tailgate do not automatically open further after opening.	- The gas struts are defective.	
Revolving door at the rear or in front cannot be closed.	- The hinges are worn out / deformed - the revolving door has settled.	▶ Slightly lift the revolving door when closing it. ▶ Have the deformed revolving door replaced or repaired in a specialist workshop.
The access door / saddle compartment door cannot be properly closed.	- The 3-point locking is worn out / defective.	▶ Have the 3-point locking replaced or repaired in a specialist workshop.
The vent windows / roof vent cannot properly be opened / closed.	- The mechanics / springs of the handles are defective.	▶ Have the handles of the vent windows replaced or repaired in a specialist workshop.

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We wish you a
pleasant & safe journey

MACHT'S MÖGLICH



Safety note!

The trailer may only be used with express compliance with all road traffic, professional association and load securing regulations.

All illustrations are representative and may show special equipment - they are not binding. Deviations and modifications are subject to the model type. We assume no responsibility for printing or other errors or omissions.

Subject to technical modifications.

All specifications are approximate values and relate to a series vehicle without accessories. Copying prohibited. Printed in Germany.

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