

Operating instructions.



Low-loaders, box trailers
and high-bed trailers.

www.boeckmann.com



FIRST CLASS TRANSPORT



Your vehicle data

Vehicle model:

Chassis no.:

Admissible total weight:

Unladen weight:

Year of construction/
first registration:

Tyre size/manufacturer:

Overrun brake system

Manufacturer/test symbol:

Drawbar/tow bar

Manufacturer/test mark:

Axle type

Manufacturer/test mark:

Wheel brake type

Manufacturer/test mark:

Ball coupling type

Manufacturer/test mark:

Key no. for lockable
coupling:

Copyright

Böckmann Fahrzeugwerke GmbH reserves all rights to these operating instructions as well as translations of these operating instructions. The technical information contained therein may not be reproduced in whole or in part in any form whatsoever (including print-out, photocopy, microfilm or data transfer) without written permission from Böckmann Fahrzeugwerke GmbH. Storage, processing, duplication and distribution by electronic means and circulation to third parties are prohibited.



Table of contents

1	Important Information	7
1.1	Operating instructions	7
1.2	Markings and notices used in this document	7
1.3	Versions and accessories	8
1.4	Third-party documentation	8
1.5	Registration	8
1.6	Driving licence	9
2	Safety	10
2.1	Intended use	10
2.2	Inspection	10
2.3	People	10
2.4	Trailer	10
2.5	Load	11
2.6	Driving	11
2.7	Repairs	11
2.8	Environmental conditions	11
2.9	Stickers	12
2.10	Disposal	13
3	Technical Data	14
3.1	Type plate	14
4	Features	15
4.1	Electrical connections	15
4.2	Towing devices	16
4.3	Couplings	17
4.4	Breakaway cable for overrun brake	20
4.5	Jockey wheel	21
4.6	Parking brake and brake wedges	23
4.7	Rear prop stands	24
4.8	Load-securing components	27
4.9	Bodies	30
4.10	Drive-on ramps	31
4.11	Loading aids	33



5	Coupling	34
5.1	Support load	34
5.2	Parking the trailer	35
6	Loading	36
6.1	Loading and unloading the trailer	36
6.2	Trailer preparations	36
6.3	Weight distribution	36
6.4	Securing the load	37
6.5	Loading vehicle with drive-on ramps	39
7	Driving	40
7.1	Before setting out on a journey	40
7.2	Pre-drive checklist	41
7.3	Driving tips	42
7.4	Brakes	43
7.5	Reversing	43
7.6	Manoeuvring	43
8	Cleaning, Maintenance and Inspection	44
8.1	Care and cleaning	44
8.2	Maintenance	45
8.3	Brake system	46
8.4	Tyres and changing wheels	46
8.5	Inspection	48
9	Troubleshooting	55
10	Service	56
10.1	Information on quality	56
10.2	Spare parts and accessories	57
11	Index	58



1 Important Information

Dear reader,

These operating instructions are intended to help you use your "First-Class Trailer" in an optimum way. Following these instructions will ensure that you can use your trailer safely for a long time and avoid possible dangers.

This trailer has been developed and designed according to the state-of-the-art and has been thoroughly tested to ensure perfect functioning prior to despatch.

1.1 Operating instructions

- Please read the operating instructions completely before using the trailer for the first time.
- Disregard of these operating instructions may lead to injuries or damage to the trailer.
- Böckmann accepts no liability for damage resulting from failure to observe these operating instructions.
- Please keep these operating instructions for future reference. If you sell or lend your trailer to a third party, please always give the operating instructions to the new user.

1.2 Markings and notices used in this document

1.2.1 Warnings

In these operating instructions, we use a four-level system to indicate different degrees of danger.

⚠ DANGER

Indicates that death or serious bodily injury will occur if the specified precautionary measures are not taken.

⚠ WARNING

Indicates that death or serious bodily injury can occur if the specified precautionary measures are not taken.

⚠ CAUTION

Indicates that minor to moderate bodily injury will occur if the specified precautionary measures are not taken.

NOTICE

Indicates that material damage will occur if the specified precautionary measures are not taken.

The following markings are also used:

 NOTE

Points out particularly important information about the trailer, handling of the towing vehicle or a usage tip.

1.2.2 Text markings

The following text markings are used in these operating instructions:

A Version variants are indicated by the respective capital letters.

1.3 Versions and accessories

The trailers are available in different versions. You can also retrofit your trailer with additional accessories (See section *10.2 Spare parts and accessories*, page 57).

Due to the large number of versions and accessory parts, not all trailer versions are described or illustrated.

Familiarise yourself with the version, options and accessories of your trailer to identify the corresponding variants in these operating instructions that apply to your trailer.

1.4 Third-party documentation

If your trailer is fitted with accessories, you will receive the corresponding operating instructions from the third-party manufacturers in addition to these operating instructions.

Please heed the information regarding safe operation, maintenance and care of the accessories in the corresponding operating instructions.

1.5 Registration

The legal requirements for the registration of trailers vary from country to country. Please find out how and where you can register your trailer.

1.5.1 Speed limit of 100

The maximum permissible speed for towing the trailer is 80 kph. If certain requirements are met, the speed limit can be raised to 100 kph by the approval authority.

 NOTE

You will find detailed information on the requirements on our website:
www.boeckmann.com



1.5.2 General inspection

The regulations for general inspections vary from country to country. Please find out

- when a general inspection is required and
- where a general inspection can be carried out for your trailer.

1.6 Driving licence

In some countries, a specific driving licence may be required to tow trailers. Please enquire about the legal regulations applying in the respective country.

2 Safety

2.1 Intended use

The trailer is designed to transport goods in the range of the corresponding gross weight rating (See section 3 *Technical Data*, page 14), and is intended to be used in combination with towing vehicles whose rear overhang (distance from the centre of the rear axle to the ball coupling) is not longer than 160 cm.

If the towing vehicle's rear overhang exceeds the length of 160 cm, a trailer with a reinforced frame or a height-adjustable overrun mechanism must be used.

If you have any questions, contact your dealer.

Any other use is considered to be improper use. Böckmann accepts no liability for damage resulting from improper use.

The following uses are prohibited:

- Transport of people
- Transport of animals

2.2 Inspection

- The handover inspection must be carried out by the dealer and recorded in the proof of inspection (See section 8.5.3 *Proof of inspection*, page 51).

- The wheel bolts must be checked after the first 50 km using a torque wrench (See section 8.4.4 *Wheel bolts*, page 47).
- All further inspections must be carried out in accordance with the inspection schedule (See section 8.5.2 *Inspection schedule*, page 49).
- Inspections may only be carried out at Böckmann-approved specialist dealers.
For further information, please visit www.boeckmann.com.

2.3 People

- Trailers are not toys. Do not allow children to play unattended near a trailer. Children could be injured when playing with the trailer.
- People working with or driving the trailer must have read and understood these operating instructions.

2.4 Trailer

- Never use a defective trailer as it conceals unforeseeable risks.
- The rear lights of the trailer must be visible at all times. If the rear lights are covered by a protruding load, open ramps or dirt please mount an easily visible rear lighting unit to mark the end of the trailer.



- Ensure that the safety of traffic is not impaired during loading and unloading. Use additional signaling equipment like signs and barriers to guarantee safety.

2.5 Load

- Do not exceed the admissible total weight (See section 3 *Technical Data*, page 14).
- Do not exceed the admissible edge load capacity of the drive-on ramps. You will find information on the admissible edge load capacity on the drive-on ramps.
- The trailer must be loaded carefully and correctly. Incorrectly loaded trailers can easily start skidding (See section 6 *Loading*, page 36).

2.6 Driving

- Before starting any journey, use the "Pre-drive checklist" (See section 7.2 *Pre-drive checklist*, page 41) to check whether your trailer is ready to drive.
- Familiarise yourself with the driving and braking characteristics (See section 7.3 *Driving tips*, page 42) of the trailer in difficult road and weather conditions, for example, storms, side winds, snow, inclines and rough roads.

- Your driving behaviour and speed must always be adapted to the given road and weather conditions.
- At all times during the journey, you must be able to see the road behind you through the two exterior mirrors.

2.7 Repairs

- Repairs may only be carried out at Böckmann-approved specialist dealers.
- When repairs are carried out, only genuine Böckmann spare parts can guarantee the safety of the trailer.
- Trailer modifications and extensions are subject to the approval of Böckmann.

2.8 Environmental conditions

- Protect the trailer and accessories from adverse weather conditions such as rain, snow and hail.
- Snow must be cleared from the trailer.
- Ensure adequate lighting when working on the trailer at dusk or in the dark.

2.9 Stickers

The following stickers are affixed to the trailer:

2.9.1 Read operating instructions



Fig. 1: Read operating instructions

This indicates that you should read the operating instructions before using the trailer.

2.9.2 Hand injuries



Fig. 2: Hand injuries

This indicates that hand injuries with permanent damage from crushing can occur when you are handling trailers.

2.9.3 Spring-loaded locking device

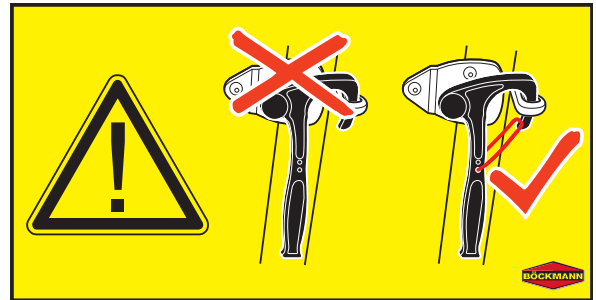


Fig. 3: Spring-loaded locking device

This indicates that you may use only latches with perfectly functioning spring clips.

If the spring clip is missing from a latch, you must immediately replace the spring clip.

2.9.4 Edge load capacity

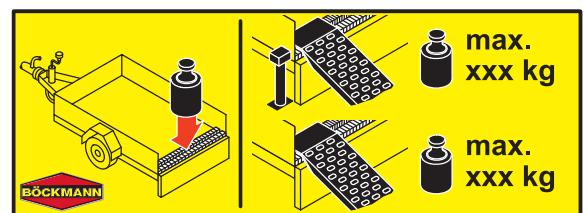


Fig. 4: Edge load capacity

This indicates the maximum permissible load on the loading edge with and without a rear support leg.

2.9.5 Lashing points on the trailer



Fig. 5: Lashing points on the trailer

This indicates the lashing capacity of each lashing point on the trailer.

2.10 Disposal

The trailer owner is obliged to dispose of the trailer and all associated components in accordance with local disposal regulations. This concerns in particular:

- Electrical waste
- Batteries
- Hydraulic oil
- Old tyres

Electrical waste



Devices marked with this symbol are subject to the European Directive 2002/96/EU. Old electronic and electric devices must be disposed of separately from normal house waste.

Batteries



Batteries may contain toxic heavy metals and must be treated as hazardous waste. Dispose of old batteries at the appropriate collection point.

3 Technical Data

You will find the technical data for your trailer in the following places:

- In the vehicle documents for your trailer
- On the type plate affixed to the trailer

3.1 Type plate

①		
②	XX XXXX XX XXXX XX	
③	XXXXXXXXXXXXXXXXXXXX	
	④ XXXX	kg
0 -	⑤ XXXX	kg
1 -	⑥ XXXX	kg
2 -	⑦ XXXX	kg

Fig. 1: Type plate

- 1 Manufacturer
- 2 Type approval number
- 3 17-digit trailer identification number
- 4 Admissible total weight
- 5 Maximum support load
- 6 Admissible total weight for axle 1
- 7 Admissible total weight for axle 2

4 Features

4.1 Electrical connections

The following connectors are used:

- 7-pin connector
- 13-pin connector

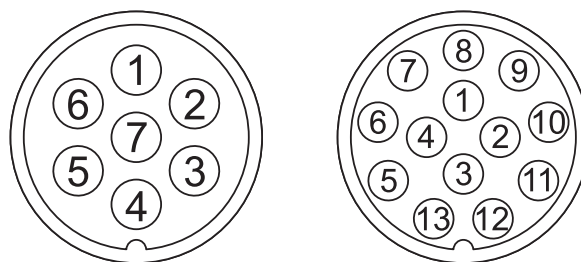


Fig. 1: Connector types



NOTE

Please use an adapter if the socket on the towing vehicle is not compatible with the trailer plug.

Contact no.	Function	Connected consumers	Wire colour
1	Left-hand direction indicator (turn signal)	1,5 mm ²	yellow
2	Rear fog light	1.5 mm ²	blue
3 ^{a)}	Earth for contact nos. 1 to 8	2,5 mm ²	white
4	Right-hand direction indicator (turn signal)	1.5 mm ²	green
5	Right-hand rear light, clearance light, position light and number plate light ^{b)}	1.5 mm ²	brown
6	Brake lights	1.5 mm ²	red
7	Left-hand rear light, clearance light, position light and number plate light ^{b)}	1.5 mm ²	black
8	Reversing light	1,5 mm ²	grey ^{c)}
9	Power supply (permanent positive)	2.5 mm ²	brown/blue ^{c)}
10	The power supply is controlled via the ignition switch.	2.5 mm ²	brown/red ^{c)}
11 ^{a)}	Earth for circuit from contact no. 10	2.5 mm ²	white/red ^{c)}

Contact no.	Function	Connected consumers	Wire colour
12	Reserved for future applications	---	Not used
13 ^{a)}	Earth for circuit from contact no. 9	2.5 mm ²	black/white ^{c)}

a) The three earth wires must not be connected to any functional electrical conductor on the trailer.

b) The number plate light must be connected in such a way that none of its bulbs are connected to contact nos. 5 and 7.

c) The colour assignments vary from manufacturer to manufacturer and may not be the same. Differences may occur.

4.2 Towing devices

The following towing devices are distinguished:

- A-frame drawbar (A)
- Straight drawbar (B)
- Height-adjustable drawbar (C)

A A-frame drawbar

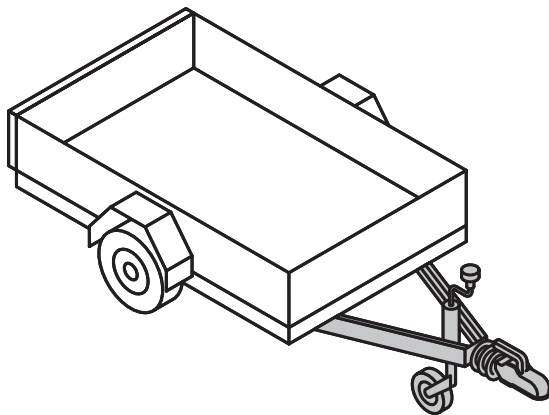


Fig. 2: A-frame drawbar

B Straight drawbar

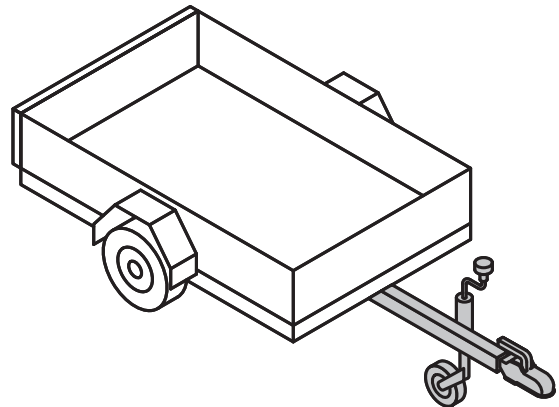


Fig. 3: Straight drawbar

C Height-adjustable drawbar

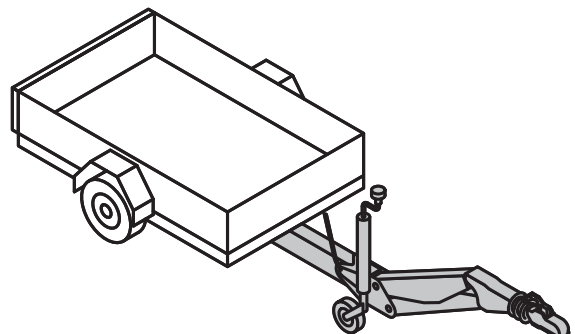


Fig. 4: Height-adjustable drawbar



NOTE

See additional operating instructions.

4.3 Couplings

The following couplings are used:

- Standard coupling version (A)
- Anti-skid coupling (B) [accessory]

A Standard coupling version

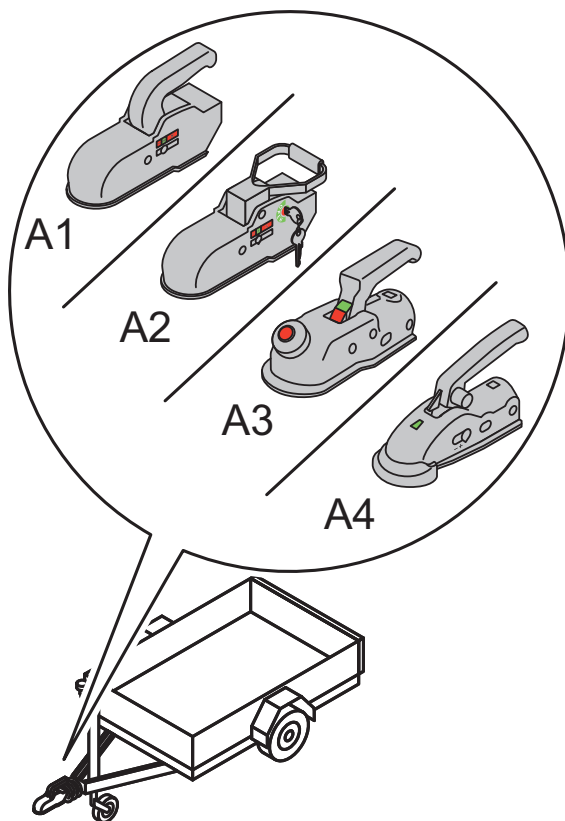


Fig. 5: Standard coupling versions A1, A2 (with lock), A3 and A4

4.3.1 Coupling A1/A2

Coupling state

The **x** range indicates that the coupling is completely open.

The **+** range indicates that the coupling is seated correctly on the ball head.

The **–** range indicates that the coupling is not properly closed. The ball has not been fitted completely into the ball coupling.

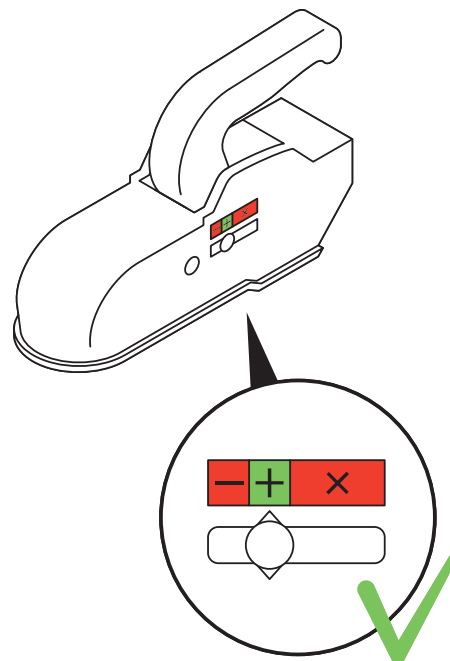


Fig. 6: Safety and wear indicator for coupling A1

In coupled state, the indicator must lie within the **+** range.

Do not drive with the trailer if the safety indicator is within the **x** or **–** range.

Wear indicator

The **–** range indicates that the coupling is not properly closed. The ball coupling or the ball is worn.

In coupled state, the indicator must lie within the **+** range.

Do not drive with the trailer if wear indicator is within the **–** range.

4.3.2 Coupling A3

Coupling state

The **green** cylinder indicates that the coupling is seated correctly on the ball head.

The **red** cylinder indicates that the coupling is completely open or is not properly closed.

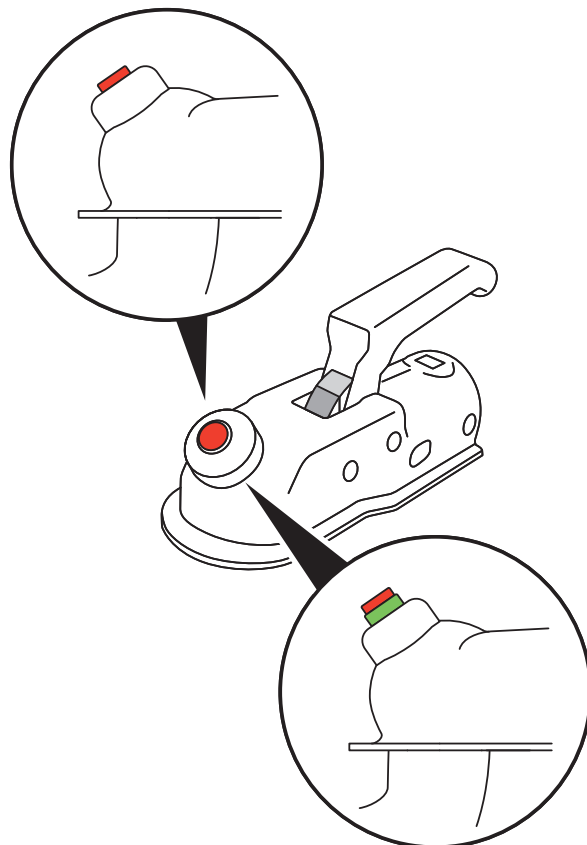


Fig. 7: Safety indicator for coupling A3

When coupled, the **green** cylinder on the safety indicator must be visible.

If the safety indicator only displays the **red** cylinder, do not drive with the trailer.

Wear indicator

The **green** range on the lever indicates that the wear on the coupling and on the coupling ball on the towing vehicle is within the permissible range.

The **red** range on the lever indicates that the coupling or the coupling ball on the towing vehicle is worn and needs to be renewed.

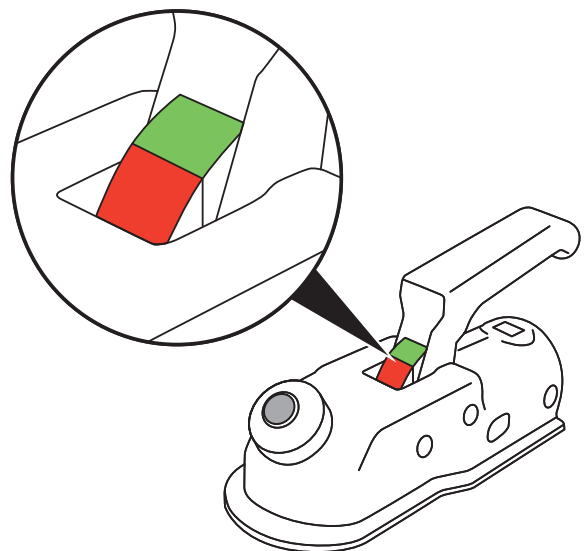


Fig. 8: Wear indicator for coupling A3

In coupled state, the indicator must lie within the **green** range.

Do not drive with the trailer if the wear indicator only displays the **red** range.

4.3.3 Coupling A4

Coupling state

The protruding **green** pin indicates that the coupling is seated correctly on the ball head.

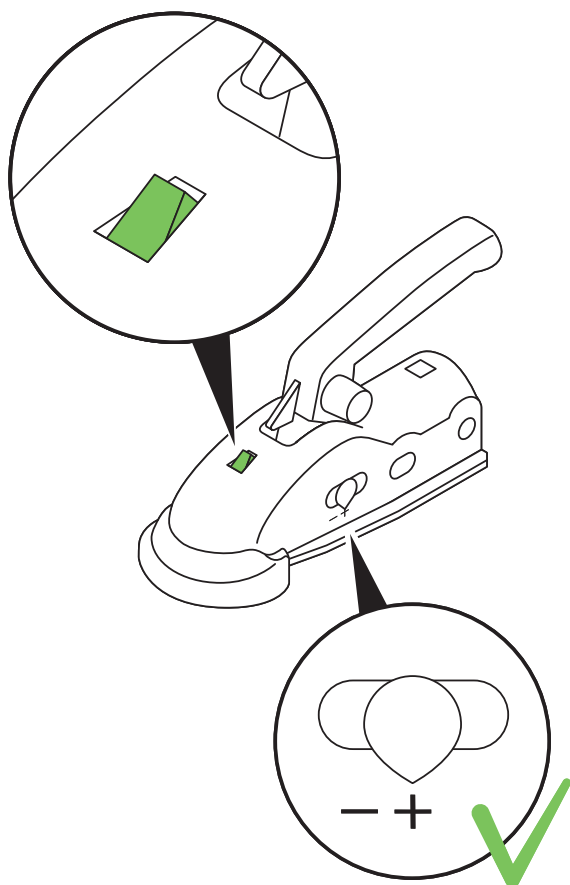


Fig. 9: Safety and wear indicator for coupling A4

When coupled, the **green** pin on the safety indicator must be visible.

Do not drive with the trailer if the pin on the safety indicator is not protruding.

Wear indicator

The **+** range indicates that the wear on the coupling and on the coupling ball on the towing vehicle is within the permissible range.

The **–** range indicates that the coupling or the coupling ball on the towing vehicle is worn.

B Anti-skid coupling



NOTE

See additional operating instructions.

Opening the coupling

1. Only for locking coupling: insert key and turn until green semicircle is next to "OPEN".

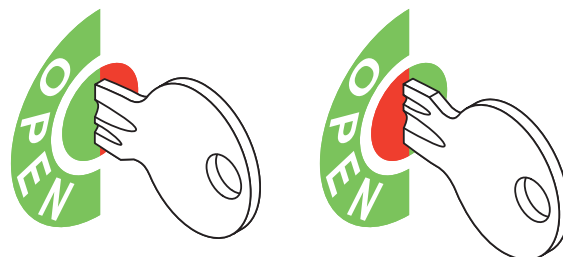


Fig. 10: Opened and closed coupling

2. Press and hold down the release button on the safety catch.
3. Pull the handle upward.

Closing the coupling

1. Push the handle down.
2. Only for coupling with lock: insert key and turn until red semicircle is next to "OPEN".

4.4 Breakaway cable for overrun brake

You have two options for securing the breakaway cable:

- Secure it to the eye or bore hole (A)
- Mount on trailer coupling (B)

NOTE

Breakaway cables are only installed in braked trailers.

DANGER

Risk of accidents

Triggering unintentional emergency braking

- The breakaway cable needs to have enough slack so that unintentional emergency braking does not occur in tight corners.

NOTE

Each country has its own regulations for securing the breakaway cable. Before going on trips abroad, please find out how the breakaway cable should be secured. Automobile clubs and experts will be able to help.

Böckmann recommends securing the breakaway cable to the trailer coupling or the towing vehicle body by means of an eye or an existing bore hole. In some countries, this method of securing the breakaway cable is required by law when you drive with a trailer.

If the towing vehicle does not have an eye or a bore hole, you can fit the breakaway cable as a loop over the trailer coupling for journeys in Germany.

NOTE

Secondary couplings are required in some countries. Before going on trips abroad, please find out whether you require a secondary coupling for your trailer. Automobile clubs and experts will be able to help.

A Securing the breakaway cable to an eye or bore hole

1. Thread the breakaway cable through an eye or a bore hole on the trailer coupling or the towing vehicle.
2. Lay the breakaway cable over the trailer coupling.
3. Attach the spring hook to the breakaway cable.
4. Pull the loop tight so that the breakaway cable cannot bounce off the trailer coupling while you drive.

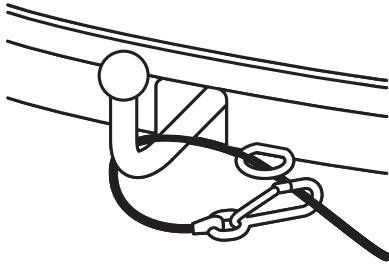


Fig. 11: Securing the breakaway cable to an eye

B Securing the breakaway cable to the trailer coupling

1. Lay the breakaway cable over the trailer coupling.
2. Attach the spring hook to the breakaway cable.
3. Pull the loop tight so that the breakaway cable cannot bounce off the trailer coupling while you drive.

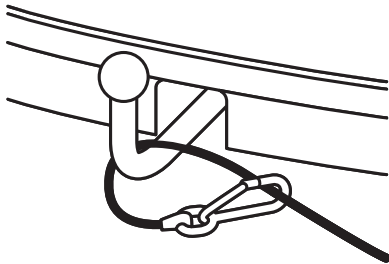


Fig. 12: Securing the breakaway cable to the trailer coupling

4.5 Jockey wheel

NOTE

The trailer must be equipped with a jockey wheel for nose weights of 50 kg and higher.

A jockey wheel can be retrofitted.

NOTICE

Incorrectly loaded jockey wheel

The jockey wheel is only intended to provide support. Do not manoeuvre a loaded trailer if the jockey wheel is lowered.

The following jockey wheels are distinguished:

- Basic version of jockey wheel (A)
- Automatic jockey wheel basic version (B)
- Automatic jockey wheel with split pin (C)

A Basic version of jockey wheel

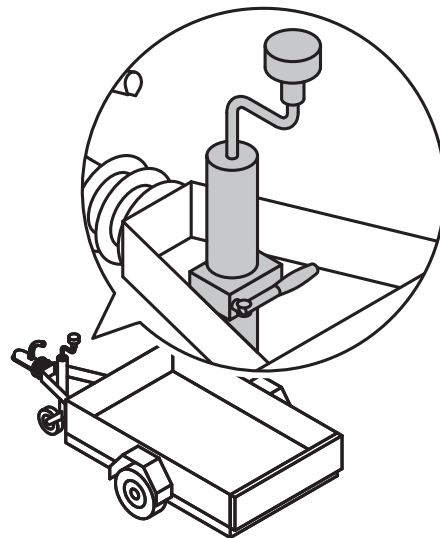


Fig. 13: Basic version of jockey wheel

Crank up the jockey wheel

1. Loosen the tommy screw.
2. Raise the jockey wheel using the hand crank.
3. Fold the wheel in.
4. Push the jockey wheel up as far as possible and tighten the tommy screw.

Crank down the jockey wheel

1. Loosen the tommy screw.
2. Lower the jockey wheel using the hand crank.
The wheel folds out automatically.
3. Tighten the tommy screw.

B Automatic jockey wheel basic version

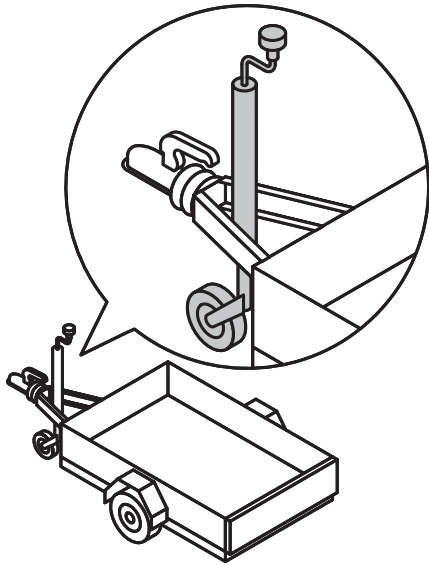


Fig. 14: Automatic jockey wheel

Crank up the jockey wheel

1. Raise the jockey wheel slightly using the hand crank.
Use your foot to hold the wheel in position between the drawbar beams so that it does not turn with the crank.
2. Raise the jockey wheel as far as possible until the wheel automatically folds in. Make sure that the wheel moves freely between the drawbar and brake cable.

Crank down the jockey wheel

1. Lower the jockey wheel slightly using the hand crank.
The wheel folds down automatically. Use your foot to hold the wheel in position between the drawbar beams so that it does not turn with the crank.
2. Continue to lower the wheel until it stands firmly on the ground.

C Automatic jockey wheel with split pin

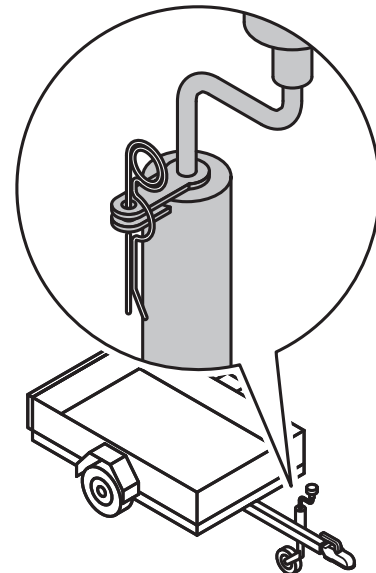


Fig. 15: Automatic jockey wheel with split pin

NOTE

This jockey wheel is built exactly like version B, but is additionally secured with a split pin.

4.6 Parking brake and brake wedges

NOTE

Parking brakes can only be found on braked trailers.

The following parking brakes are distinguished:

- Parking brake with spring energy accumulator (A)
- Parking brake with button and toothed segment (B)

CAUTION

Sticking and frozen brake pads

Risk of injury to people due to delayed braking action.

- Do not apply the parking brake in frosty conditions or when the trailer is not used for long periods.

Using brake wedges

1. Park the trailer in the required position and apply the parking brake.
2. Secure the trailer using brake wedges.

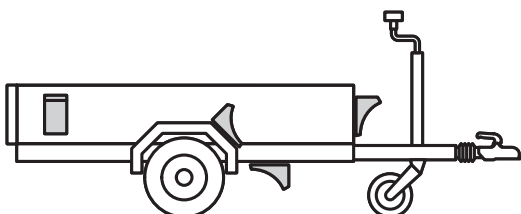


Fig. 16: Positions of the brake wedges

3. Release the parking brake again.

A Parking brake with spring energy accumulator

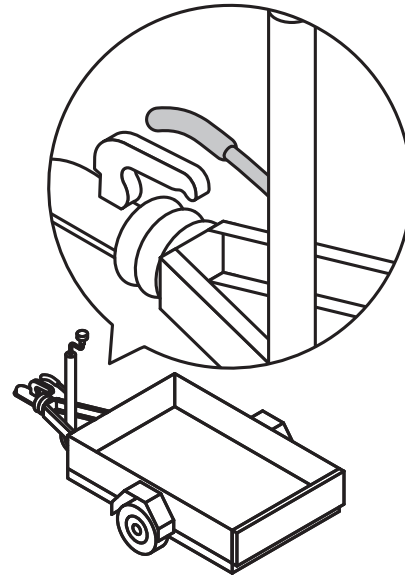


Fig. 17: Parking brake with spring energy accumulator

WARNING

Delayed braking action with the spring energy accumulator

Pinching of body parts, material damage

When you apply the parking brake, the trailer is secured against rolling. Once you have applied the parking brake, you will still be able to push the trailer backwards approx. 25 cm. Only then does the full braking effect come into play. The forwards braking effect is immediately effective.

- Ensure that the full braking effect is applied.

Applying the parking brake

- Pull the hand lever up until the braking effect is applied.

Releasing the parking brake

- Push the hand lever down.

B Parking brake with button and toothed segment

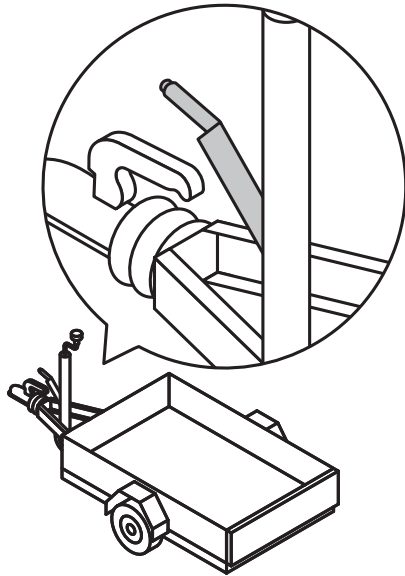


Fig. 18: Parking brake with button and toothed segment

Applying the parking brake

- Pull the hand lever up until the braking effect is applied.

Releasing the parking brake

- Pull the hand lever up a bit further while simultaneously pressing the button to enable the hand lever to be lowered towards the front.

4.7 Rear prop stands

The following rear prop stands are distinguished:

- Basic version of adjustable support leg (A)
- Reinforced version of adjustable support leg (B)
- Fold-out support leg (LINNEPE support leg) (C)
- Telescopic crank-down support leg with retaining pin (D)

- Telescopic crank-down support leg with locking knob (E)

A Basic version of adjustable support leg

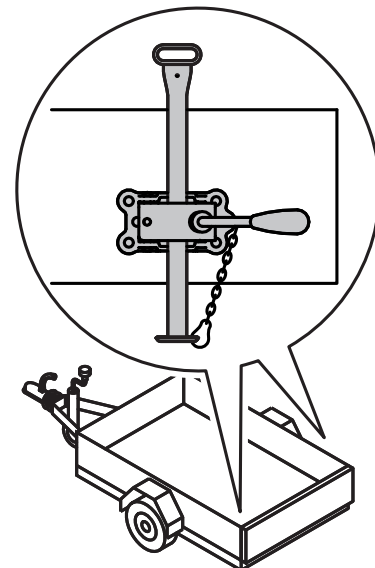


Fig. 19: Basic version of adjustable support leg

Extending the adjustable support leg

1. Unhook the safety chain.
2. Loosen the tommy screw and pull the support leg down until it is firmly touching the ground.
3. Tighten the tommy screw.

Retracting the adjustable support leg

1. Loosen the tommy screw and push the support leg up until it is fully retracted.
2. Tighten the tommy screw.
3. Secure the safety chain.

B Reinforced version of adjustable support leg

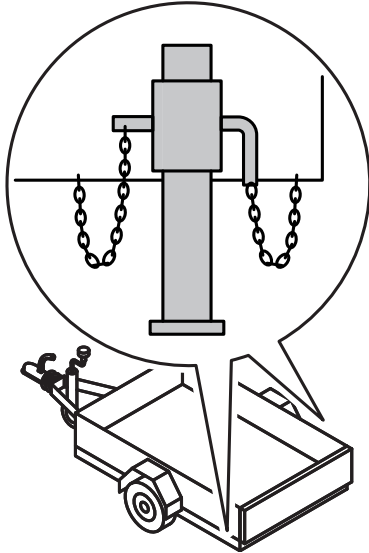


Fig. 20: Reinforced version of adjustable support leg

Extending the adjustable support leg

1. Unhook the safety chain.
2. Pull out the bolt and slide the support leg down until it is firmly touching the ground.
3. Insert the bolt into the corresponding bolt hole and secure with the safety chain.

Retracting the adjustable support leg

1. Unhook the safety chain.
2. Pull out the bolt and slide the support leg up until it is completely retracted.
3. Insert the bolt into the corresponding bolt hole and secure with the safety chain.

C Fold-out support leg

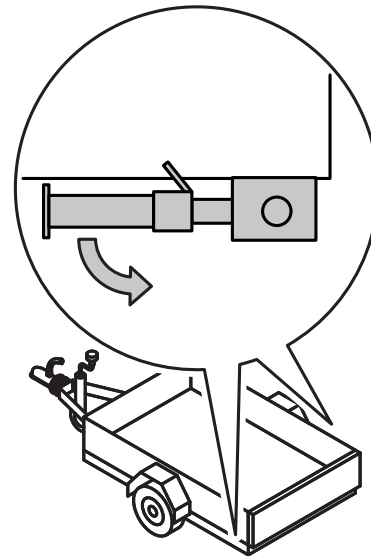


Fig. 21: Fold-out support leg (LINNEPE support leg)

Folding out support leg

1. Press and hold the lever on the support leg.
2. Swing the support leg down and then slide out until it is firmly touching the ground.

Folding in support leg

1. Press and hold the lever on the support leg.
2. Slide the support leg up until it contacts the stop and then swing up.

D Telescopic crank-down support leg with retaining pin

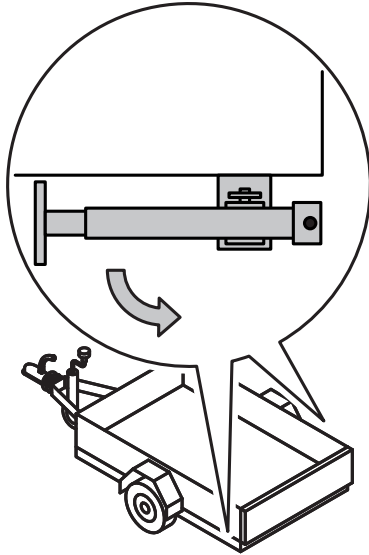


Fig. 22: Telescopic crank-down support leg with retaining pin

Folding out the telescopic crank-down support leg

1. Pull out the retaining pin, swing the support leg down and secure with the retaining pin.
2. Attach the hand crank to the support leg and crank until it is firmly touching the ground.
3. Detach the hand crank and store safely.

Folding in the telescopic crank-down support leg

1. Attach the hand crank to the support leg and crank until it is completely raised.
2. Swing the support leg up and secure with the retaining pin.
3. Detach the hand crank and store safely.

E Telescopic crank-down support leg with locking knob

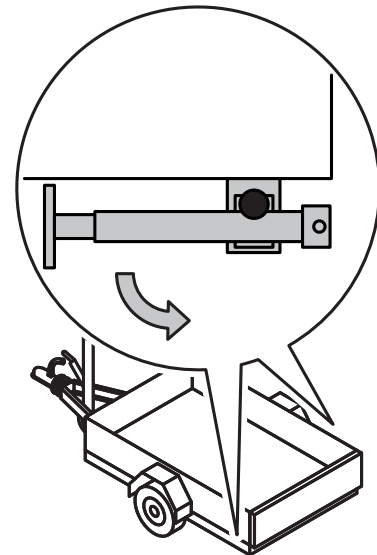


Fig. 23: Telescopic crank-down support leg with locking knob

Folding out the telescopic crank-down support leg

1. Pull the locking knob, swing the support leg down and let go of the locking knob.
2. Attach the hand crank to the support leg and crank until it is firmly touching the ground.
3. Detach the hand crank and store safely.

Folding in the telescopic crank-down support leg

1. Attach the hand crank to the support leg and crank until it is completely raised.
2. Swing the support leg up and secure with the locking knob.
3. Detach the hand crank and store safely.

4.8 Load-securing components

The following components for securing the load are distinguished:

- Components for lashing light loads
- Components for lashing heavy loads
- Components for preventing loads from slipping

4.8.1 Components for lashing light loads

The following components are available for lashing light loads up to 150 kg (daN):

- Side wall lashing rail (A)
- Ladder rack (B)

A Side lashing rails

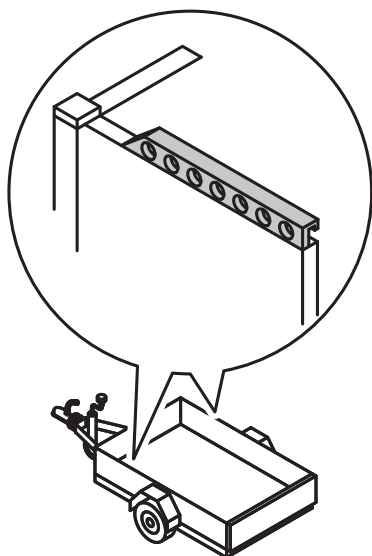


Fig. 24: Side lashing rails

The side wall lashing rail is especially suitable for lashing at specific points.

B Ladder rack

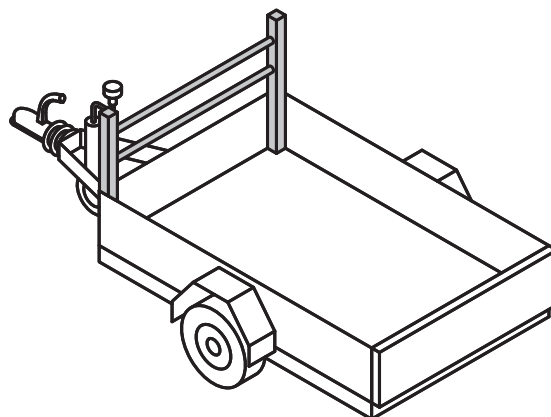


Fig. 25: Ladder rack

The ladder rack is especially suitable for securing tall loads, for example, ladders or similar items that protrude over the trailer edge.

4.8.2 Components for lashing heavy loads

The following components are available for firmly lashing loads up to a weight of 400 kg (daN):

- Fixed lashing shackles (A)
- Recessed hinged rings (B)
- Lashing points integrated into or mounted on the side wall (C)

A Fixed lashing shackles

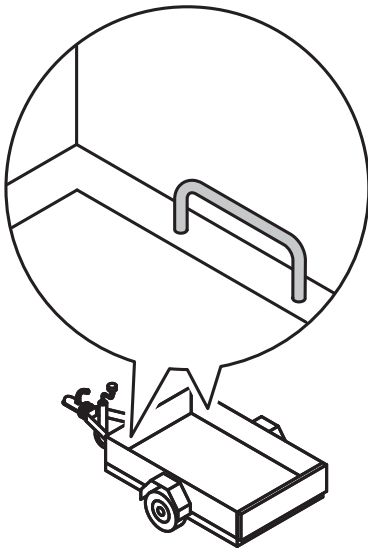


Fig. 26: Fixed lashing shackles

The fixed lashing shackles are positioned on the sides of the bed.

B Recessed hinged rings

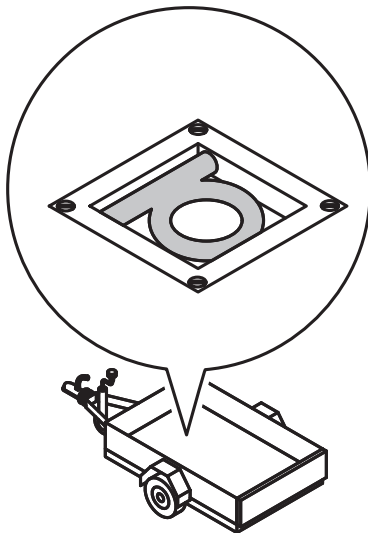


Fig. 27: Lashing shackles

The recessed hinged rings are positioned along the edges of the bed.

C Lashing points integrated into or mounted on the side wall

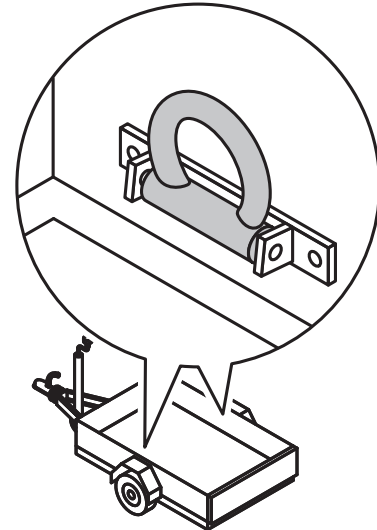


Fig. 28: Example: lashing eyes

Lashing facilities are mounted on the insides of the side walls or integrated into the side walls.

4.8.3 Components for preventing loads from slipping

The following components are distinguished for securing the load against sliding:

- Anchor track with load bars (A)
- Rail integrated into the floor (B)
- Airline rail (C)

A Anchor rail with load restraint bars

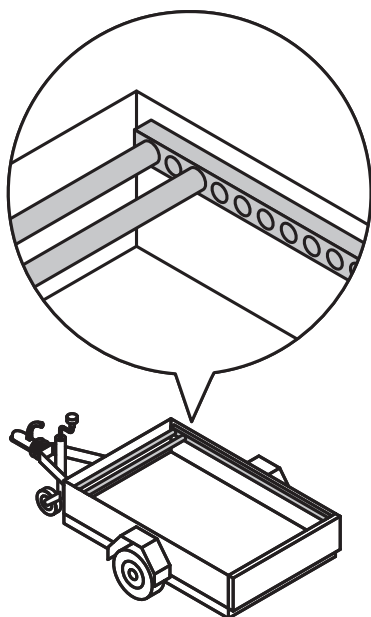


Fig. 29: Anchor track with load restraint bars

Secure the load from slipping by wedging it between two load restraint bars.

B Rail integrated into the floor

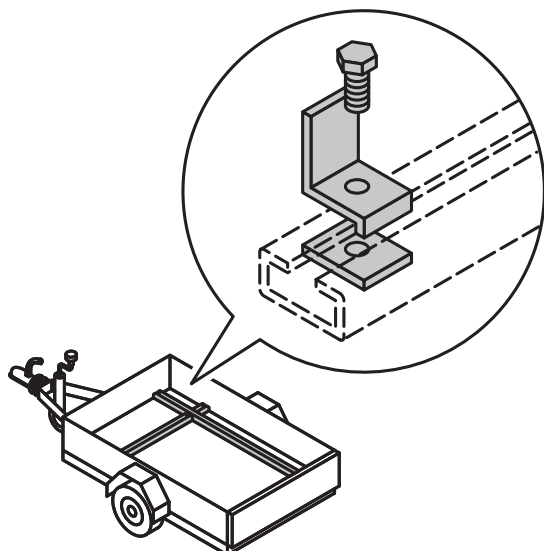


Fig. 30: Rail integrated into the floor

When you use the rail integrated into the floor, the load may only be secured to one rail.

Do not secure from one rail to the other.



NOTE

Note the manufacturer's declaration.

C Airline rail

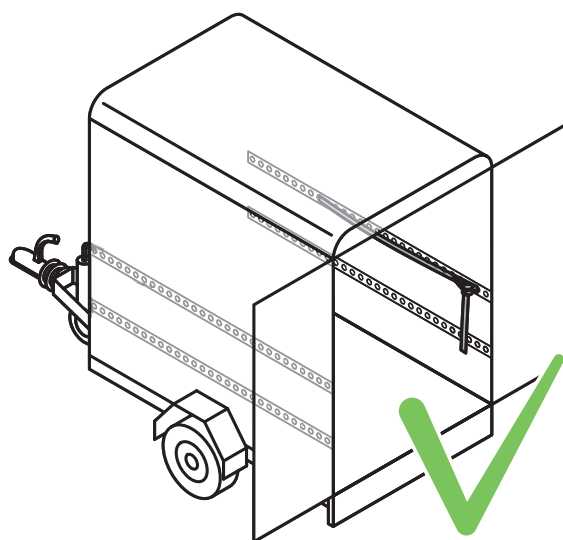


Fig. 31: Correctly lashed load

When you use the airline rail, the load may only be secured to one rail.

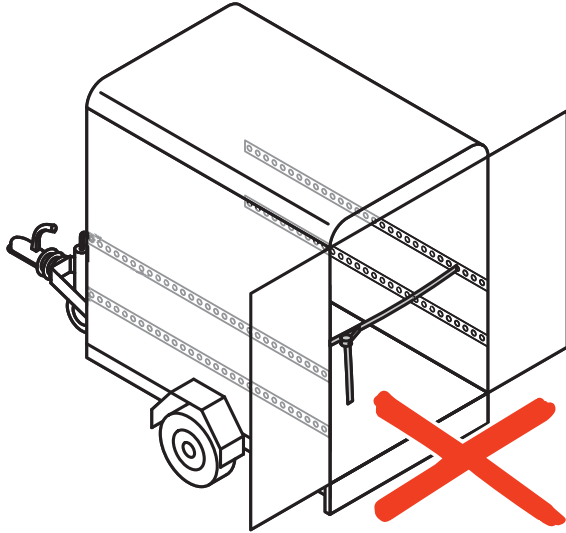


Fig. 32: Incorrectly lashed load

NOTICE

Incorrectly used airline rail

Material damage

- Do not secure from one rail to the other. The side walls could be damaged by the forces occurring.

4.9 Bodies

The following add-on body parts are distinguished:

- Side wall extension (A)
- Box extension (B)
- Aluminium cover (C)
- Canvas cover with frames (D)
- Mesh extension (E)

A Side wall extension

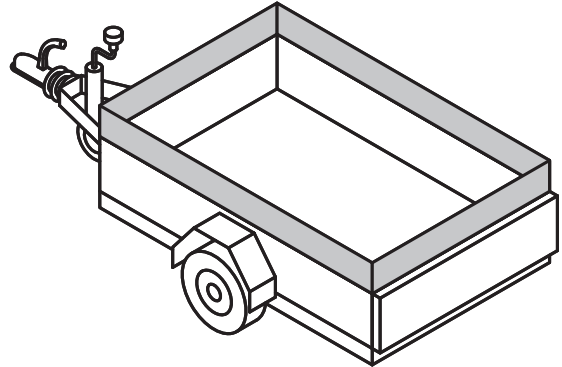


Fig. 33: Side wall extension

B Box extension

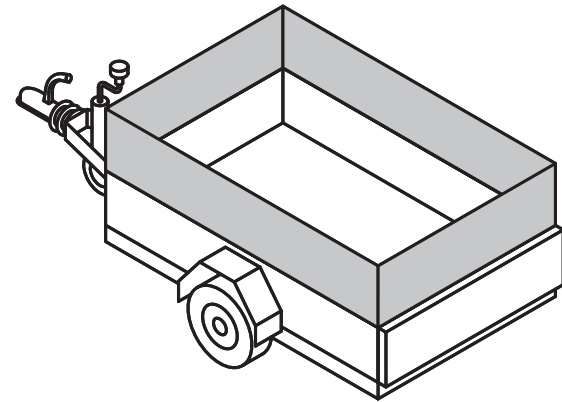


Fig. 34: Box extension

C Aluminium cover

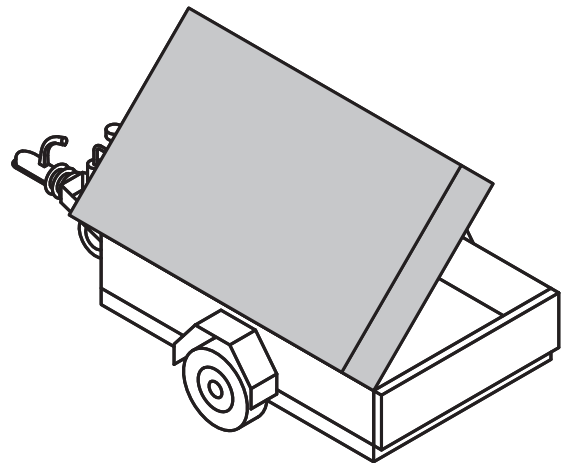


Fig. 35: Aluminium cover

The aluminium cover can be locked to prevent unauthorised access.

D Canvas cover with frames

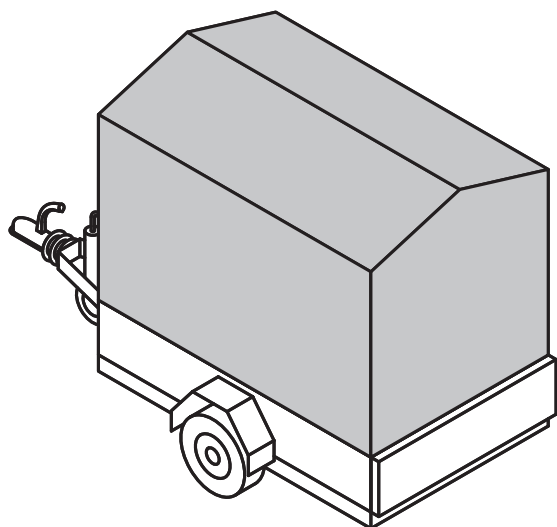


Fig. 36: Canvas cover with frames

The frame is only inserted into the corner posts and not permanently mounted.

E Mesh extension

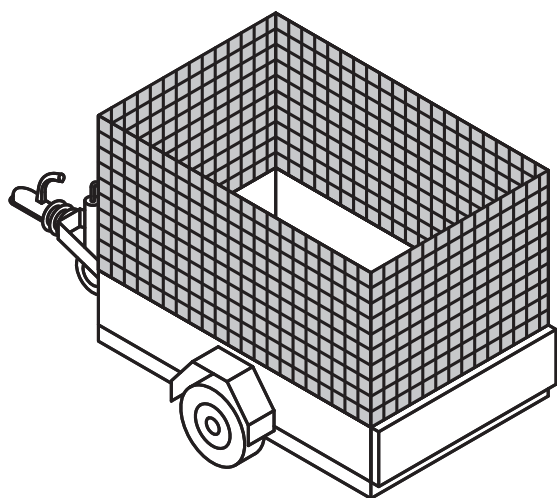


Fig. 37: Mesh extension

The mesh extension is especially suitable for securing goods which can be blown away easily. The mesh extension is only inserted into the corner posts and is not firmly mounted.

4.10 Drive-on ramps

NOTE

Use the drive-on ramps solely to load vehicles or construction machinery from the ground to the bed.

The following drive-on ramps are distinguished:

- Slide-in drive-on ramps (A)
- Drive-on ramps secured to side walls (B)

A Slide-in drive-on ramps

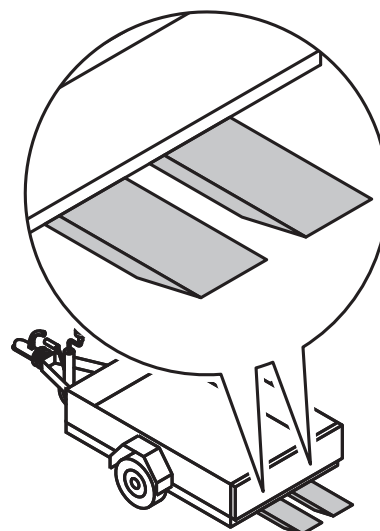


Fig. 38: Slide-in drive-on ramps

Setting up drive-on ramps

1. Pull the drive-on ramps out of the rail storage position.
2. Open the tailgate.
3. Hook the drive-on ramps with the securing rail into the anti-slip fitting on the bed.

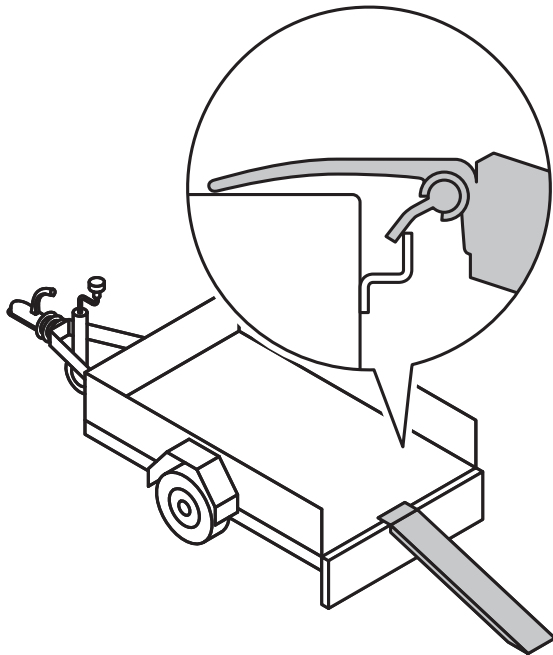


Fig. 39: Hooking into the securing rail

Detaching the drive-on ramps

1. Remove the drive-on ramps.
2. Store the drive-on ramps in the rail storage position and secure.

B Drive-on ramp secured to side wall

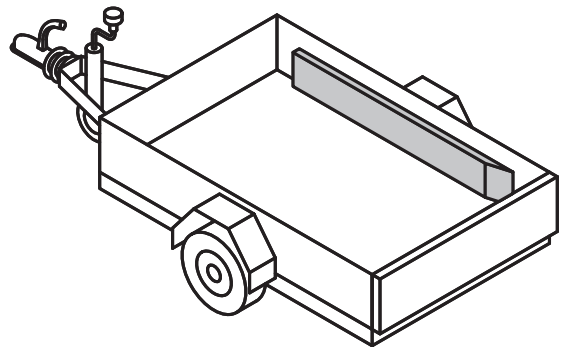


Fig. 40: Drive-on ramp fastened to side wall

NOTE

The motorcycle drive-on ramp is also secured to the side wall.

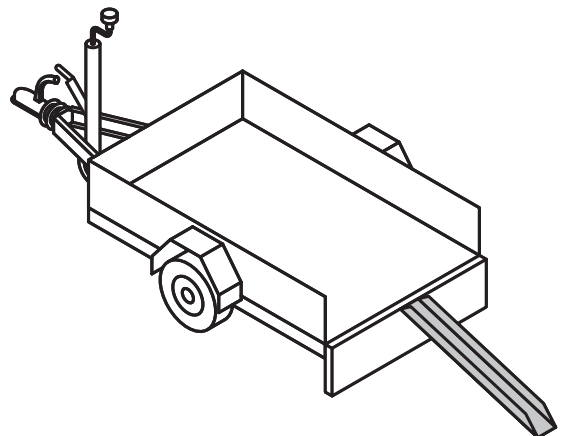


Fig. 41: Motorcycle loading rail

Setting up drive-on ramps

1. Open the tailgate.
2. Take the drive-on ramps out of the brackets on the side walls.
3. Hook the drive-on ramps with the securing rail into the anti-slip fitting on the bed.

Detaching the drive-on ramps

1. Remove the drive-on ramps and store in the brackets on the side walls.
2. Close the tailgate.

4.11 Loading aids

i NOTE

A winch can be used as a loading aid for loading vehicles and machinery.

⚠ WARNING**Risk of injury to hands**

Personal injury

- Always wear gloves when using winches.
-

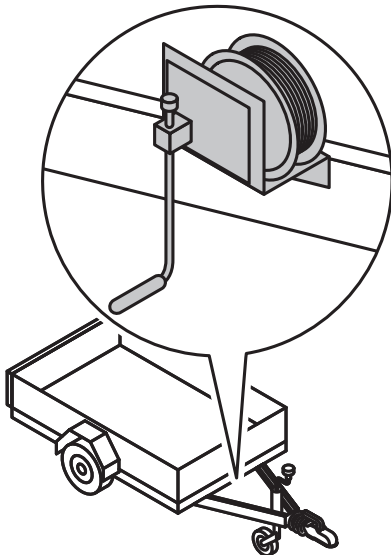


Fig. 42: Winch

5 Coupling

The trailer must be coupled in a safe and well-lit location.

The ground must be firm, strong and level.

Traffic must not be restricted. Drivers and other people must not be hindered or endangered.

Before hitching or unhitching secure the towing vehicle to prevent it rolling away.

5.1 Support load

The support load is the force acting on the trailer coupling of the towing vehicle.

- Ensure that the minimum support load is at least 4% of the actual laden weight of the trailer (sum of unladen weight of trailer and load weight). However, it does not need to be more than 25 kg.
- Ensure that the maximum admissible support load for the towing vehicle is not exceeded.

The support load specifications are located on the towing vehicle:

- On a sticker at the rear of the vehicle
- On the vehicle registration document (e.g. field 13 of registration certificate part I in Germany)

WARNING

Danger of skidding

Risk of injury to persons and of material damage

- Do not overload the trailer at the rear.
- The load at the front of the trailer should be slightly higher than at the rear.

5.1.1 Hitching the trailer

1. Open the coupling completely.
2. Hitch the trailer.
3. Check that the coupling is firmly seated.

The coupling statuses indicate whether the coupling is firmly seated. **Green** or a **+** symbol indicate that the coupling is firmly seated.

The colour **red** or a **–** symbol indicate that the coupling is not correctly engaged and secured. You must repeat the trailer hitching procedure.

Additionally check correct seating by pulling forcefully on the coupling.

4. Plug the trailer connector into the socket on the towing vehicle.
5. Attach the breakaway cable.
6. Retract the jockey wheel (if supplied).

5.1.2 Trailer unhitching

1. If possible, secure the trailer to prevent it rolling away:
 - Pull up the parking brake.
 - Place the brake wedges in front of the tyres.
2. For braked trailers, remove the breakaway cable from the trailer coupling of the towing vehicle.
3. If installed, lower the jockey wheel to relieve the load on the coupling.
4. Pull the connector out of the socket.
5. Open the coupling.
6. Lift the coupling off the trailer coupling on the towing vehicle.

5.2 Parking the trailer

NOTE

The ground or support surface should be firm, level and flat so that the trailer is stable.

To park the trailer safely, you must do the following (depending on the model):

- Place the brake wedges (if supplied) in front of the tyres.
- Fit the rear prop stands (if supplied).
- If no brake wedges or rear prop stands are available, carefully lower the trailer onto the reinforced support bar.

NOTE

If possible, park the trailer tilted slightly and with the box open. This will prevent rainwater from collecting on the bed over long periods.

6 Loading

6.1 Loading and unloading the trailer

For loading and unloading, the trailer must be coupled to a towing vehicle. If necessary, the rear end of the trailer must be supported.

The ground must be firm, strong and level. Loading must be done in a safe and well-lit location.

Traffic must not be restricted. Road users and other people must not be hindered or endangered.

6.2 Trailer preparations

1. Completely mount all required attachment parts before loading the trailer. Install parts which divide the load area (e.g. mesh partitions) so that the load can be positioned in the middle near the axle.
2. Check that all attachment parts, ramps, partitions, canvases etc. are completely mounted and secured, and that no loose parts are in the trailer.
3. Fit the rear prop stands (if supplied).
4. Make sure that the rear lights are not hidden if the tailgate has to be folded down for the loading process. Remove ramps with hinges which are not secured (e.g. with locking pins).

6.3 Weight distribution

6.3.1 Correct load distribution

- The load must be uniformly distributed and form-fitting.
- The weight must be concentrated at the axle(s).
- Load the cargo in such a way that the centre of gravity is as low as possible.
- The load must not protrude over the side wall.
- Loose parts must be secured to prevent them slipping (See section 6.4 *Securing the load*, page 37).
- The minimum and maximum support load specifications must be complied with (See section 5.1 *Support load*, page 34).

Correctly loaded trailer:

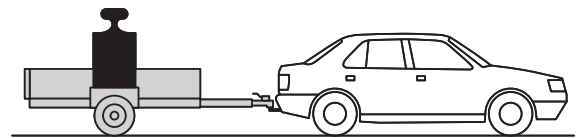


Fig. 1: Example of correct load distribution

6.3.2 Incorrect load distribution

NOTICE

Incorrect load distribution

Material damage

- Take measures to distribute the load correctly (See section 6.3.1 *Correct load distribution*, page 36).

Incorrectly loaded trailer:

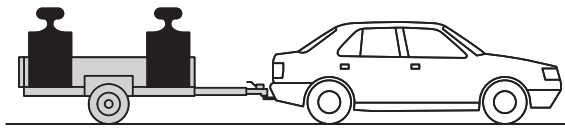


Fig. 2: Example A

In example A, the weight of the load is not on the axle.

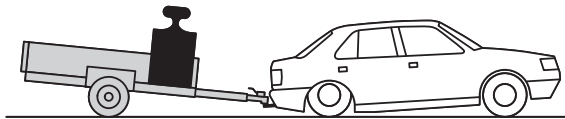


Fig. 3: Example B

In example B, the load is concentrated at the front of the trailer, making the support load on the trailer coupling of the towing vehicle too high. The rear of the towing vehicle is pushed down.

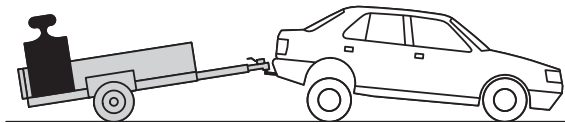


Fig. 4: Example C

In example C, the load is concentrated at the rear of the trailer, making the leverage force acting on the trailer coupling of the towing vehicle too high. The rear of the towing vehicle is pulled up. The support load is too low. Trailer snaking may result as the support load is too low.

6.4 Securing the load

- Secure the load in such a way that it will not slip or become unfastened even in extreme driving situations (e.g. full braking, swerving or similar actions).

The load can be secured in different ways depending on the trailer type (See section 4.8 *Load-securing components*, page 27).

- Close and latch all side walls, ramps and doors.

CAUTION

Inadequately secured load

Risk of injury to persons and of material damage

- Check whether the canvas cover and frame provide adequate support for the load.
- Distribute the load on the trailer such that the load cannot slip.

i NOTE

Prior to transporting heavy objects with small support bases check with your dealer or the manufacturer to find out whether the trailer bed is suitable for such transport.

6.4.1 Lashing the load

⚠ CAUTION

Inadequately secured slipping load

Risk of injury to persons and of material damage

- Do not use damaged lashing straps.
- Only use certified lashing straps and the lashing points designated for them.

Lashing the load

- Always lash the load firmly and securely.
- Lash the load diagonally where possible. Tighten lashing straps, for example, with a ratchet.

6.4.2 Securing dry bulk cargo

To secure dry bulk cargo, use the following load-securing means:

- Net
- Canvas cover

⚠ CAUTION

Damaged canvases or nets

Bodily injury or material damage

- For loose loads such as dry bulk goods or leaves use load-securing means, for example, canvas covers or nets to prevent the load being lost or blown away.

- Check whether the load-securing means are undamaged.

- Lay the net or canvas over the trailer and fasten completely.

The following fastening types are distinguished:

- Fastening rope (A)
- Fastening eyelets (B)

A Fastening rope

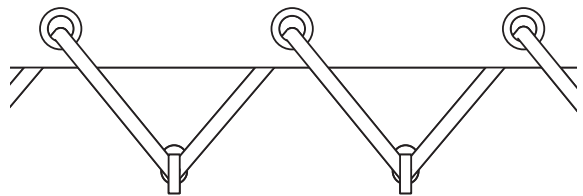


Fig. 5: Threaded fastening rope

- Thread the fastening rope under all lashing hooks on the exteriors of the side walls.

B Fastening eyelets



Fig. 6: Secured fastening eyelets

1. Press the fastening eyelets down over the twist-lock fasteners.
2. Turn the twist-lock fastener 90° to secure the fastening eyelet.

6.4.3 Attachments and high body parts

For all attachments and high trailers the load must be secured particularly well to prevent it slipping, unfastening and falling.

Parts which can only be transported on end or in stacks must be additionally secured.

6.5 Loading vehicle with drive-on ramps

CAUTION

Edge load capacity exceeded

Collapse and buckling of the drive-on ramps, vehicle tipping over

- The maximum edge loading capacity of the drive-on ramps.
-

NOTE

Use drive-on ramps for safe loading of two-wheeled vehicles.

6.5.1 Loading the vehicle

1. Setting up the drive-on ramps (See section 4.10 *Drive-on ramps*, page 31).
2. Load the vehicle, select first gear (or "P" for automatic transmissions) and apply the handbrake.
3. Secure the vehicle to prevent it slipping (See section 6.4 *Securing the load*, page 37).

4. Remove and stow away the drive-on ramps (See section 4.10 *Drive-on ramps*, page 31).

6.5.2 Unloading the vehicle

NOTE

Before loosening the lashing straps make sure the handbrake of the vehicle being unloaded is applied.

Before the handbrake of the vehicle being unloaded can be released there must be a driver at the steering wheel of the vehicle to steer it during unloading.

Even if you use a cable winch or other aids during unloading, there must still be a driver at the steering wheel of the vehicle being unloaded during the entire process.

1. Setting up the drive-on ramps (See section 4.10 *Drive-on ramps*, page 31).
2. Remove the lashing straps and stow them away.
3. Drive the vehicle to be unloaded slowly in a straight line off the transporter. Avoid making jerky steering motions.
4. Remove and stow away the drive-on ramps (See section 4.10 *Drive-on ramps*, page 31).

7 Driving

7.1 Before setting out on a journey

- Trailer snaking may result if the tyre pressure is too low. Before setting out on a journey, check the inflation pressure of all tyres on the trailer. If necessary, adapt the tyre pressure to the weight of the load.
- Before setting out on a journey, remove any water, snow or ice from the roof of the trailer to avoid endangering other road users.
- Before each journey, you must carry out a brake test using the trailer without load.



7.2 Pre-drive checklist

Check	
1. Is the canvas cover closed?	☐
2. Is the load weight correctly distributed?	☐
3. Has the load in the trailer been secured against slipping and have all loose objects been removed?	☐
4. Have all loose objects been removed from the fenders?	☐
5. Have all side walls, ramps and doors been closed and locked?	☐
6. Is the divider fully engaged?	☐
7. Is the ball coupling correctly engaged and secured?	☐
8. Has the breakaway cable been attached as required by law?	☐
9. Has the parking brake been released?	☐
10. Has the connector been firmly connected and secured?	☐
11. Has the jockey wheel been fully raised and secured?	☐
12. Have the brake wedges been removed and stowed away safely?	☐
13. Have the tyres been inflated to the correct pressure?	☐
14. Have the rear prop stands been raised and secured? Has the crank been removed and stored safely?	☐
15. Have the drive-on ramps been safely stowed away and secured?	☐
16. Is the lighting system free from damage and working?	☐
17. Are the marker and position lights undamaged?	☐
18. Has a brake test been carried out?	☐

7.3 Driving tips

Please read the following information carefully so that you are prepared for different driving conditions.

7.3.1 General driving tips

- The stability of the vehicle-trailer combination decreases as the speed increases. Adapt your speed to the given road and weather conditions to ensure that you can stop the vehicle and trailer without problems at all times.
- Slow down when towing a loaded trailer down an incline to ensure that you can stop the vehicle and trailer without problems at all times.
- Please note that the turning circle is larger than usual when you drive with a trailer.
- Please note that trailers follow the vehicle in a smaller radius when turning.
- If protruding or overhanging loads cover the lights you must attach an additional easily visible lighting unit.

7.3.2 Driving tips rain, frost and snow

- Please note that, on icy and slippery roads, the driving and braking characteristics are poorer because the tyres have less traction.

7.3.3 Tips for driving in side winds

- Side winds can cause the trailer to snake or tip over.
Side wind gusts often occur suddenly and unexpectedly, e.g. as the countryside changes, on bridges, when overtaking lorries etc.
Slow down immediately if you notice a side wind.

7.3.4 Tips for handling snaking

- If the vehicle-trailer combination starts snaking, carefully take your foot off the accelerator pedal and counter-steer gently.
Do not make any hectic or sudden steering motions.
Pull over as soon as the vehicle and trailer have stabilised. The most frequent causes of snaking are, apart from incorrect driving behaviour and excessive speed, incorrect load distribution or insufficient support load. For this reason, please ensure correct load distribution, support load and securing of the load.
One further cause of trailer snaking could be the tyre pressure being too low. Therefore check the tyre pressure.



7.4 Brakes

The wheels can lock during full braking. To brake the trailer, first brake gently so the wheels do not lock. Then brake hard. Inexperienced drivers should first practise braking without a load on suitable terrain.

The braking distance of the trailer increases as the load increases.

- Note that the ABS system in the towing vehicle does not control the overrun mechanism of the trailer.
- Initiate braking manoeuvres early.

7.5 Reversing

- Have an experienced person teach you how to reverse safely to ensure you will not endanger other drivers.
 - Make sure no one is between the towing vehicle and the trailer while reversing.
 - The persons guiding you must maintain a safe distance from the trailer and must always be visible in the exterior mirrors when the trailer is being reversed.
-

7.6 Manoeuvring

The trailer is easier to manoeuvre if the tyre pressure is not too low. If the trailer is difficult to manoeuvre, check the tyre pressure (See *Tyre inflation pressure*, page 47).

8 Cleaning, Maintenance and Inspection

Cleaning, maintenance and inspection of the trailer are essential for driving safety as well as for retaining the value of your trailer and the validity of your warranty.

NOTE

Late or missed inspections or maintenance and cleaning work may result in damage to the trailer and consequent injury. This also voids the warranty.

8.1 Care and cleaning

You may carry out cleaning work yourself.

NOTE

All parts and surfaces must be checked for dirt and, if necessary, cleaned before and after use.

Also, long-term dirt accumulation leads to reduced driving safety and value of the trailer.

Only use water and a neutral detergent with a pH value between 5 and 8 for cleaning.

Pressure washer

Do not use a pressure washer to clean the trailer and in particular the windows. The high-pressure water jet may cause damage to the trailer. Use a garden hose instead.

Salt and acids

Avoid contact with salt, acids and caustic agents. After driving on roads where salt has been spread or after transporting fertilisers or other acidic substances, immediately clean the trailer inside and out with water.

White rust

White rust forms on zinc surfaces that are corroded by prolonged exposure to water and to chlorides such as those found in road salt. White rust is not a galvanisation quality defect. A thin surface layer of white rust does not damage the galvanised coating.

Brush off areas with heavy white rust formation using a nylon or brass brush and, if necessary, galvanise again.

Paint damage

Repair immediately before rust is able to form.

Damage to galvanised layer

Immediately galvanise again with a standard commercial zinc spray.

Canvas covers

Canvases are easy-care products. Clean with soap and water.

Wood surfaces

Treat regularly with a commercial wood care product.

Treat damaged areas with wood protection paint.

Protect from prolonged wetness.



Rubber floor

The rubber floor is glued on and sealed around the edges along the side walls with a sealant. Objects with sharp edges can damage the rubber floor. Check the sealant regularly for damage and renew if necessary.

Rear lights and lighting elements

Rear lights and lighting elements must always be intact, unobstructed and clean. Wash or clean regularly.

Wheel rims, wheel housings and fenders

Clean regularly.

Windows

Do not allow solvents to come into contact with bonded windows when you clean them.

Pressure washers may not be used to clean bonded windows. The bonded areas could be damaged by the high-pressure water jet.

Check the bonded areas regularly for damage. Contact your Böckmann dealer if water leaks in.

8.2 Maintenance

Maintenance work should only be carried out by suitably qualified personnel. Ensure that maintenance intervals are maintained. The maintenance intervals are given in the following table.

Maintenance schedule

Vehicle part	Interval	Maintenance work
Tyres	Before every long journey	Check tyre pressure (See section 8.4.5 <i>Tyre pressure</i> , page 47)
		Check the tyre tread depth and exchange the tyres if necessary (note wear marks in the tyre tread)
		Check wheel bolts and tighten if necessary (See section 8.4.4 <i>Wheel bolts</i> , page 47)
Brake, Bowden cables	Every 5000 km or annually	Lubricate lubrication points
Parking brake	Every 5000 km or annually	Lubricate lubrication points
Height-adjustable drawbar	See additional operating instructions	

Vehicle part	Interval	Maintenance work
Coupling	Regularly	Clean
	Every 5000 km or annually	Lubricate lubrication points
Anti-skid coupling	See additional operating instructions	
Windows	Every 5000 km or annually	Check adhesive for sealing (water test) and secure sealing of the windows.

Lubricants

Use a multipurpose grease in accordance with DIN 51825 KTA 3K for lubrication.

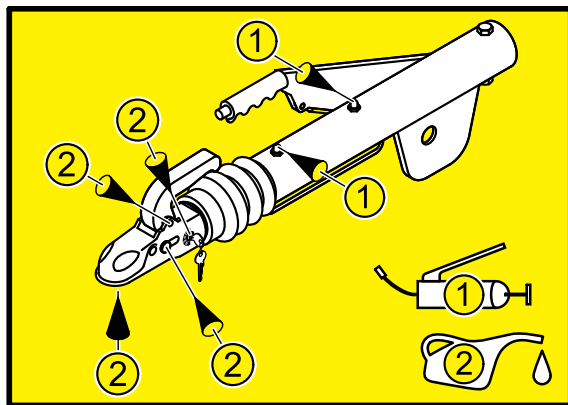


Fig. 1: Lubrication points on the coupling

8.3 Brake system

The trailer's brake system must be checked regularly.

- Apply the parking brake and check whether the Bowden cables move freely.
- Ensure that any defects are repaired promptly.

If the brake pads need to be renewed make sure the wheel bearings are also checked for wear and damage.

8.4 Tyres and changing wheels

⚠ WARNING

Incorrectly repaired tyres

Risk of injury to persons and of material damage

- Only trained and qualified personnel may repair the tyres.
- Do not repair tyres yourself.

8.4.1 Tread depth

According to the German Road Traffic Licensing Regulations (StVZO) the tread depth of the tyres must not be less than 1.6 mm.

8.4.2 Wheel bearings

The wheel bearings are maintenance-free. The wheel bearings must be checked for play if they are subjected to heavy usage.

8.4.3 Changing wheels

⚠ WARNING

Falling trailer

Risk of death by crushing and serious bodily injury

- Never enter the space under the raised trailer.

Wheels may only be changed in a safe and well-lit location. Traffic must not be restricted. Road users and other people must not be hindered or endangered.

The trailer must be secured with brake wedges or similar aids to prevent it rolling away.

- After changing wheels, tighten wheel nuts to the correct torque (See section 8.4.4 *Wheel bolts*, page 47).

8.4.4 Wheel bolts

The tightness of the wheel bolts must be checked after the first 50 km. Also after a wheel change the wheel bolts must be checked after 50 km. The tightening torques for the wheel bolts are given in the following table.

Table of tightening torques

Wheel rim type	Tightening torque
Steel	90 Nm to 100 Nm
Alloy	110 Nm

8.4.5 Tyre pressure

If the tyre pressure is too low or too high, it will have a negative effect on the handling of the vehicle-trailer combination, the fuel consumption and the life of the tyres.

Check the tyre pressure before each journey. The tyre inflation pressures recommended for the respective tyre sizes are given in the following table:

Tyre inflation pressure

Tyre size	Tyre pressure at full load
155/80 R 13	3.4 bar
225/55 R12 C	5.3 bar
195/70 R 14	3.4 bar
195/65 R 15	3.0 bar
195/55 R10 C	6.25 bar
195/50 R13 C	6.5 bar
185 R 14 C	4.5 bar
185/70 R 13	3.0 bar
185/65 R 14	2.9 bar
185/60 R12 C	6.5 bar
18.5 x 8.50	3.4 bar

8.5 Inspection

- Inspections may be carried out only by authorised specialist workshops.
 - Work on brake systems as well as on electrical and hydraulic systems may be carried out only according to the respective manufacturer's specifications.
-



8.5.1 Inspection before handover

Vehicle part	Test criterion	Work to be performed
Brake system	Braking effect	Check and adjust if necessary
Tyres	Inflation pressure	Check and adjust if necessary
Lighting	Lights	Check and repair if necessary

8.5.2 Inspection schedule

Vehicle part	Test criterion	Work to be performed
Complete trailer	Screwed connection	Check and tighten if necessary
	Corrosion protection, damage	Check and repair if necessary
Brake system	Brake pads	Check and renew if necessary
	Brake mechanism	Check and repair if necessary
	Sliding points on brake mechanism	Grease
	Overrun mechanism	Lubricate, check brake fluid
	Brake	Adjust
Wheel bearings	Braking effect	Check
	Seals	Check and renew complete bearing if necessary
	Play	Check and renew complete bearing if necessary
Axle	Damage	Carry out visual inspection and repair if necessary
	Mount	Check and repair if necessary
Rims	Damage	Check and renew if necessary

Vehicle part	Test criterion	Work to be performed
Tyres	Damage	Check and renew if necessary
	Excessive ageing	Check and renew if necessary
	Tread	Check and renew if necessary
	Run-out	Check and balance if necessary
	Inflation pressure	Check and correct if necessary
Drawbar/overrun mechanism	Screw connections	Check and renew if necessary
Lighting	Connectors, cables, lights	Check and repair if necessary
	Rear lights	Check and renew if necessary
Floor	Damage	Check and renew if necessary
Rubber floor	Sealing	Check and renew if necessary
Information signs	Completeness and legibility	Check and renew if necessary
Accessories	Connections	Check and repair/renew if necessary
Windows	Gluing	Check and repair/renew if necessary



8.5.3 Proof of inspection

The inspections must be performed after a set number of kilometres driven (see table) or every six months at the latest.

	Stamp	Date	Signature
Inspection before handover			
1000 km inspection			
5000 km inspection			
10,000 km inspection			
15,000 km inspection			
20,000 km inspection			



8 Cleaning, Maintenance and Inspection

	Stamp	Date	Signature
25,000 km inspection			
30,000 km inspection			
35,000 km inspection			
40,000 km inspection			
45,000 km inspection			
50,000 km inspection			



	Stamp	Date	Signature
55,000 km inspection			
60,000 km inspection			
65,000 km inspection			
70,000 km inspection			
75,000 km inspection			
80,000 km inspection			



8 Cleaning, Maintenance and Inspection

	Stamp	Date	Signature
85,000 km inspection			
90,000 km inspection			
95,000 km inspection			
100,000 km inspection			



9 Troubleshooting

Faults	Possible cause	Remedy
Lights do not work	Connector not properly inserted into socket on towing vehicle	• Insert the 7-pin connector into the socket on the towing vehicle • Insert the 13-pin connector into the socket on the towing vehicle and turn it 90 degrees
	Bulb defective	Renew bulb
	Cable defective	Renew cable
	Connector defective	Replace connector
Side wall or rear ramp cannot be closed	Object blocking side wall or rear ramp	Open the side wall or rear ramp, remove the object and clean the gap.
	Load protruding slightly over bed	Redistribute load on bed.
	Side wall or rear ramp warped	Please contact your dealer or Böckmann directly

10 Service

10.1 Information on quality

The following are not defects:

- Moisture, humidity
- Water ingress
- Minor scratches
- Varying surface appearance

Moisture, humidity

The trailer is not thermally insulated. Condensation may therefore form under canvas covers, polyester roofs and aluminium roofs.

Water ingress

Water may enter the trailer through openings such as doors, ramps and windows.

NOTE

If you leave your trailer closed and parked for long periods, make sure to ventilate the interior every now and again to prevent mildew from forming.

If possible, park the trailer tilted slightly and with the box open. This will prevent rainwater from collecting on the bed over long periods.

Minor scratches

During the production of Böckmann trailers, care is taken to ensure that surfaces are not scratched. However, since the trailers are hand-built, minor scratches can arise on the surfaces during assembly. These scratches do not affect the functioning or safety of the trailer.

Polyester components

The polyester components are not 100% colour-fast. Bleaching and/or colour changes may therefore occur. The individual components of polyester constructions may differ in colour and gloss. Hairline cracks may also occur due to concentrated loading on components, e.g. from cargo sliding and hitting the wall. Hairline cracks are visible marks on the components, but do not affect the functioning or the safety of the trailer.

10.1.1 Varying surface appearance

Wood surfaces

All wood surfaces used are coated with phenolic resin or plastic. Both phenolic resin and plastic react to changing weather conditions. The colours may fade.



Plywood walls and floors expand and contract minimally depending on the relative humidity and temperature of the surrounding air. This is due to the natural properties of the material. Wooden parts may warp as a result. The wood grain and unevenness may become visible on the surface.

Aluminium surfaces

Aluminium profiles are anodised. The colours of individual profiles may vary slightly. This colouring is a characteristic of the material and does not affect the use or safety of the trailer.

Rubber surfaces

Due to their material properties, rubber surfaces may shrink slightly over time.

Galvanised metal surfaces

Galvanised metal surfaces need to oxidise before they can provide effective protection against corrosion. This oxidation process may take several months. As long as the metal surface still has a shiny silver appearance, the oxidation process is not yet completed.

Galvanised parts are not resistant to certain aggressive chemical substances such as acids. Galvanised metal surfaces that come into contact with aggressive chemical substances (road salt or fertiliser) must be rinsed thoroughly with clean water immediately after the journey.

10.2 Spare parts and accessories

There are two methods for ordering spare parts or accessories for your trailer:

- You can contact the Böckmann dealer in your region. You will find your nearest dealer via *"FIND A DEALER"* on the website www.boeckmann.com.
- If there is no dealer in your area, you can contact Böckmann directly:
Böckmann Fahrzeugwerke GmbH
Siehefeld 5
49688 Lastrup
Germany
Tel: +49 (0) 4472 895-210
Fax: +49 (0) 4472 895-470
Email: etl@boeckmann.com

10.2.1 Reordering keys

You can reorder keys for the following components:

- Lockable coupling
- Rear ramp
- Leaf door
- Side door
- Aluminium cover

When ordering, please specify the number engraved on the key.

The number is engraved on the key and the lock.

11 Index

A

Accessories 8, 57
Adapter 15
Adjustable support leg 24, 25
A-frame drawbar 16
Airline rail 29
Aluminium cover 30
Aluminium surfaces 57
Anchor track with load restraint bars 29
Anti-skid coupling 17
Axle 1, admissible total weight 14
Axle 2, admissible total weight 14
Axles 14

B

Batteries 13
Bodies 30, 39
 aluminium cover 30
 box extension 30
 canvas cover with frames 31
 mesh extension 31
 side wall extension 30
Box extension 30
Brake light 15
Brake system 46
Brake wedges 23
Brakes 43
Breakaway cable 20
 emergency braking 20
 secondary coupling 20
 securing 20, 21
 spring hook 20, 21

C

Canvas covers 31, 44
Care 44
 damage to galvanised coating 44
Changing wheels 46, 47
 table of torques 47

Cleaning 44

 canvas covers 44
 paint damage 44
 pressure washer 44
 rear lights and lighting elements 45
 rubber floor 45
 salt and acids 44
 wheel rims, wheel housings and fenders 45
 white rust 44
 wood surfaces 44

Clearance light 15

Connections, electrical 15

Connector 15

 13-pin connector 15
 7-pin connector 15
 brake light 15
 clearance lights 15
 direction indicator 15
 earth (ground) 15
 number plate light 15, 16
 position lights 15
 power supply 15
 rear fog light 15
 rear light 15
 reversing light 15
 turn signal 15

Contacts 15

Coupling 17, 34

 anti-skid coupling 19
 breakaway cable 20
 closing 20
 coupling state 17, 18, 19
 hitching 34
 opening 19
 standard types 17
 unhitching 35
 wear indicator 17, 18, 19

**D**

- Damage to galvanised coating 44
- Direction indicator 15
- Disposal 13
- Drive
 - before setting out on a journey 40
- Drive-on ramps 31
 - secured to side walls 32
 - slide-in 31
- Driving 11, 40
 - brakes 43
 - driving tips 42
 - pre-drive checklist 41
 - reversing 43
- Driving licence 9
- Driving tips 42
 - handling snaking 42
 - rain, frost and snow 42
 - side winds 42

E

- Earth (ground) 15
- Edge load capacity 12
- Electrical connections 15
- Electrical waste 13
- Emergency braking 20
- Environmental conditions 11

F

- Fastening eyelets 38
- Fastening rope 38
- Features 15
- Fixed lashing shackles 28
- Fold-out support leg 25
- Frost 23

G

- General inspection 9
- Guarantee, see warranty 44

H

- Hail 11
- Hand injuries 12
- Handbrake, see parking brake 23
- Height-adjustable drawbar 16
- Hydraulic oil 13

I

- Ice 40
- Ignition switch 15
- Inclines 11
- Inspection 10, 48
 - inspection before handover 49
 - inspection schedule 49
 - proof of inspection 51
- Intended use 10

J

- Jockey wheel 21
 - automatic jockey wheel 22
 - basic version of jockey wheel 21

L

- Ladder rack 27
- Lashing eye 28
- Lashing points 13, 28
- Lashing shackles 28
- Lashing the load 38
- Latch, spring-clip 12
- Loading aids 33
- Loading the vehicle with drive-on aids 39
- Loading vehicle with drive-on aids
 - loading vehicle 39
 - unloading vehicle 39
- Load-securing components 27
 - components for lashing heavy loads 27
 - components for lashing light loads 27
 - components for preventing loads from slipping 28
- Lubricants 46

M

Maintenance 45
 brake system 46
 changing wheels 46, 47
 inspection 48
 lubricants 46
 maintenance schedule 45
 tyres 46

Manoeuvring 21, 43

Maximum speed 8

Mesh extension 31

Metal surfaces, galvanised 57

Moisture, humidity 56

Motorcycle loading rail 32

N

Number plate light 15, 16

O

Old tyres 13

Operating Instructions 7, 12

Overrun brake 20

Oxidation 57

P

Paint damage 44

Parking brake 23

Parking brake with button and toothed
segment 24

Parking brake with spring energy
accumulator 23

Parking the trailer 35

People 10

Permanent positive 15

Pin 19

Polyester 56

Position lights 15

Power supply 15

Pre-drive checklist 41

Q

Quality 56

R

Rail, integrated into the floor 29

Rain 11

Rear fog light 15

Rear light 15

Rear prop stands 24

 adjustable support leg 24, 25

 crank-down support legs 26

 fold-out support leg 25

 telescopic crank-down support
 legs 26

Registration 8

Reordering keys 57

Repairs 11

Reversing 43

Reversing light 15

Rubber surfaces 57

Rust 57

S

Safety 10

 driving 11

 environmental conditions 11

 inspection 10

 loading 11

 people 10

 repairs 11

 sticker 12

 trailer 10

 use, intended 10

 warnings 7

Salt and acids 44

Scratches 56

Secondary coupling 20

Securing dry bulk cargo 38

Service

 contact 57

 spare parts and accessories 57



Side lashing rails 27
Side wall extension 30
Side winds 11
Slide-in drive-on ramps 31
Snow 11, 40
Spare parts 57
Speed limit of 100 see Maximum speed 8
Spring hook 20, 21
Spring-loaded locking device 12
Standard types of coupling 17
Stickers 12
Storms 11
Straight drawbar 16
Support load 14, 34
Surfaces 56
 aluminium 57
 galvanised metal 57
 rubber 57
 wood 56

T
Technical data 14
Telescopic crank-down support leg 26
Third-party documentation 8
Tightening torque 47
Total weight, maximum permitted 14
Towing devices 16
 A-frame drawbar 16
 height-adjustable drawbar 16
 straight drawbar 16
Trailer 10
 accessories 8, 57
 general inspection 9
 hitching 34
 lashing points 13
 loading and unloading 36
 maximum speed 8
 preparations 36
 registration 8
 spare parts 57
 unhitching 35
 versions 8

Tread depth 46
Troubleshooting 55
Turn signal 15
Type plate 14
Tyres 46
 tread depth 46
 tyre pressure 47
 wheel bearings 46

U

Usage, intended, see Use, intended 10

V

Vehicle documents 14

W

Warnings 7
Warranty 44
Water 40
Water ingress 56
Wear indicator 17, 18, 19
Weight distribution 11, 36
Wheel bearings 46
Wheel bolts 47
Wheel rims, wheel housings and fenders 45
White rust 44
Wood surfaces 44, 56

Your Böckmann dealer for advice and service:



FIRST CLASS TRANSPORT

Böckmann Fahrzeugwerke GmbH 49688 Lastrup Phone +49 (0) 4472 895-0
info@boeckmann.com www.boeckmann.com f facebook.com/anhangensterklasse
📺 boeckmann.com/youtube @ www.instagram.com/boeckmannfahrzeugwerke