

Supplementary Operating Manual PLL (Pongratz Load & Lift)

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You may enter information about your trailer here	
Vehicle type:	
Chassis no.:	
Permissible total weight:	
Year of manufacture:	
Tyre size / Manufacturer:	
Overrun coupling type Manufacturer / Mark of conformity:	
Towing fork bar / Draw-bar Manufacturer / Mark of conformity:	
Axle type Manufacturer / Mark of conformity:	
Wheel brake type Manufacturer / Mark of conformity	
Ball coupling type Manufacturer / Mark of conformity:	
Key no. for lockable coupling:	

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Dear Customer,

This Operating Manual is meant to assist you in using your "First Class Trailer" optimally. Please follow the instructions exactly as given in this manual when operating the lifting system. You can prevent injuries and enhance the service life of the trailer. The trailer has been developed and built in accordance with state-of-the-art technology and has been tested thoroughly for proper working prior to delivery.

1. Important instructions

1.1 *Operating Manual*

The "Supplementary Operating Manual" is valid only in connection with the "Operating Manual Car Trailer" and accordingly, it must be used together with this manual!

- Keep this operating manual in safe custody. If you sell or lend the trailer, hand over the operating manual along with the trailer.
- Read the operating manual completely before you use the trailer for the first time.
- Ignoring this operating manual may lead to injuries or damage to the trailer.
- Pongratz Trailer Group GmbH does not assume any liability for damage arising out of ignoring this operating manual.

1.2 *Third-party Documentation*

If trailers are fitted with outsourced parts, the trailer documentation also includes the operating manuals of the third-party manufacturers. Observe and follow the instructions on operation, maintenance and care of the outsourced parts in the appropriate operating manual.

1.3 *Driving Licence*

For driving with the trailer, a certain driving licence is sometimes necessary depending on the country. Obtain information about the country-specific requirements.

2. Safety

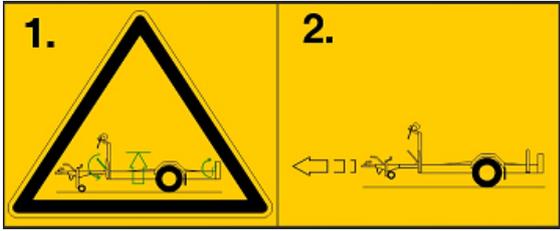
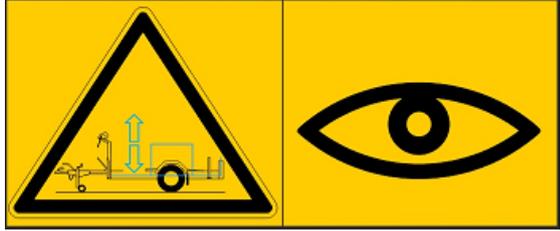
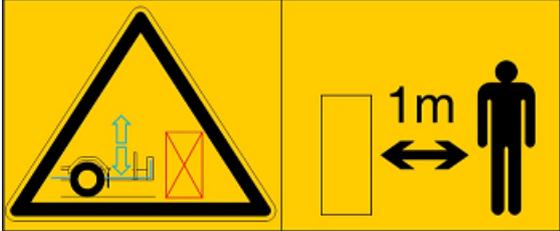
2.1 Proper Use

The trailer is meant to transport goods of the order of the permissible total weight (refer to "Technical Specifications") and in combination with towing vehicles. Any other use is considered improper. Pongratz Trailer Group GmbH does not assume any liability for damage arising out of improper use. In case of queries, contact a specialist dealer.

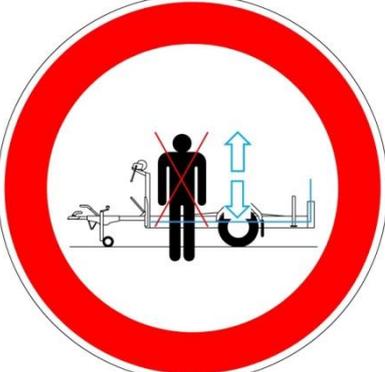
The following actions are prohibited:

- Transporting human beings
- Transporting animals
- Using the loading platform of the trailer as a raised work platform
- Driving with the loading platform lowered.

2.2 Basic Safety Instructions

	Read the operating manual carefully before putting it to use
	Prior to driving off, ensure that all locks have been latched in the uppermost position of the loading platform.
	Observe the load / loading platform during the lowering or lifting operation
	Make sure to maintain the safety distance behind during the lowering and lifting operation

2. Safety

	<p>The area below the loading platform must be free of obstacles.</p>
	<p>It is prohibited to remain in the danger zone during the lowering and lifting operation</p>
	<p>It is prohibited to remain on the loading platform during the lowering and lifting operation!</p>
	<p>It is prohibited to travel on the loading platform!</p>

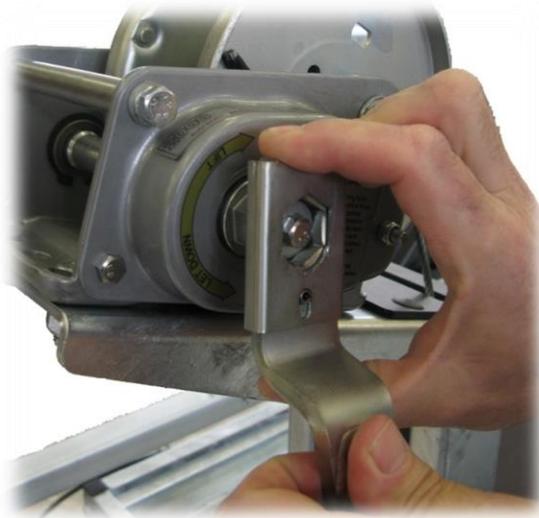
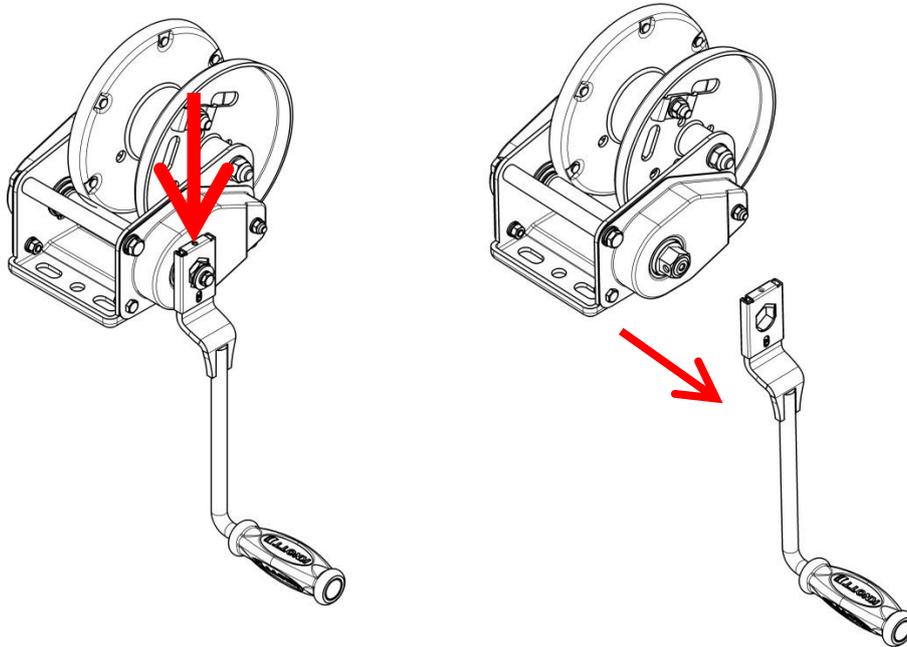
- Inspections should be done only in specialised companies that have been approved by Pongratz Trailer Group GmbH. For detailed information visit www.pongratz-anhaenger.com.

2. Safety

- Inspection at the time of handing over must be done at the premises of the specialist dealer and entered in the inspection schedule.
- All other inspections must be carried out in accordance with the inspection schedule.
- The wheel bolts must be tightened with a torque spanner after the first 50 km.
- Trailers are not toys. Do not allow children to play near a trailer without being supervised. Children could suffer injuries while playing with the trailer.
- Those who drive the trailer or work with it must have read and understood this operating manual.
- The lifting system should be operated only by following the instructions given in this operating manual.
- While operating the lifting system, no persons other than the operator should be present in the danger zone of the trailer.
- A defective trailer should never be used. Defective trailers conceal unforeseeable risks.
- The tail lamps of the trailer must be visible at all times. If the tail lamps are hidden by overhanging loads, mark the end of your trailer with an easily visible lighting unit.
- The permissible load capacity and the permissible total weight should not be exceeded.
- The permissible overload of the boot cover should not be exceeded.
- The trailer must be loaded carefully and properly. Trailers that have been loaded improperly may skid easily.
- You must conduct a check with the help of the driving off check list (refer to section 7.1) before driving off every time.
- Repair should be undertaken only in specialised companies that have been approved by Pongratz Trailer Group GmbH.
- Only original spare parts of Pongratz Trailer Group GmbH should be used for repairs.
- Any add-ons or conversions to the trailer are permissible only after consulting Pongratz Trailer Group GmbH.
- Protect the trailer and accessories from adverse weather conditions such as rain, snow and hail, if possible.
- Make sure to have adequate illumination when working on the trailer in twilight or darkness.
- Stickers or labels affixed to the trailer (lubrication points, max. tyre pressure and information on danger) must be observed and followed.

2. Safety

- The trailer cable winch is fitted with a removable crank handle. Before driving and when the trailer is parked, this **must** be removed to safeguard against unauthorised operation!



2. Safety

2.3 *Parking the Trailer*

In order that the trailer can be parked safely, the subsurface should be solid, even and not sloping.

In addition, please note:

- Move the support wheel out before decoupling
- Secure the tyres with the wheel chocks or suitable blocks
- Lower the tail supports and fix them on the ground
- Remove the crank handle of the cable winch and store it safely

Park the trailer in such a manner that no rainwater collects on the loading platform and the vehicle cannot move on its own.

2.4 *Disposal*

The owner of the trailer is obliged to arrange for disposal of the trailer and all associated components in accordance with the national regulations applicable for disposal.

3. Technical Specifications

The Technical Specifications of the trailer are furnished at the following places:

- in the vehicle documents of the trailer
- on the nameplate of the trailer

4. Trailer - Equipment

4.1 *Electrical connection*

The trailer is provided only with one 13-pin connector. If the plug-in connection of the towing vehicles is not compatible with the connector of the trailer, please use an adapter.

Refer to the "Operating Manual of CAR TRAILER", section 3.5 for the connector pin assignment.

4.2 *Towing equipment*

The trailer is provided only with the towing draw-bar 70 x 70 that is fitted with screws.

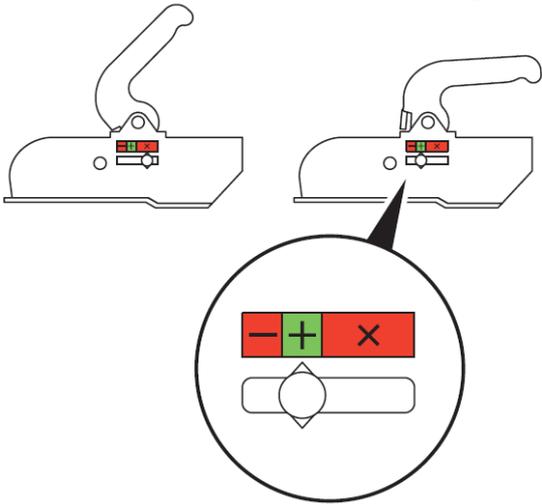
4. Trailer - Equipment

4.3 Coupling

Differentiation is made between the following couplings:

- Standard design coupling (also available as lockable version),
- Anti-swerve coupling (accessory, refer to the supplementary operating manual and / or third-party documentation).

Indication of the coupling condition



Check the wear indication of the coupling.

In the coupled condition, the indication must lie in the "+" range. If the wear indicator shows the "-" range, do not drive with the car and trailer combination.

The indicator shows the following statuses:

- The "x" range indicates that the coupling is completely open.
- The "+" range indicates that the coupling sits properly on the ball head.
- The "-" range indicates that the coupling is not closed properly. Either the ball is not latched into the ball coupling or the ball coupling / ball is worn out.

4.4 Breakaway cable

The breakaway cable is installed for trailers with and without braking feature. The loop of the breakaway cable must have adequate length so that the cable is not tensioned even when driving on extreme curves and, as a result, the emergency brake of the trailer with braking feature does not get triggered. Place the breakaway cable over the trailer coupling of the towing vehicle. Hook in the safety lock of the breakaway cable.

4. Trailer - Equipment

4.5 Supporting equipment

The trailer is fitted with a support wheel and simple boot supports.

When loading and unloading, **the boot supports must always be used.**

In the loaded condition, the trailer should not be shunted with the help of the support wheel

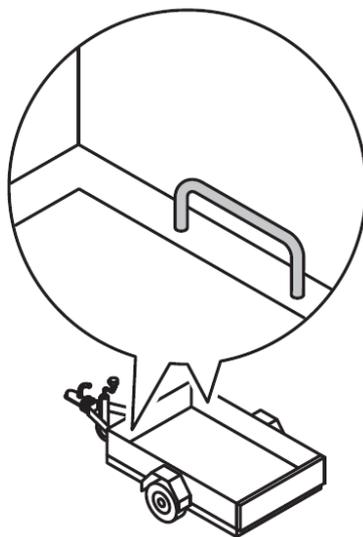
(refer also to the "Operating Manual of CAR TRAILER", section 2.9).

4.6 Hand brake and brake chocks

Hand brakes are available only in trailers with the braking feature. In case of frost or when the trailer has been stationary for longer periods of time, do not engage the hand brake. Secure the trailer with the brake chocks. With the hand brake engaged, the trailer is secured against rolling away. After engaging the hand brake, the trailer may still be moved behind by about 25 cm. Only then is the braking completely effective. The braking action is available immediately for forward movement.

4.7 Load-securing devices

To secure the load, the trailer is fitted with screw-connected lashing brackets on the sides of the floor. They are designed for **maximum lashing force of 400 daN per lashing clamp.**



5. Loading

5.1 General Instructions

The trailer must be coupled to a securely parked towing vehicle to load and unload it. The subsurface must be solid, capable of bearing the load and even. Loading and unloading must be done at a safe and well illuminated place. Road traffic should not get impeded. No road user or other person should be hindered or endangered.

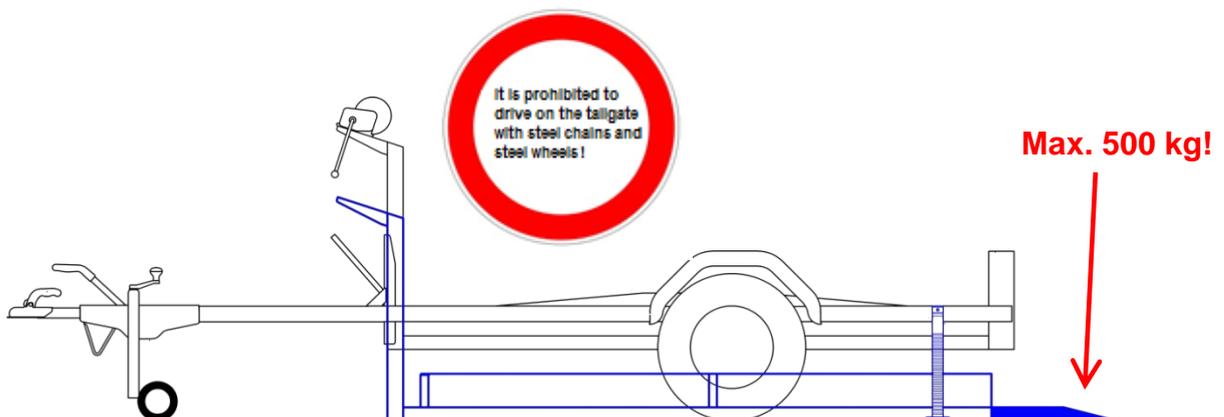
Detailed instructions are furnished in the "Operating Manual of CAR TRAILER" in section 2.2. (Loading / Weight distribution) and 2.3. (Lighting)

In addition, please note:

- Engage the hand brake (only for trailers with the braking feature).
- If required, place brake chocks in front of the tyres.
- Check whether all attachments (if available) have been mounted and secured.
- Lower the boot supports and fix them.
- While handling the boot cover, pay attention to potential risk of injuries by crushing or rough surfaces. It is recommended to use suitable safety gloves.



- In the open condition, the **tailgate** should be loaded with **max. 500 kg!**
- It is prohibited to drive on the tailgate with steel chains and steel wheels!



5. Loading

5.2 Securing the load

For this purpose, follow the "Operating Manual CAR TRAILER", section 1.2 strictly.

In addition, please note:

- If you would like to transport heavy loads with small support surface area, you must first clarify with the specialist dealer or the manufacturer whether the loading platform is suitable for such transport.
- Always lash the load tightly, securely and diagonally, if possible.
- For loose loads (bulk goods, foliage, etc.), use a tarpaulin, a net or something similar as a transport securing mechanism.
- If parts cannot be transported upright or stacked on one another, they must be secured additionally.
- Install parts that divide the loading platform (e.g. locking bars) in such a manner that they it is possible to place loads in the middle and close to the axle.

6. Lifting system

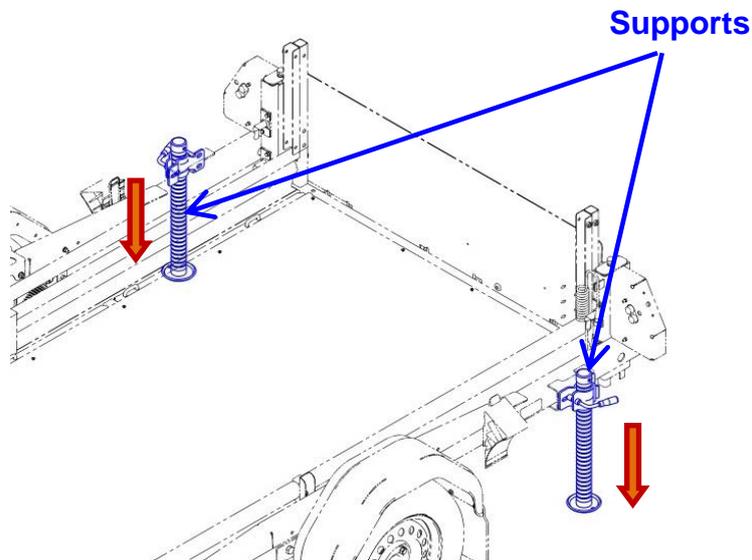
6.1 Lowering the loading platform

The lifting system should be operated only when the trailer is coupled to a towing vehicle.

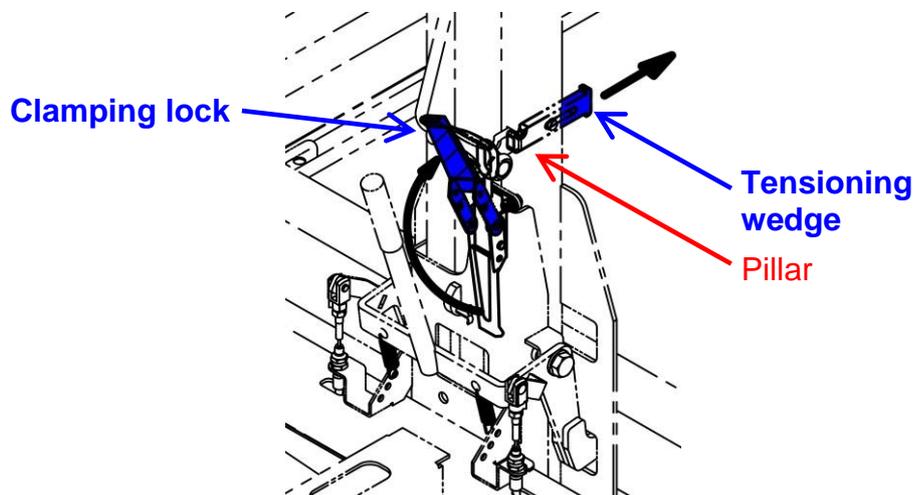
Satisfy yourself that no persons, objects or obstacles are present below the trailer!

All the safety instructions (Section 2.2) must be observed and followed.

- 6.1.1. Loosen the Tommy screws of the supports and slide the supports down until they lie firmly on the ground. Next, tighten the Tommy screws again.

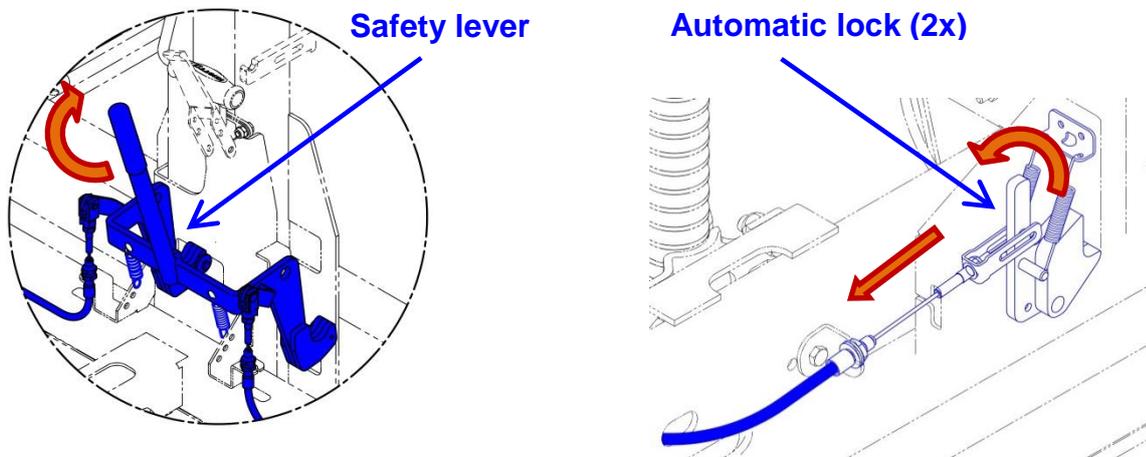


- 6.1.2. Open the clamping lock in the front and push the tensioning wedge into the pillar.



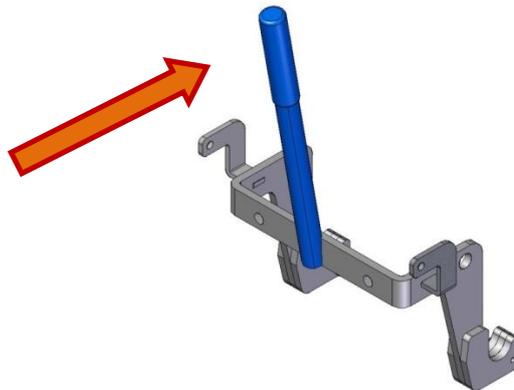
6. Lifting system

6.1.3. Unlock the automatic lock behind with the safety lever

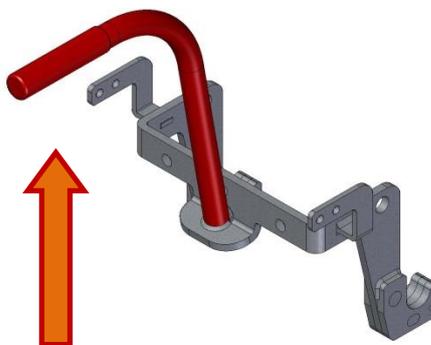


Safety lever:

- Option A: Push the actuating lever (blue) to the pillar

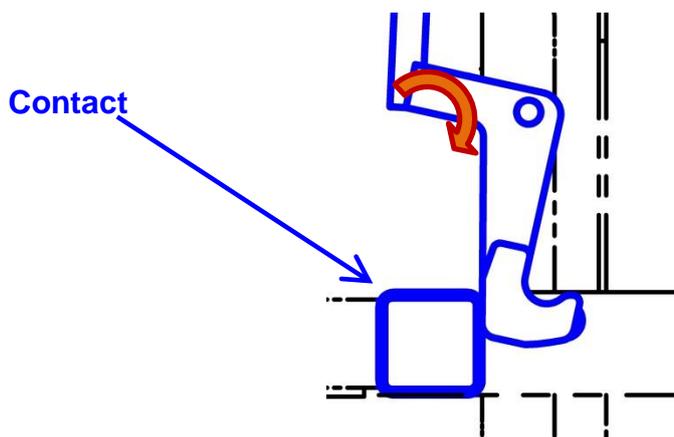


- Option B (from 2016): Pull the actuating lever (red) up

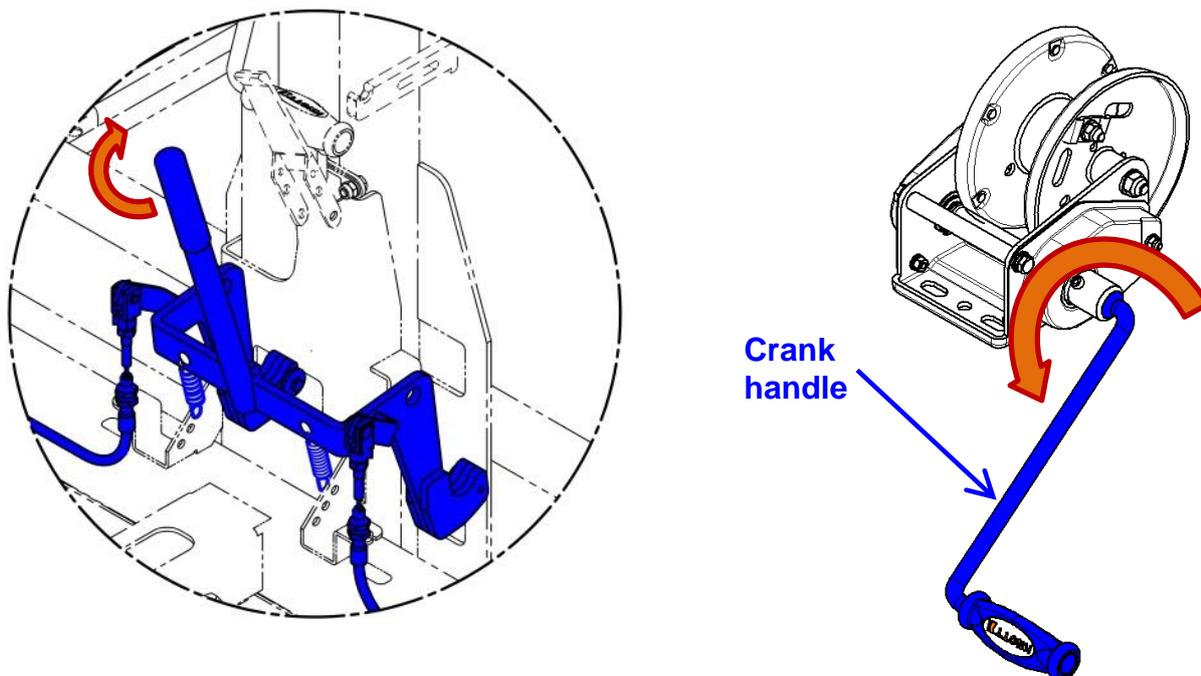


6. Lifting system

Unlocking is **ensured only** if the safety lever is operated so far that it touches the front crossbeam. If there is no contact, rotate the crank handle clockwise until the contact "Safety lever – Crossbeam" is established.

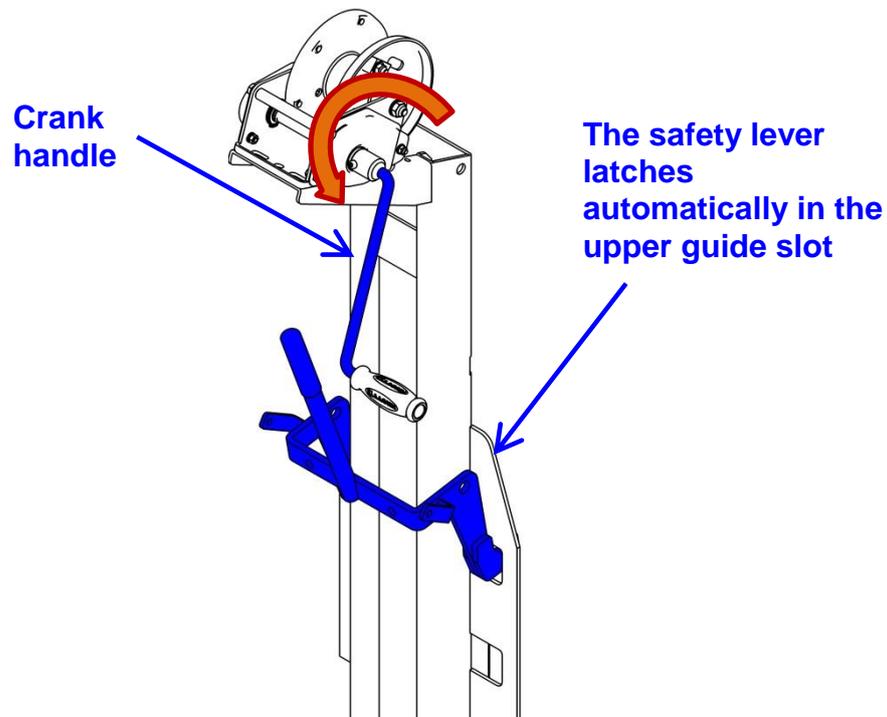


6.1.4. Hold the front safety lever in the unlocked position and rotate the crank handle 5 times anti-clockwise.



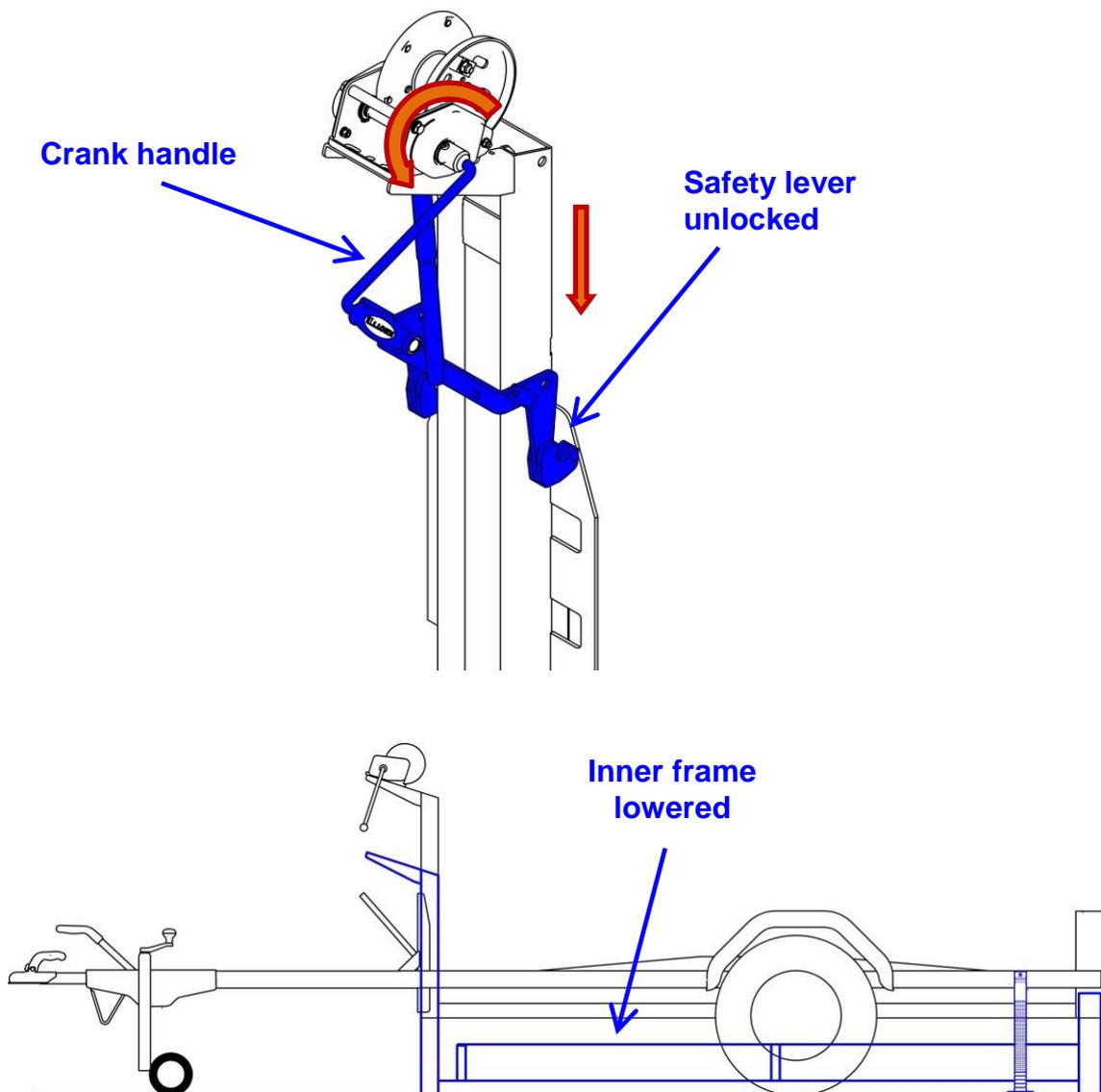
6. Lifting system

- 6.1.5. Release the safety lever in front and rotate the crank handle further anti-clockwise until the front safety lever latches automatically in the guide slot of the inner frame (the inner frame comes to a halt 130 mm above the ground).



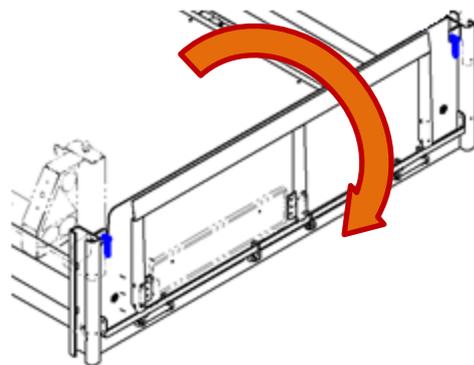
- 6.1.6. Unlock the safety lever in front once again. Unlocking is **ensured only** if the safety lever is operated so far that it touches the front crossbeam (refer to section 6.1.3.). If there is no contact, rotate the crank handle back clockwise by about 1.5 revolutions until the contact "Safety lever – Crossbeam" is established. Release the safety lever in front and continue rotating the crank handle anti-clockwise until the inner frame lies on the ground.

6. Lifting system



6.1.7. Unlock the locks of the tailgate. Then it can be opened for loading.

It is recommended to use suitable safety gloves.

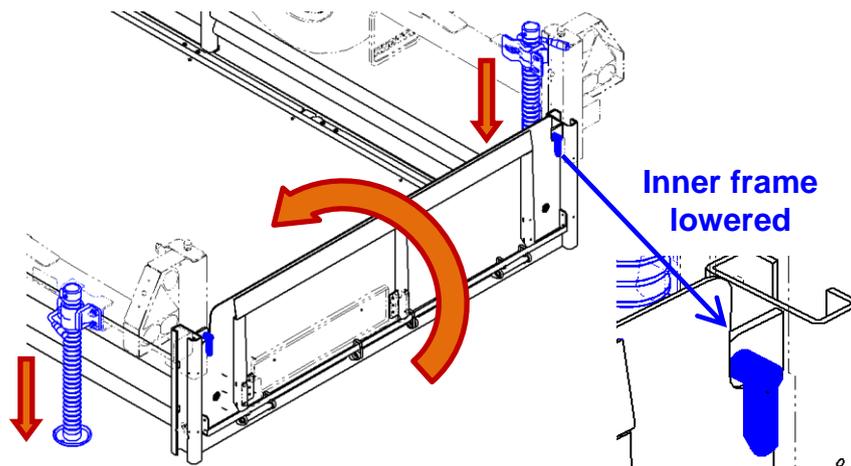


6. Lifting system

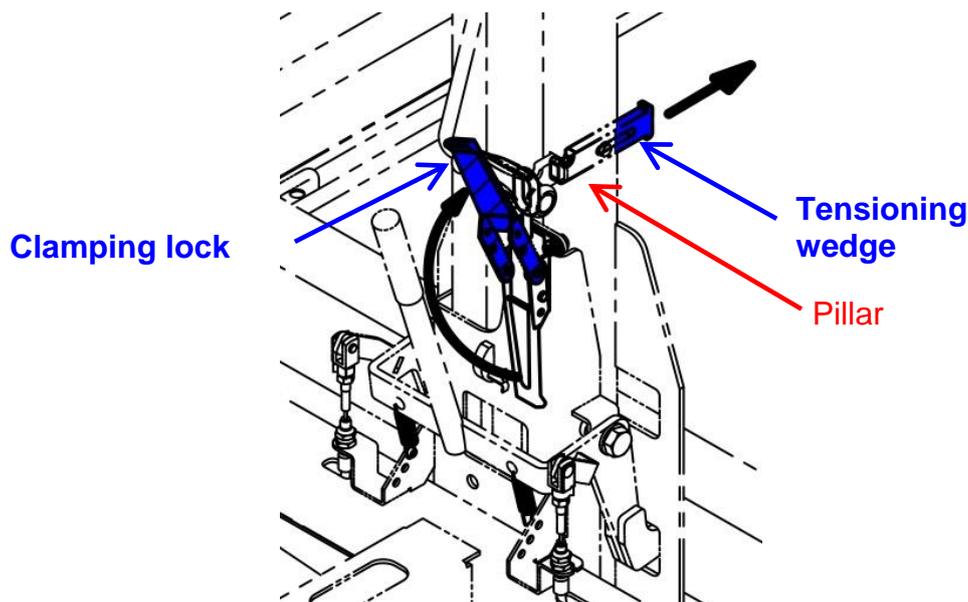
6.2 Lifting and securing the loading platform

Satisfy yourself that no persons are present in the danger zone of the moving loading platform / load.

- 6.2.1. Lift the tailgate and lock it with the locks. The supports must lie firmly on the ground. If this is not the case, fix them to the ground as described in section 6.1.1.

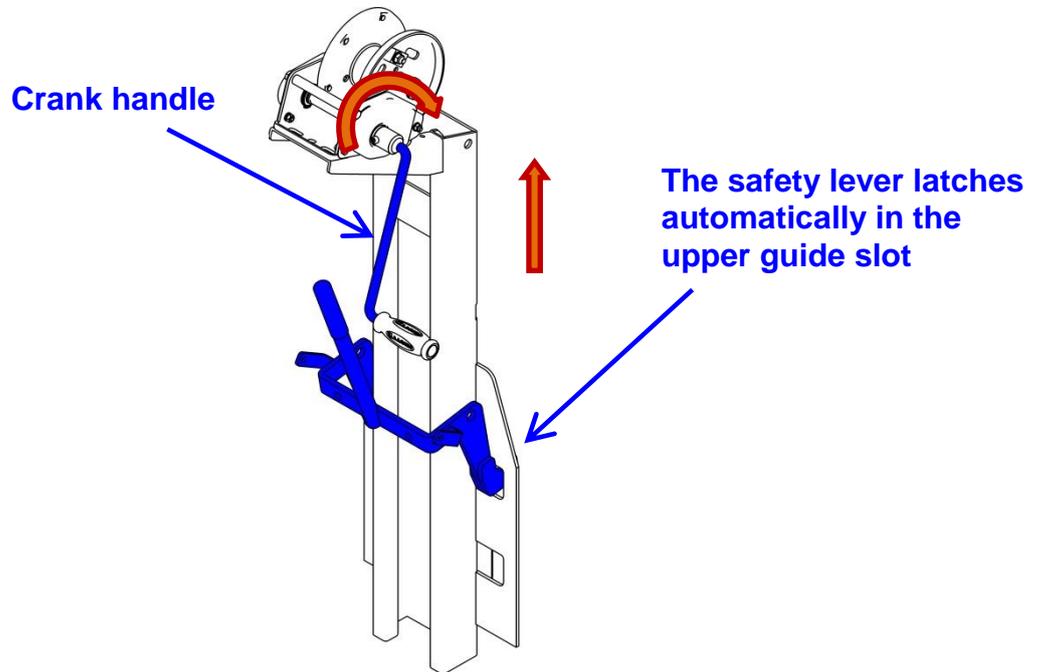


- 6.2.2. The clamping lock in the front must be open. Push the tensioning wedge into the pillar.

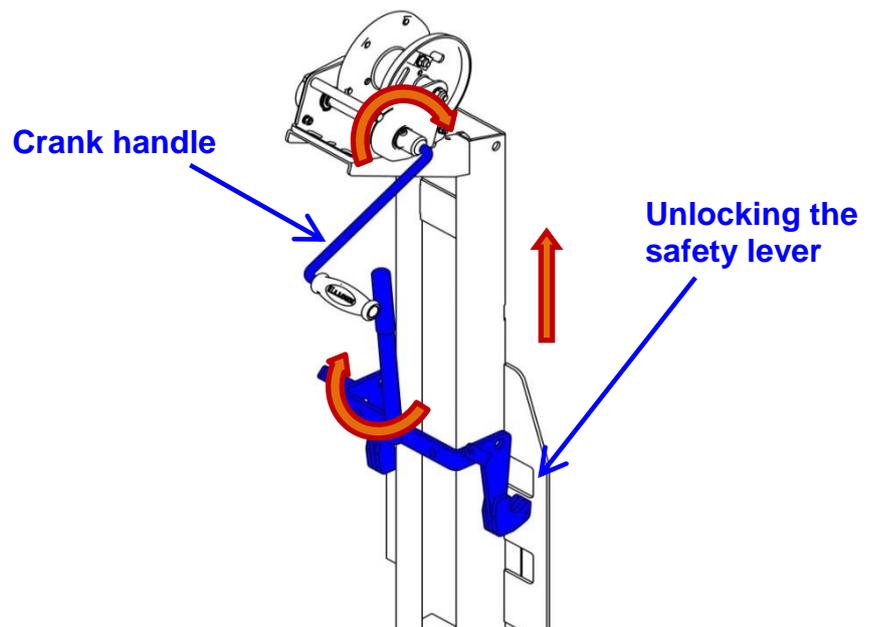


6. Lifting system

- 6.2.3. Rotate the crank handle clockwise until the safety lever in front latches automatically into the upper guide slot of the inner frame (the inner frame comes to a halt 130 mm above the ground).

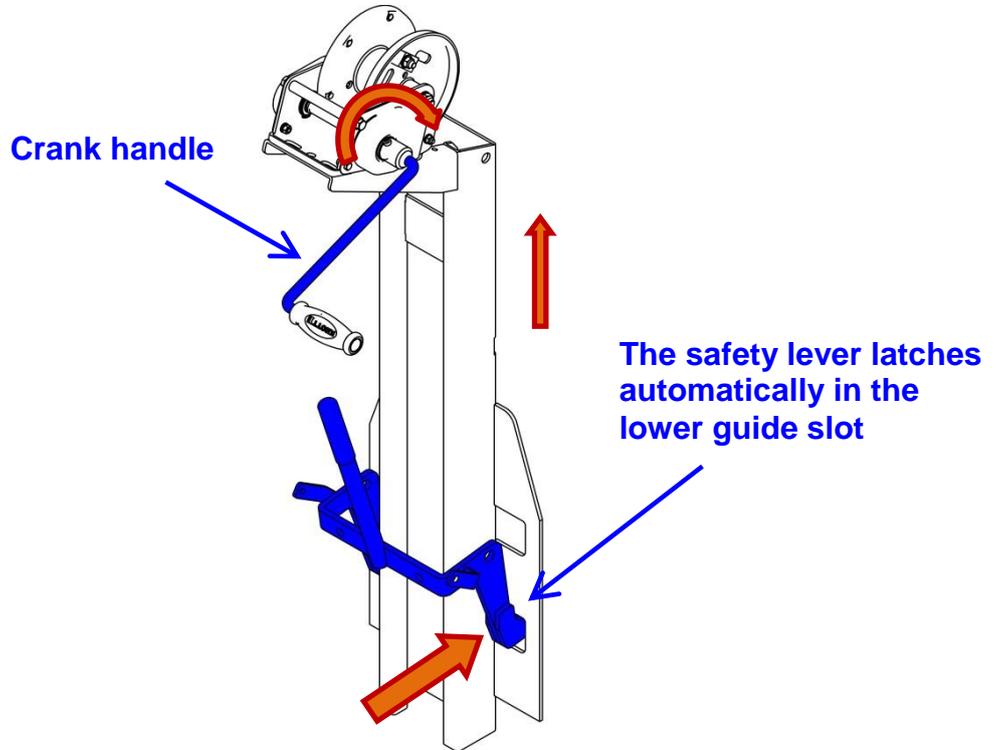


- 6.2.4. Unlock the safety lever in front and hold it in place. Unlocking is **ensured only** if the safety lever is operated so far that it touches the front crossbeam (refer to section 6.1.3.). Rotate the crank handle by 5 revolutions clockwise and then release the safety lever.

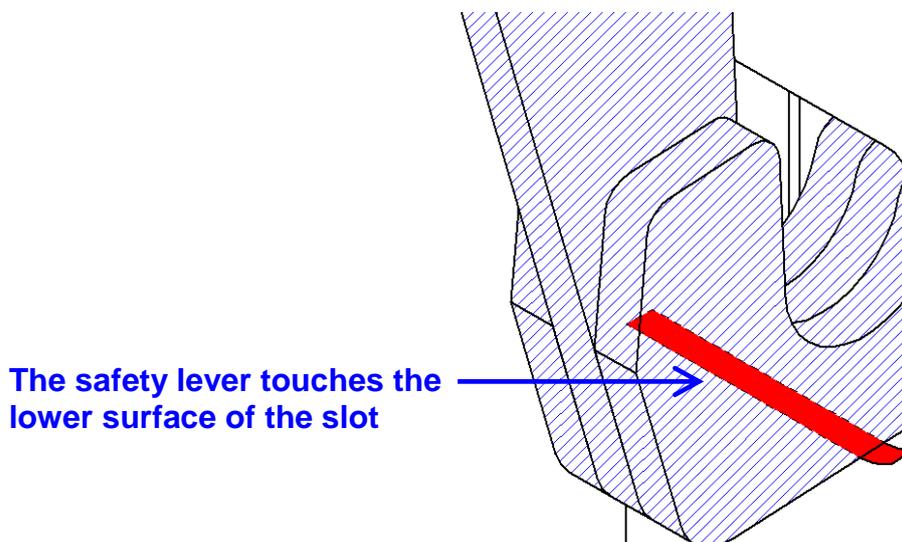


6. Lifting system

- 6.2.5. Rotate the crank handle further clockwise until the safety lever in front latches automatically into the second guide slot of the inner frame (the inner frame comes to a halt 320 mm above the ground).

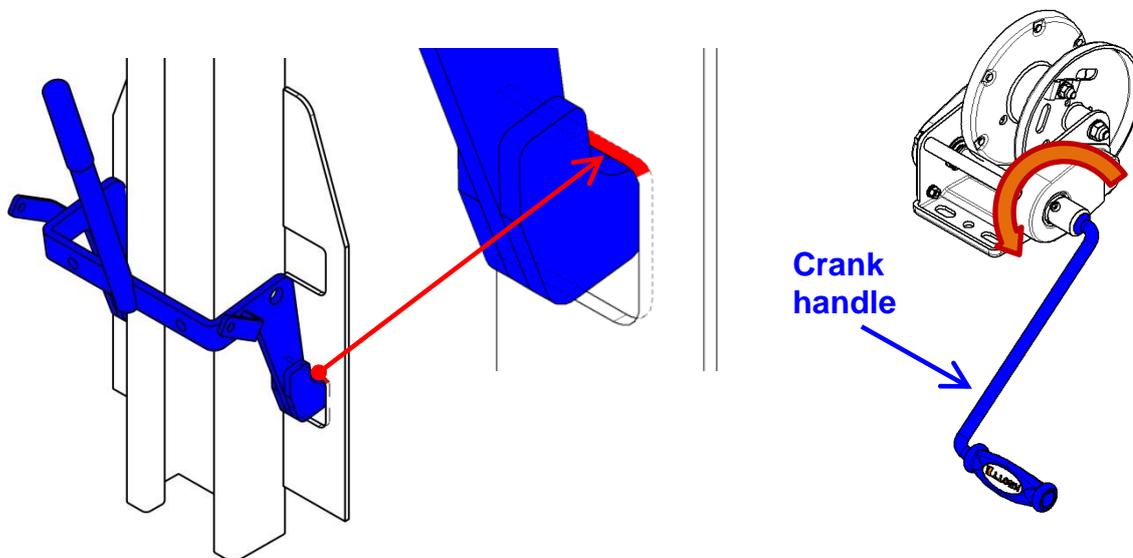


- 6.2.6. After the safety lever latches into the guide slot, keep rotating the crank handle clockwise until the safety lever touches the lower surface of the slot. Doing so ensures that the automatic locks behind secure the inner frame.

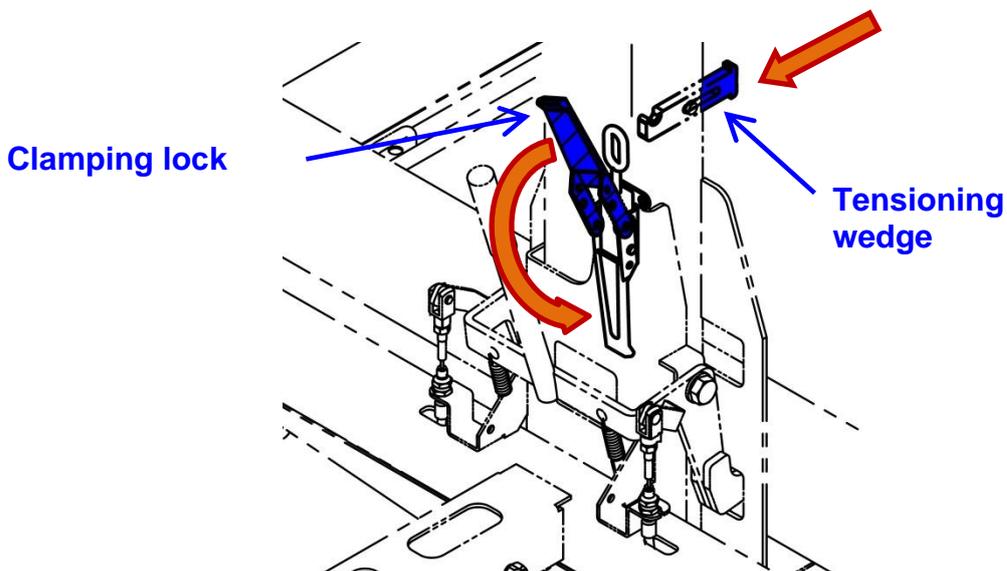


6. Lifting system

- 6.2.7. Rotate the crank handle anti-clockwise until the safety lever touches the upper surface of the slot.



- 6.2.8. Push the tensioning wedge in front and **lock** the clamping lock.



- 6.2.9. Loosen the Tommy screws of the supports and push both supports up until they have been moved in completely. Tighten the Tommy screws again.
Check all locks to make sure that they are locked!!!

7. Driving

7.1 Check list for driving away

COMPONENT	CHECKING
Ball coupling	Is it latched properly and secured?
Breakaway cable	Is it lying above the coupling of the towing vehicle?
Hand brake	Is it released?
Electrical plug-in connector	Is it connected properly and secured?
Support wheel	Is it cranked up and secured?
Board walls, flaps and doors	Are they closed and locked?
Loading platform	Is it in the uppermost position?
Lifting system	Are all locks latched completely? Is the winch cable relieved?
Tarpaulin	Is it closed?
Tyres	Is the air pressure proper?
Brake chocks	Have they been removed and stored safely?
Tail supports	Are they above and secured?
Crank handle	Is the crank handle removed and stored safely?
Lighting system	Is it undamaged and in working condition?
Load	Is the weight distributed properly? Is it secured against slipping?

7. Driving

7.2 Driving instructions

Read the following instructions completely in order to be prepared for potential driving situations.

- Always adapt your driving style and the driving speed to the road and weather conditions as well as the load so that the car and trailer combination can be brought to a halt whenever required without a problem.
- While driving, it must be possible to observe the road behind in the two exterior rear-view mirrors all the time.
- Note that for long trailers, the turning radius is unusually large.
- Note that long trailers follow the car on curves in a smaller radius.
- If the lighting system is hidden by projecting or overhanging load, you must fix an extra and easily visible lighting unit.
- Note that on smooth and slippery roads, both driving and braking characteristics worsen as a result of the reduced adhesion of the tyres to the road surface.
- Before driving away, remove water, snow or ice from the tarpaulins in order to prevent any risk to other road users.
- Wind blowing sideways may cause the trailer to swerve or overturn. Winds gusting sideways often occur suddenly and unexpectedly, e.g. on change of terrain, on bridges, by changing lanes when overtaking etc. Reduce the speed as soon as you notice wind blowing sideways.
- Excessively low air pressure in the tyres may lead to the trailer swerving. Adjust the tyre pressure if required.

7. Driving

7.3 Brakes

Poor or non-working brakes cannot stop the car and trailer combination in time. This is why a brake test must be done before driving each time.

With increasing load, the braking distance also increases.

- Note that the ABS system can control the towing vehicle but not the overrun coupling of the trailer.
- The braking operation must be initiated early.
- For trailers with overrun brakes, abrupt full braking may block the overrun brakes of the wheels. Apply the brakes cautiously to avoid this.
- The brake system of the trailer must be inspected regularly. If the brake pads need to be replaced, ensure that the wheel bearings are also inspected for wear and damage at the same time.

7.4 Reversing

- Get instructed by an experienced person when reversing in order to ensure that no other road user is endangered.
- There should not be any person between the towing vehicle and the trailer while reversing.
- Those giving instructions must maintain sufficient distance to the trailer and must always be visible in the exterior rear-view mirrors while reversing.

8. Cleaning, Maintenance and Inspection

Cleaning, maintaining and inspecting the trailer are important components of driving safety, conserving the value of the trailer and safeguarding your claims for warranty. Inspections and maintenance or repair work that have not been conducted in time or have been skipped may lead to damage to the trailer and, as a result, to accidents. In addition, your claim for warranty becomes null and void.

8.1 Cleaning and Care

You can do cleaning independently. All parts and surfaces must be inspected before and after use and must be inspected for dirt or contamination and cleaned if required. Driving safety and conservation of value are affected by permanent dirt or contamination

(refer also to the "Operating Manual CAR TRAILER", sections 4.7. and 4.9.)

Lifting system

Check regularly for damage, keep the towing cables and connecting elements clean, and in case they are damaged, have them replaced at an authorised specialised workshop.

8.2 Maintenance

Maintenance work should be done only by trained specialists. Make sure that the maintenance intervals are complied with. Refer to the following table for the maintenance intervals.

Table of maintenance schedule

Vehicle part	Interval	Maintenance work
Tyres	Before every long drive	check the tyre pressure (see also the sticker on the trailer), and check the minimum profile depth
Brake, hand brake cables	every 5,000 km or once a year	lubricate at the lubrication points
Hand brake	every 5,000 km or once a year	lubricate at the lubrication points
Coupling	Regularly every 5,000 km or once a year	Cleaning lubricate at the lubrication points
Axles	every 5,000 km or once a year	lubricate at the lubrication points
Cable winch	Refer to the external documentation	
Brake pads	Refer to the external documentation	
Lifting system	every 5,000 km or once a year	Check for evenness and uniformity of lifting; Check all towing cables and connecting elements and have them replaced if required

8. Cleaning, Maintenance and Inspection

8.3 Tyres and Rims

Check the tyre pressure regularly and adjust it if necessary.

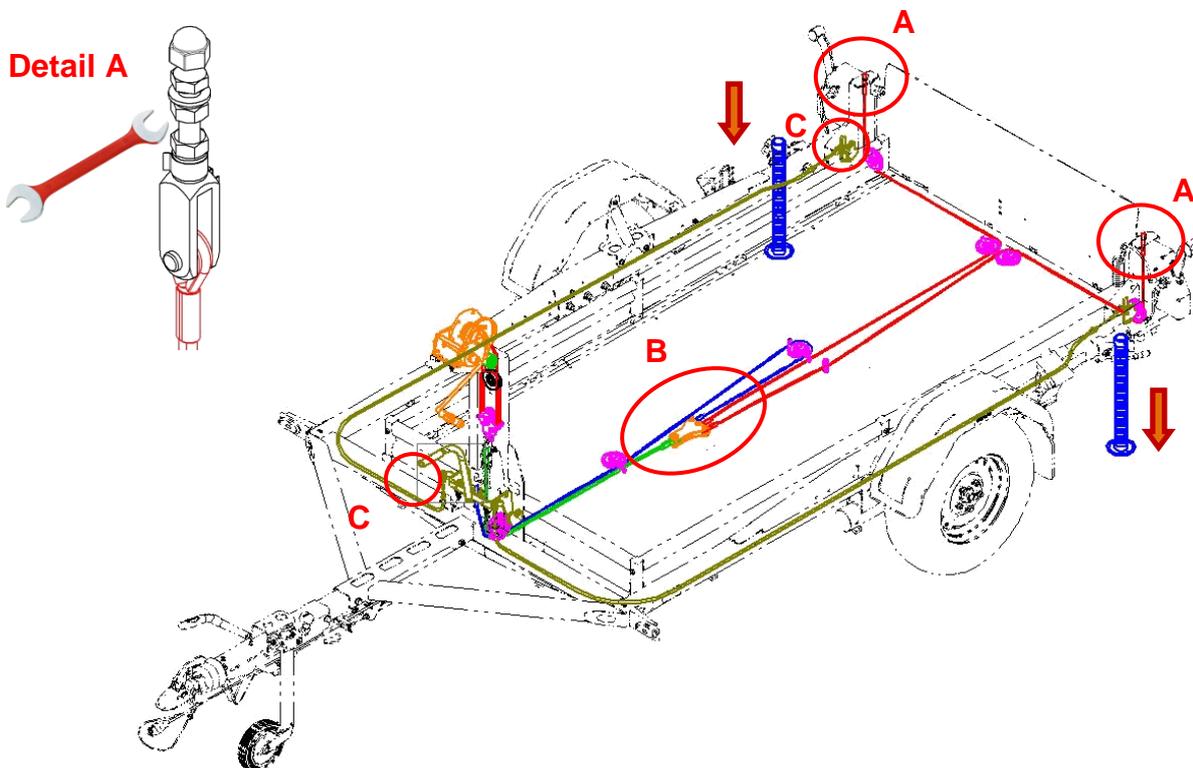
Refer also to the "Operating Manual CAR TRAILER", section 3.3 for this purpose.

Only trained specialists should do repair work on the tyres.

When replacing the wheel, the wheel bolts must be checked for tight fit after the first 50 km. Refer to section 4.5 of the "Operating Manual CAR TRAILER" for the tightening torques of the wheel bolts.

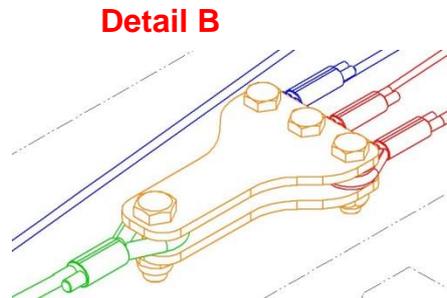
8.4 Lifting system setting

- Inspections must be done by authorised specialised companies.
- Loosen the Tommy screws of the supports and push the supports down until they lie firmly on the ground. Tighten the Tommy screws again.
- Place the inner frame to the middle position according to section 6.1. Adjust the gaps in the rear guide columns on the left / right to the same width (Detail A).

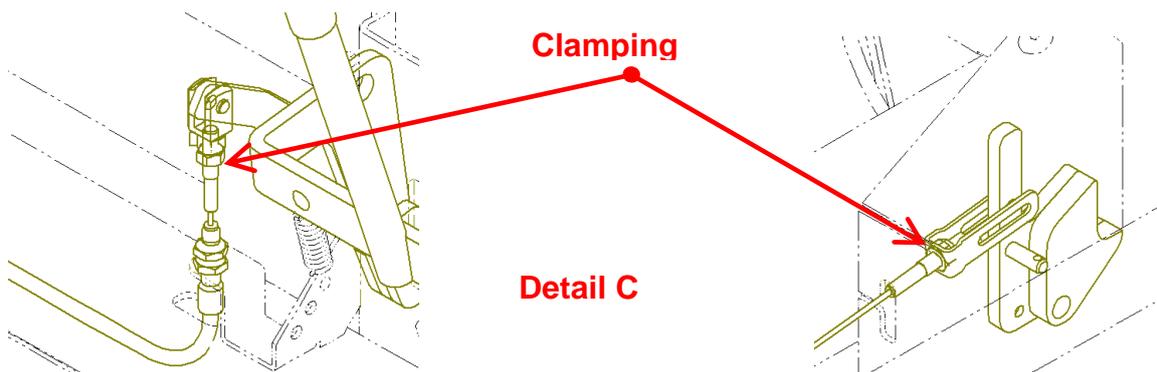


8. Cleaning, Maintenance and Inspection

- Check the cables on the compensation scale for ease of movement (Detail B).



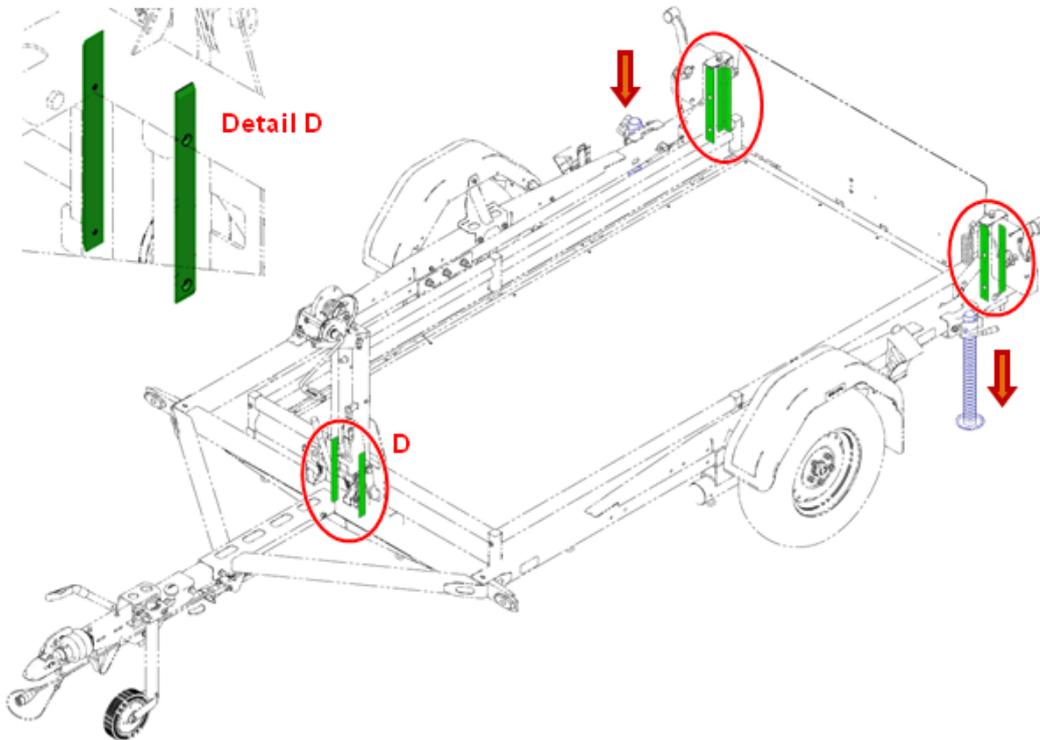
- Tighten both cables at the safety lever and at the automatic locks (Detail C).



8. Cleaning, Maintenance and Inspection

8.5 Plastic guide bars

- Inspections must be done by authorised specialised companies.
- Loosen the Tommy screws of the supports and push the supports down until they lie firmly on the ground. Tighten the Tommy screws again.
- Lower the inner frame according to chapter 6.1 on the ground.
- Inspect all plastic guide bars for wear (Detail D).



8.6 Inspection

- Inspections must be done by authorised specialised companies.
- Work on the brake system must be done in accordance with the respective manufacturer's specifications.

8.6.1 Handing over - Inspection

Vehicle part	Test criterion	Work to be done
Brake system	Braking action	check and adjust it if required
Tyres	Air pressure	check and adjust it if required
Lighting	function	check
Wheels	Wheel bolts	check and tighten them if required
Overrun brake	Coupling	check the function
Cable winch	Ease of movement	check and adjust it if required

8. Cleaning, Maintenance and Inspection

8.6.2 First Inspection (latest 1,000 km after delivery)

Vehicle part	Test criterion	Work to be done
Entire trailer	Screw connections	check and tighten them if required
Tyres	Signs of damage	check and repair if necessary
	Air pressure	check and adjust it if required
Wheel bearings	Play	check and replace if necessary
Brake system	Braking action	check and replace if necessary
Cable winch	Ease of movement -	check and replace if necessary
Lifting system	Uniformity of lifting action	check and adjust it if required

8.6.3 Inspection schedule

Vehicle part	Test criterion	Work to be done
Brake system	Brake pads	check and replace if necessary
	Mechanical brake system	check or repair if necessary
	Sliding parts of the mechanical brake system	grease them
	Overrun coupling	lubricate
	Brake	adjust it
Wheel bearings	seals	inspect visually and repair them if necessary
	Play	check or repair if necessary
Axis	Signs of damage	inspect visually and repair them if necessary
	Fixtures	check or repair if necessary
	Lubrication	lubricate
Wheel rims	Signs of damage	check and replace if necessary
Tyres	Signs of damage	check and replace if necessary
	Over-ageing	check and replace if necessary
	Profile	check and replace if necessary
	Concentricity (Smooth running) -	check and balance the tyres if required
	Air pressure	check and adjust it if required
Draw-bar / Overrun coupling	Screw connections	check and replace if required
Lighting	connector, cable and lamps	check or repair if necessary
	Rear reflectors and tail lamps	check and replace if necessary
Signs	completeness and legibility	check and replace if necessary
Lifting system	Uniformity of lifting action	check and adjust it if required
	Plastic guide bars	check and replace if necessary
Accessories	Connections	check them and service or replace them if needed
	Load-securing hooks	check them and service or replace them if needed

8. Cleaning, Maintenance and Inspection

8.6.4 Inspection certificate

	Seal	Date	Signature
Handing over - Inspection			
1000 km inspection (latest ½ year after delivery)			
5000 km inspection (latest 1 year after the previous inspection)			
10,000 km inspection (latest 1 year after the previous inspection)			
15,000 km inspection (latest 1 year after the previous inspection)			
20,000 km inspection (latest 1 year after the previous inspection)			

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	Seal	Date	Signature
25,000 km inspection (latest 1 year after the previous inspection)			
30,000 km inspection (latest 1 year after the previous inspection)			
35,000 km inspection (latest 1 year after the previous inspection)			
40,000 km inspection (latest 1 year after the previous inspection)			
45,000 km inspection (latest 1 year after the previous inspection)			
50,000 km inspection (latest 1 year after the previous inspection)			

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	Seal	Date	Signature
55,000 km inspection (latest 1 year after the previous inspection)			
60,000 km inspection (latest 1 year after the previous inspection)			
65,000 km inspection (latest 1 year after the previous inspection)			
70,000 km inspection (latest 1 year after the previous inspection)			
75,000 km inspection (latest 1 year after the previous inspection)			
80,000 km inspection (latest 1 year after the previous inspection)			

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	Seal	Date	Signature
85,000 km inspection (latest 1 year after the previous inspection)			
90,000 km inspection (latest 1 year after the previous inspection)			
95,000 km inspection (latest 1 year after the previous inspection)			
100,000 km inspection (latest 1 year after the previous inspection)			
105,000 km inspection (latest 1 year after the previous inspection)			
110,000 km inspection (latest 1 year after the previous inspection)			



1st Edition 01/2017

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