



OPERATOR'S MANUAL

DIVISION 1 GENERAL

NAME AND THE ADDRESS OF THE MANUFACTURER

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! IMPORTANT



NOTE

Read the entire user manual before using your trailer. It is necessary to follow the instructions in the user manual. Braking to follow these instructions may invalidate the warranty conditions. Please note that the images used are copies. MEGA ÇELİK reserves the right to change the format of this document and make technical changes to the products.

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1. BEFORE USE

1.1. Documents supplied with the trailer

User Manual: The user manual contains the basic steps for using the trailer and provides a lot of additional information. Before using the trailer for the first time, read the user manual carefully and follow all instructions and steps completely.

Keep the User Manual for the entire life of the trailer and pass it on when selling it. When the trailer is delivered, in addition to the user manual, the following general documents are also delivered.

The certificate of conformity is a legally mandatory document that confirms that your trailer has been tested under the 2018/858/EU regulation before mass production and that it meets both the technical and safety requirements under the specified conditions.

1.2. Data reconciliation between documents

When delivered, the trailer is equipped with a manufacturer's plate and a vehicle identification number (VIN) engraved on the chassis.

Compare the data between the plates attached to the trailer and the vehicle documents.

Please note that the documents are issued once, free of charge, and cannot be changed independently.

If your vehicle documents are lost, please contact us. In this case, have the vehicle chassis number ready.

The trailer's vehicle identification number is located on the type plate, on the right side of the chassis in the direction of travel or on a structural part of the vehicle chassis.

1.3. Registration and insurance requirements

Within the scope of the legislation valid in the Republic of Turkey, there is a requirement for plate registration and annual inspection for all trailers.

In EU member states, registration procedures can be carried out primarily with a Certificate of Conformity (CoC). However; National provisions may additionally apply. In this case, learn about country-specific regulations.

1.4. First inspection

The first inspection of your trailer is done until the end of the first year of registration. Follow the instructions on the www.tuvturk.com.tr web pages.

National provisions within the EU member range may apply. In this case, you will learn about certain systems in order not to have problems with pricing and inspection periods.

1.5. Authorized dealers and services

For more information, downloads, service workshops and specialist dealers, visit www.hippotrailer.com.

1.6. Scope of delivery

After receiving the delivery or accepting the trailer, check the delivery contents for completeness, functionality and integrity.

2. SAFETY

2.1. Usage

2.1.1. Proper use

Trailers manufactured by Mega Çelik are cargo trailers and may only be operated in accordance with their intended use. Actions contrary to their intended use are prohibited acts. Intended use includes compliance with the operating instructions, assembly instructions; maintenance intervals and maintenance work specified by the manufacturer in this manual.

Intended use includes the following:

- Transport of goods
- Equipment with Hippo Trailer® accessories and spare parts
- Equipment with Hippo Trailer® approved accessories and spare parts
- Compliance with all safety instructions on the product and in the documents provided with the product
- Commissioning in a completely flawless technical condition

2.1.2. Improper use

Mega Çelik is not responsible for damages resulting from actions resulting from improper use. Warranty and guarantee claims will be time-barred.

Foreseen cases of improper usage includes below:

- Failure to comply with the warnings and instructions in the documents accompanying the distribution,
- Exposure of animals and people
- Transportation of goods for which Hippo Trailer® trailers are not equipped and approved for transport
- Hot and fluid products such as tar and concrete,
- Food industry activities other than intended use,
- Exceeding the permissible total weight,
- Exceeding the drawbar separation,
- Exceeding the loading capacity,
- Making unauthorized technical modifications,
- Traveling with a load that is not securely secured,
- Initial use with defective axles, alignment, drawbar and other trailer malfunctions,
- Initial use with dirty or dysfunctional lighting equipment,
- Traveling with any upper level walls, wings, doors and covers open,
- Driving with inadequate cladding and superstructure cladding,
- Driving with safety catches open,
- Driving with loosened accessories and spare parts,
- Driving with parking and installation support if equipped,
- Driving with jockey wheel in park position,
- Driving with hanging ramps open,
- Driving with tarpaulin open,
- Driving with interchangeable parts that can be replaced in case of trailer breakdowns and any accessories and spare parts,
- Any changes to the manufacturer's plate of the trailer, coupling or drawbar,
- Any changes to the embossed circuit number

2. SAFETY

Pay particular attention to the following:

- The interior of the trailers is not waterproof or moisture-proof, except for those designed to transport refrigerated products.
- The trailer's small load is only protected against splashing water, depending on the existing cover.
- In addition, take additional safety precautions for your moisture-sensitive loads.
- Accessories and spare parts that the trailer will be retrofitted with; Safety elements installed and arranged in accordance with the installation manual are used to prevent accidental loss.
- Accessories and spare parts used in a different way from their original positions must be returned to their original positions before departure.

2.2. Safe use rule

This section outlines the instructions that must be followed at all times when using your Trailer. However, these instructions do not exempt the user from legal and other local regulations on traffic safety and occupational health and safety.


In different types of work areas; the safety instructions that must be applied and the current road traffic rules must always be followed.


When designing the trailer, priority has been given to the safety of the operator. The necessary tools have been provided to ensure easy access to the areas of use.


Before using your trailer, read the safety section in this user manual and follow the safety instructions provided.

2.2.1. Terms and symbols used


Whenever you see the words and symbols below in the manual or on the vehicle; ALWAYS follow the relevant instructions for your own personal safety.

 DANGER	This symbol, when used with the word "DANGER", indicates a LIKELY HAZARDOUS situation which, if not avoided, could result in DEATH OR VERY SERIOUS INJURY.
---	--

 WARNING	This symbol, when used with the word "WARNING", indicates a POTENTIALLY HAZARDOUS situation which, if not avoided, could result in DEATH OR SERIOUS INJURY.
--	---

 CAUTION	This symbol, when used with the word "CAUTION", indicates a POTENTIAL HAZARD which, if not avoided, could result in MINOR INJURY.
--	---


! IMPORTANT	The word "IMPORTANT" is used to identify special instructions or procedures which, if not strictly followed, could result in damage to the machine, process or its environment.
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 NOTE	The word "NOTE" is used to indicate points that require special attention for more efficient and convenient repair and use.
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2. SAFETY

2.2.2. Cautions regarding use









- **Your vehicle's construction:** The standard structure of your trailer should not be changed. (Example: welded addition to the chassis, tires that are not the original size, etc.) Any changes to the trailer from its factory state will reduce safety and durability and will negatively affect warranty conditions.
- **Mechanical connection:** Always check the coupling connection between the vehicle and the trailer and that the jockey wheel is raised off the ground before setting off.
- **Passengers:** Carrying passengers is not allowed on your trailers.
- **Children and trailer:** Do not allow children to enter between the trailer and the towing vehicle, even when parked.
- **Lending:** Do not lend your trailer to inexperienced people who are not used to its use. You may be held responsible as the vehicle owner for any risks that may occur.
- **Maintenance:** Compliance with the maintenance instructions and applicable safety instructions in this manual is the user's responsibility. Whether your vehicle is connected to a tow truck or not; do not perform any maintenance without taking safety precautions. Lamps: Always ensure that the lamps and reflectors, if provided, are clean and in working order.
- **Driving speed:** Adjust your speed to suit the driving surface, visibility and load. Avoid sudden increases or decreases in driving speed (braking) as well as tight turns at high speeds. If care is not taken, the trailer may tip over or improperly secured loads may slip. It should be noted that the speed limit for vehicles towing trailers within the borders of the Republic of Turkey is 10 km/h less than the limit determined according to the category of the towing vehicle.
- **Trailer load:** The load you will carry in your trailer must be properly and safely secured. The load must not block the driver's vision, lighting lamps and reflectors.
- **Labels and Decals:** Replace lost or illegible Danger, Warning, Caution or Instruction decals with new ones. In case of loss or damage, you can contact our factory and obtain them.

 WARNING	DO NOT remove or cover Danger, Warning, Caution or Instruction stickers.
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- **Driving:** Before driving, always check that your trailer is safe for use on the road. Before setting off, make sure that your trailer does not obstruct the rear view mirrors. When towing a vehicle where the centre of gravity is significantly away from the rear of the vehicle you are driving, it should be borne in mind that there can be a lot of vibration during cornering.

 DANGER	Failure to follow the instructions and directions in the user manual may result in property damage, injuries or even death.
! IMPORTANT	Failure to comply with the instructions and specifications will void your vehicle's warranty.
 NOTE	Always follow all instructions and specifications in the user manual and other provided documentation.
 DANGER	Live stock carriage: Incomplete fastening and safety devices do not ensure safe transportation. Animals may be injured or killed.

2. SAFETY

	<p>Only carry goods approved for the relevant trailer type.</p>
	<p>Unauthorized persons may be injured or killed in the trailer and in the access area of the trailer. Only trained persons are allowed to be in and use the trailer.</p>
	<p>Unauthorized persons may be injured or killed in the trailer and in the access area of the trailer. Only trained persons are allowed to be in and use the trailer.</p>
	<p>Walking and loading on unsuitable surfaces can damage both the surfaces and other trailer parts.</p>
	<p>Only enter the loading area and areas designated for this purpose. You may only load into the loading area and approved superstructures.</p>
	<p>Do not operate or install without protective gloves and appropriate personal protective equipment.</p>
	<p>Machine-made parts may have roughness and sharp cutting edges. You may be injured by sharp-edged parts during work.</p>
	<p>Use appropriate personal protective equipment. Other appropriate personal protective equipment may include safety glasses and hard hats.</p>

2. SAFETY

2.3. Stickers on the trailer

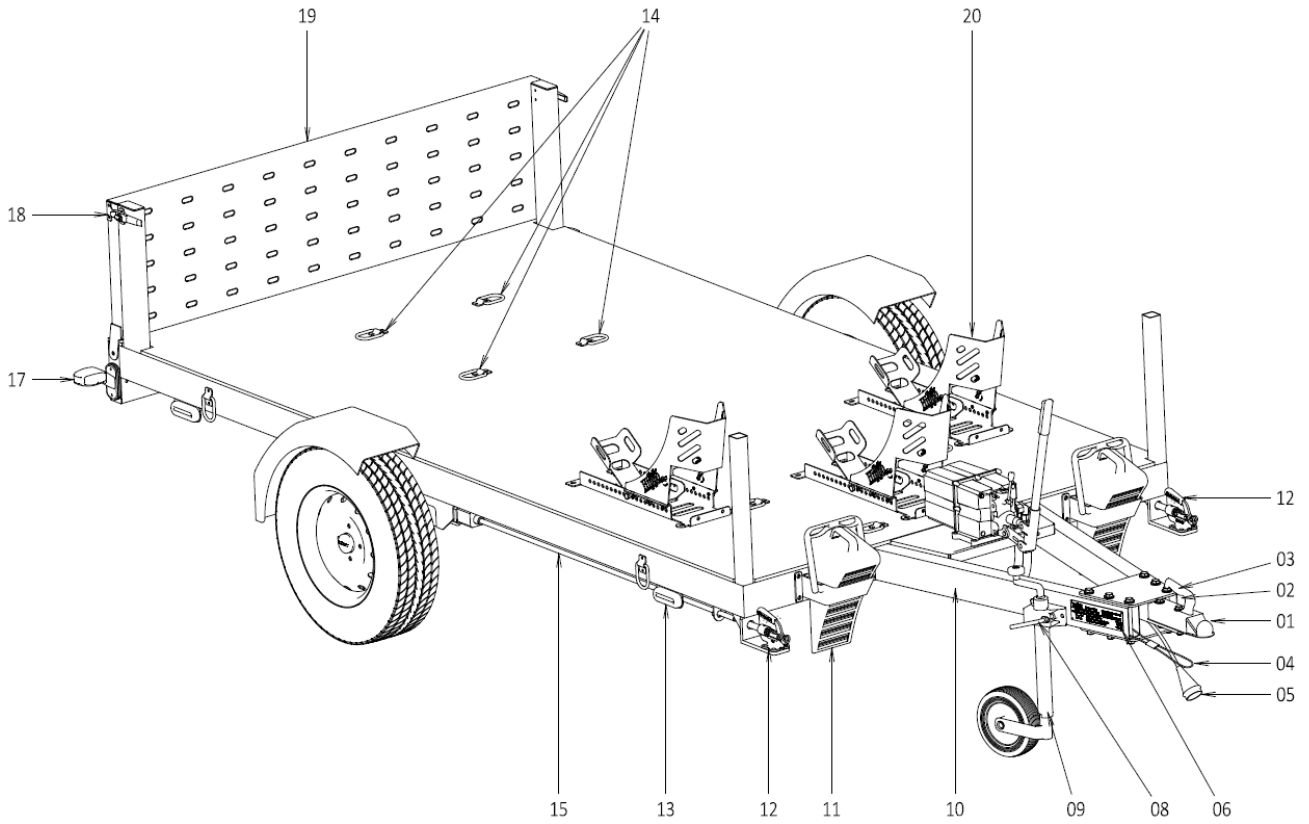
	Danger of hand getting stuck
	Danger of hand falling
	Danger of hand slipping
	Do not step here
	Use protective boots
	Use protective gloves
	Wear protective overalls
	Wear a safety vest

3. PRODUCT EXPLANATIONS

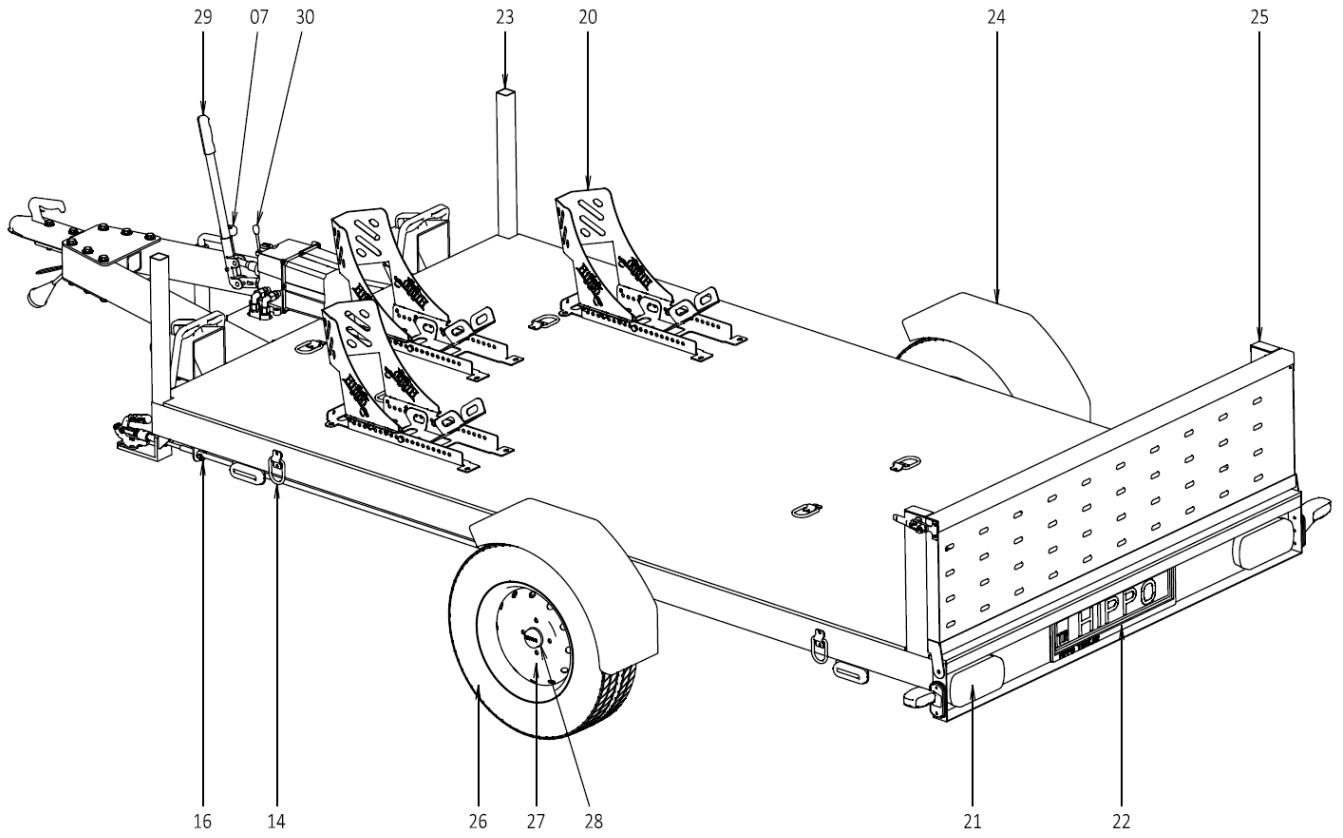
3.1. Vehicle construction

3.1.1. Control components and their functions

3.1.1.1. Unbraked trailers



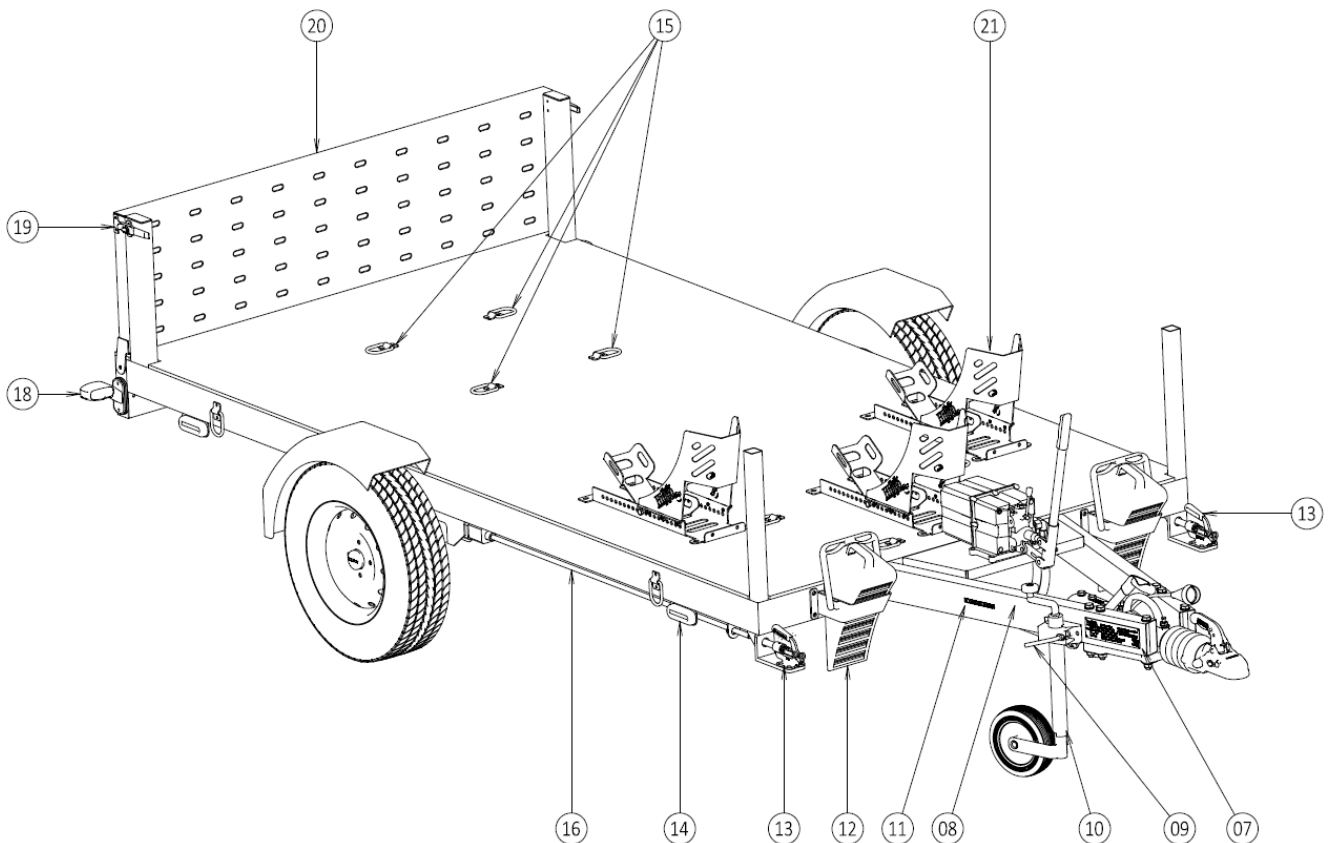
3. PRODUCT EXPLANATIONS



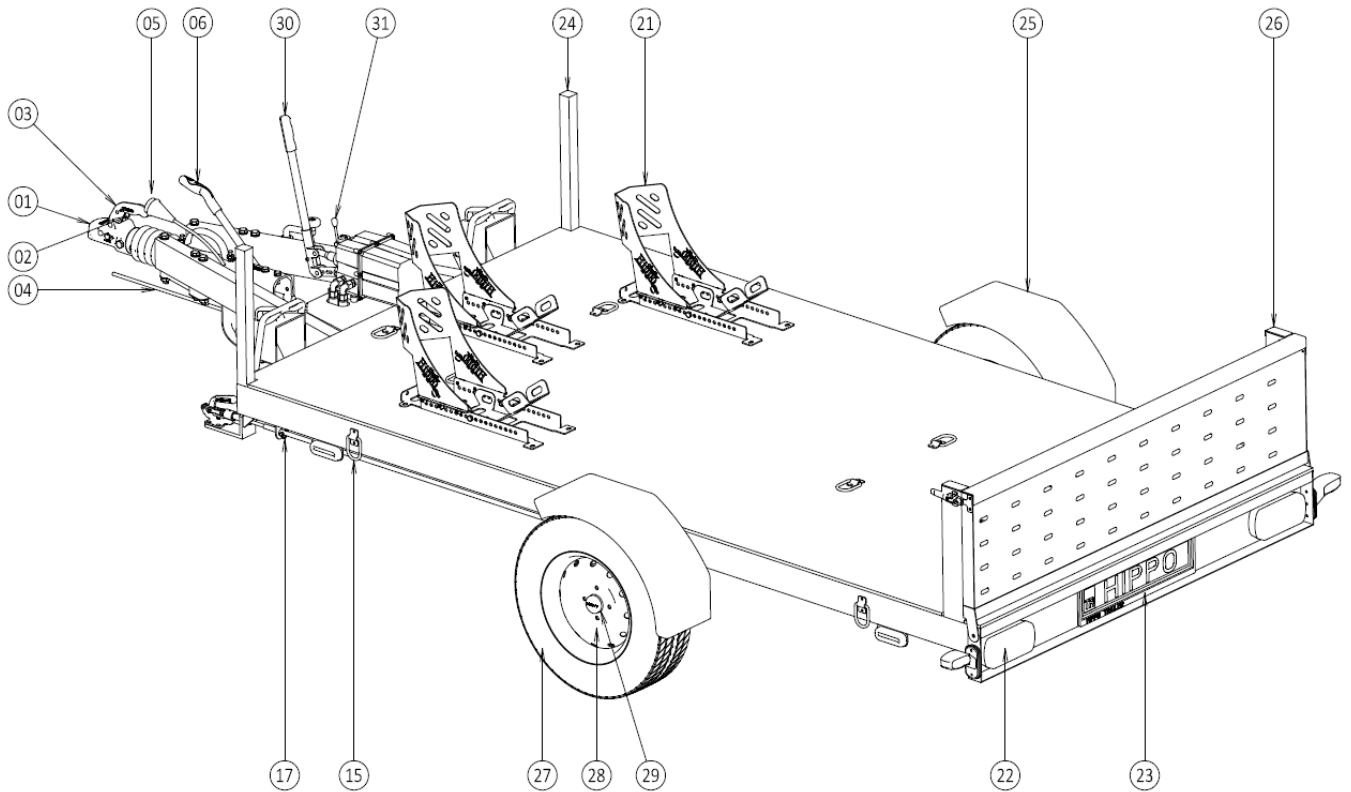
3. PRODUCT EXPLANATIONS

- | | | | |
|----|--------------------------------------|----|-------------------------------|
| 01 | Coupling head | 16 | Push-rod fixation pin (D pin) |
| 02 | Trigger | 17 | End outline marker lamp |
| 03 | Coupling connection lever | 18 | Ramp fixing pin |
| 04 | Retaining cable | 19 | Ramp |
| 05 | Trailer socket | 20 | Cycle front wheel holder |
| 06 | Manufacturer's plate | 21 | Tail lamp |
| 07 | Jockey wheel height adjustment lever | 22 | Registration plate space |
| 08 | Jockey wheel bracelet | 23 | Front column |
| 09 | Jockey wheel | 24 | Mud guard |
| 10 | Vehicle Identification number | 25 | Post column |
| 11 | Wheel wedge | 26 | Tyre |
| 12 | Axle hinge fixing lever | 27 | Rim |
| 13 | Side marker lamp | 28 | Wheel hub cap |
| 14 | D-Ring | 29 | Hydraulic piston lever |
| 15 | Push-rod | 30 | Hydraulic direction valve |

3.1.1.2. Braked trailers



3. PRODUCT EXPLANATIONS



- | | | | |
|----|-------------------------------|----|-------------------------------|
| 01 | Coupling head | 17 | Push-rod fixation pin (D pin) |
| 02 | Trigger | 18 | End outline marker lamp |
| 03 | Coupling connection lever | 19 | Ramp fixing pin |
| 04 | Break-away cable | 20 | Ramp |
| 05 | Trailer socket | 21 | Cycle front wheel holder |
| 06 | Park brake lever | 22 | Tail lamp |
| 07 | İmalatçı plaketi | 23 | Registration plate space |
| 08 | Manufacturer's plate | 24 | Front column |
| 09 | Jockey wheel release lever | 25 | Mud guard |
| 10 | Jockey wheel | 26 | Post column |
| 11 | Vehicle Identification number | 27 | Tyre |
| 12 | Wheel wedge | 28 | Rim |
| 13 | Axle hinge fixing lever | 29 | Wheel hub cap |
| 14 | Side marker lamp | 30 | Hydraulic piston lever |
| 15 | D-Ring | 31 | Hydraulic direction valve |
| 16 | Push-rod | | |

3. PRODUCT EXPLANATIONS

3.2. Markings








<p>Vehicle Identification Number</p>													
<p>Manufacturer's plate</p>	 <table border="1" style="margin-left: 20px;"> <tr> <td>Manufacturer Name</td> <td>MEGA ÇELİK YAPI SAN. VE TİC. LTD. ŞTİ.</td> </tr> <tr> <td>Type Approval Number</td> <td>e13*2018/858*00424*00</td> </tr> <tr> <td>Vehicle Identification Number</td> <td>NLX14010XNTAH0001</td> </tr> <tr> <td>Tech. Permissible max. laden mass</td> <td>750 kg</td> </tr> <tr> <td>Tech. Permissible max. mass on coupling point</td> <td>0 - 75 kg</td> </tr> <tr> <td>Tech. Permissible max. mass on 1st Axle</td> <td>1 - 750 kg</td> </tr> </table> <p style="font-size: small; text-align: right;">EU REPRESENTATIVE: Merih Yeşilık Fellbacher Str. 129 70736 Fellbach Germany</p>	Manufacturer Name	MEGA ÇELİK YAPI SAN. VE TİC. LTD. ŞTİ.	Type Approval Number	e13*2018/858*00424*00	Vehicle Identification Number	NLX14010XNTAH0001	Tech. Permissible max. laden mass	750 kg	Tech. Permissible max. mass on coupling point	0 - 75 kg	Tech. Permissible max. mass on 1st Axle	1 - 750 kg
Manufacturer Name	MEGA ÇELİK YAPI SAN. VE TİC. LTD. ŞTİ.												
Type Approval Number	e13*2018/858*00424*00												
Vehicle Identification Number	NLX14010XNTAH0001												
Tech. Permissible max. laden mass	750 kg												
Tech. Permissible max. mass on coupling point	0 - 75 kg												
Tech. Permissible max. mass on 1st Axle	1 - 750 kg												
<p>Coupling EC Approval Number</p>													

4. USAGE


4.1. Driving with trailer

4.1.1. Check-liste before use

Is there any external damage to the trailer?	
Are all parts of the trailer complete?	
Is the jockey wheel properly secured in the up position?	
Is the coupling properly secured to the ball?	
Is the trailer plug properly secured to the trailer socket of the towing vehicle?	
Are the retaining rope or, if provided, the breakaway rope properly attached?	
Is the parking brake released, if provided?	
Are the signals and lights working?	
Are all fasteners tightened?	
If loaded; is it properly secured at the trailer's center of gravity?	

 DANGER	If the coupling is not properly locked, the safe connection between the towing vehicle and the trailer cannot be guaranteed. The trailer may separate from the towing vehicle and endanger traffic. People may be injured or killed.
 WARNING	Always check that the coupling is correctly positioned before starting to drive. Only start driving the vehicle-trailer when the coupling is properly locked.
 WARNING	A worn coupling does not provide a secure connection between the towing vehicle and the trailer. There is an increased risk of slipping and swaying.
 CAUTION	Perform regular visual checks for wear and damage.
 NOTE	To reduce the wear process, follow the maintenance intervals and instructions given in this manual.
 WARNING	Coupling and uncoupling on slopes: Without adequate safety against slipping on sloped ground, the trailer may start to move. The trailer and the load may be damaged. People may be injured.
 ! IMPORTANT	Secure the wheels with wheel chocks. If provided, apply the handbrake.

4.1.2. Speed limits

 WARNING	Exceeding the speed limit may impair the driving characteristics and road holding of the vehicle/trailer. There may be a risk of skidding. The trailer and the towing vehicle may be damaged. People may be injured or killed.
--	--

4. USAGE

! IMPORTANT

Do not exceed technical or legal speed limits for the trailer. Adjust your speed according to road conditions

- 4.1.2.1. Republic of Turkey:** Please remember that the speed limit for vehicles towing trailers within the borders of the Republic of Turkey is 10 km/h less than the limit determined according to the category of the towing vehicle.
- 4.1.2.2. EU member states:** Speed limits for vehicles towing trailers in EU member states may be determined by national technical regulations in each country. There may be differences between EU member states in this regard.
- 4.1.3. Increased braking distance:** Remember that the braking distance of the vehicle-trailer combination increases due to the additional load on the towing vehicle (weight of the trailer with accessories and load). Increase your safe braking distance from the vehicle in front of you.
- 4.1.4. Restricted rear vision:** Remember that rear vision can be restricted by loads and trailers. High structures such as tarpaulins, boxes, cage attachments, high rear loading panels or ladder racks can impair your rear vision.
- 4.1.5. Driving restrictions:** Please note that driving with a trailer will disrupt the following factors:
- The curve radius or turning radius of the vehicle-trailer combination increases.
 - Acceleration ability decreases due to higher total mass.
 - Braking distance increases due to higher total mass

- 4.1.6. In extreme weather conditions:** Weather conditions can affect the driving behavior of a vehicle-trailer combination.
- Stormy weather and strong winds:

Trailers with a large area, fully enclosed superstructure have a risk of tipping and sliding due to the increased exposure area during storms and high winds.

The stability of the vehicle / trailer combination is reduced and the trailer may tip over.

When driving with an empty trailer, the effects of storms and winds can be felt more.

- Heavy rain and icy ground:

Slippery conditions caused by heavy rain and ice, rain-scoured roads, wet paved roads or similar conditions can impair the handling of the vehicle / trailer.

There is an increased risk of skidding.

The driver's vision may be restricted.

The braking distance of the vehicle / trailer increases.

- 4.1.7. In rough road conditions:**

Rough road conditions can negatively affect the driving behavior of the vehicle-trailer combination. Due to poor road conditions, the vehicle-trailer combination may start to sway from side to side. The stability of the vehicle-trailer combination may decrease and the trailer may overturn.

Rough road conditions can affect and damage the axles, suspensions, shock absorbers, wheels or towbar coupling. Reduce your speed in such cases. Kötü yol koşulları, aksları, süspansiyonlarını, amortisörleri, tekerlekleri veya çeki demiri kaplinini etkileyebilir ve bunlara zarar verebilir. Böyle durumlarda hızınızı azaltınız.

4. USAGE

4. USAGE

4.2. Retaining cable and breakaway cable

It is necessary to secure the train using a safety cable between the trailer and the towing vehicle. It can save lives in an emergency. The legal status and penalties for non-compliance with the use and attachment of the breakaway cable are country-specific.

Therefore, before traveling abroad, learn about country-specific laws and recommendations. The correct technique for attaching these cables is not to place them in a loop on the towbar, but to attach them to a fixing hole.

4.2.1. What is the difference between a retaining cable and a breakaway cable?

Both cables are safety cables and are intended to reduce the extent of damage to following road traffic in the event of a separation of the towing vehicle and trailer.

The retaining cable is only used on unbraked trailers. If the trailer separates from the towing vehicle, the safety cable has the task of holding the trailer behind the vehicle. In an emergency, the only connection between the towing vehicle and the trailer is the restraining rope. The driver can stop the vehicle / trailer train in road traffic without the trailer getting out of control.

The breakaway cable is used on braked trailers. Once the trailer separates from the towing vehicle, the breakaway releases the brake on the trailer by pulling it and then separates from the towing vehicle in a controlled manner. The trailer then stops by itself with the least possible damage.

4.2.2. Use of retaining cable








NOTE

The retaining rope can be attached to a ring on a fixed part of the towing vehicle or to the ring on the towbar. For detachable towing devices, the hook at the end of the rope must be attached to a fixed part on the vehicle.




4. USAGE

4.3. Safety signs on the coupling

Symbol	Colour	Meaning	Illustration
-	Red	Improper connection or wear limit exceeded	
+	Green	Properly connected and ready to go	
x	Red	Open	
-	none	Improper connection or wear limit exceeded	
+	none	Properly connected and ready to go	
	Amber	Improper connection or wear limit exceeded	
>	Green	Properly connected and ready to go	
open	Red	Open	

 NOTE	<p>Safety images may not be the same for every coupling. Depending on the manufacturer, the meaning of the safety symbols and colors may vary.</p>
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4.4. Attaching and removing the coupling to the towbar

			<p>Wear appropriate personal protective equipment. Other appropriate personal protective equipment may include safety glasses and helmets.</p>
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4.4.1. Before connect the trailer

- Secure the towing vehicle so that it does not slip.
- If necessary, clean foreign objects on the tow ball and trailer coupling,
- If necessary, remove and reposition the wheel chocks as appropriate,
- If necessary, release the parking brake.
- Position the trailer behind the towing vehicle. The centers of the trailer and the towing vehicle should be as level as possible.
- Adjust the height of the jockey (pivot) wheel so that the bottom of the coupling is above the tow ball.

4. USAGE

4.4.2. While connecting

- Place the trailer coupling on the tow ball.
- If the trailer needs to change position, re-secure the trailer using wheel chocks and the handbrake.
- Open the coupling. If provided, the safety indicator on the coupling should be in the red zone or the “X” position.
- Reduce the height using the jockey (pivot) wheel height adjustment lever until the coupling fits onto the tow ball.
- Once the coupling fits onto the ball, loosen the pivot wheel connection.
- Close the coupling. If provided, the safety indicator on the coupling should be in the green zone or the “+” position.
- Fit the retaining cable properly to a fixed part of the towing vehicle or to the eyelet on the tow ball, if provided.
- Fit the trailer socket that will provide the trailer’s electrical connection properly.
- Fit the breakaway cable properly to a fixed part of the towing vehicle or to the eyelet on the tow ball, if provided (for braked axles).
- Remove the wheel chocks from the tires and release the parking brake.

4.4.3. Before take the road

- Make sure the lighting system, signals and stops are working properly.
- Secure the pivot wheel by moving it to the highest position.
- Make sure all trailer connection parts are closed, tightened and secured.

4.4.4. Before uncouple of the trailer

- Secure the towing vehicle so that it cannot slide.
- Secure the trailer so that it cannot slide. Use the handbrake and wheel chocks if provided.
- Lower the pivot wheel to the ground if necessary.

4.4.5. While uncoupling



- Remove the trailer socket that provides the trailer’s electrical connection properly.
- If provided (for braked axles), remove the breakaway cable from its fixed position on the towing vehicle.
- Open the towing coupling. If provided, the safety indicator on the coupling should be in the red zone or the “X” position.
- Increase the ground clearance of the coupling by means of the pivot wheel level adjustment.
- When sufficient distance is provided for the coupling to separate from the ball, push the trailer away from the coupling. You may need to release the chocks for this. After the operation, put the chocks back under the wheels.

4.5. Connection components

4.5.1. Height adjustment

Your trailer has been set as the coupling height is 430 ± 35 mm. The towing vehicle's tow ball height should be 350-420 mm. Before using your trailer; make sure that these heights match each other.

4. USAGE

 WARNING	Never grease the inside of the coupling and the towbar ball. Just remove dust and dirt.
 WARNING	A greased towbar ball can weaken the working effect of the coupling. There is an increased risk of slipping.

4.6. Loading

4.6.1. Important terms

Maximum permissible laden mass: Indicates the maximum permissible weight including the loads your trailer will carry. It should not exceed the maximum weight on the manufacturer's plate.

This limit is 750 kg for your O1 category trailer; and 3,500 kg for your O2 category trailer, technically.

Empty weight: The weight of your trailer including all accessories and equipment used.

Payload: It is obtained by subtracting the empty weight from the maximum permissible loaded mass.




Hitch load: It is the vertical load applied by the trailer coupling to the towing vehicle's ball. It should not exceed the maximum weight on the manufacturer's plate.

The lower limit for O1 category trailer is 25, the upper limit is 75 kg.


The lower limit for O2 category trailer is 25, the upper limit is 350 kg, technically

4. USAGE

4.6.2. Loading general cargo and bulk loads



 WARNING	<p>When loading a trailer on a rough road surface or in a sloped position; it may not be possible to place the load properly on the axle or distribute the bulk loads evenly in the loading area. The position of the load may change and the trailer may tip over uncontrollably. Persons in the direct impact area may be injured. The trailer and the goods may be damaged.</p> <ul style="list-style-type: none">• Make sure that there are no people or objects in the impact area of the load.
 WARNING	<p>If the trailer is not attached to the towing vehicle during loading, proper loading may not be possible. The trailer may tip over or begin to move in an uncontrolled manner. Parts of the trailer and the load may be damaged. Persons in the direct area of impact of the trailer may be injured.</p> <ul style="list-style-type: none">• Always attach the trailer to the towing vehicle during loading.• Secure the trailer with chocks to prevent it from slipping.• Use support devices if necessary
 CAUTION	<p>Do not load in a way that it protrudes forward, backward or to the sides.</p>

- Attach the trailer to the towing vehicle properly.
- Place wheel chocks under the wheels and engage the parking brake if provided.
- Use additional supports to secure the trailer if necessary.
- If necessary, fold down the dropsides for easier access to the loading area.
- Load the trailer.
- Secure the load properly.
- Close all dropsides before moving.
- If necessary, place additional parking supports in the driving position.
- Properly attach the wheel chocks to the trailer and disengage the parking brake if provided.



 NOTE	<p>Unload the load outside the axle area first. Otherwise, the trailer may lean to one side or create stress on the axle.</p>
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4. USAGE

4.6.3. Loading and unloading

 DANGER	<p>If the permitted load of the ramps is exceeded, the driving ramps may be damaged. Safe loading cannot be guaranteed. The trailer and the load may be damaged. Persons in the direct area of effect may be injured or killed.</p> <ul style="list-style-type: none"> • Before starting to load, check that the weight of the load complies with the maximum permitted load.
 DANGER	<p>If the trailer is loaded on an uneven road surface or on a slope, the ramps may sink, tip over or slide. Loads on the ramps may fall, be damaged, and cause further damage to the load and trailer.</p> <ul style="list-style-type: none"> • Persons in the direct impact area may be injured or killed. • Make sure the ground is flat and level. • Adjust the ramps to the track width of the load. Make sure the ramps are free of moisture, ice, snow and dirt.

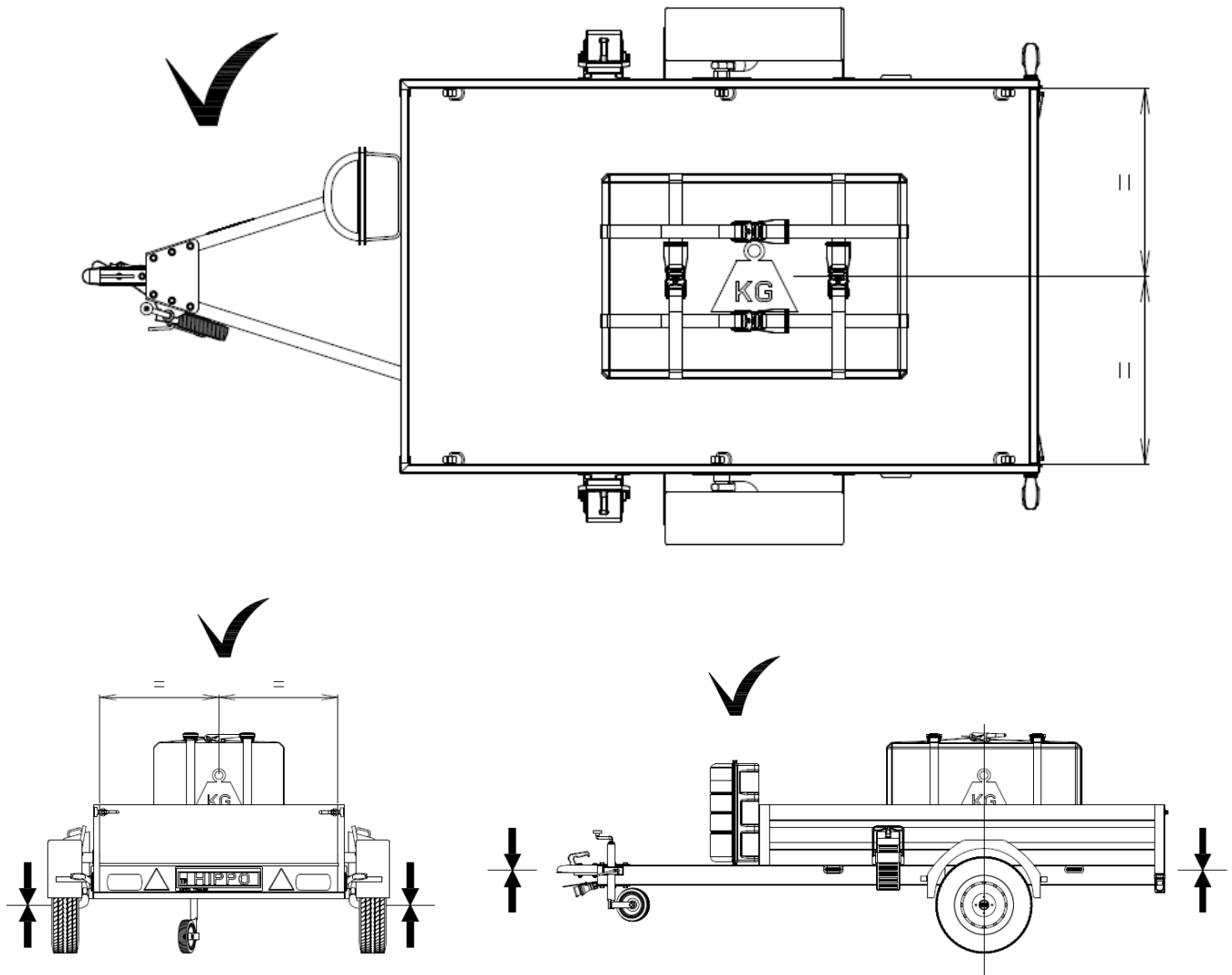
4.6.4. Distribution of loads

 DANGER	<p>If the permitted load of the ramps is exceeded, the driving ramps may be damaged. Safe loading cannot be guaranteed. The trailer and the load may be damaged. Persons in the direct area of effect may be injured or killed. Before starting to load, check that the weight of the load complies with the maximum permitted load.</p>
 WARNING	<p>Driving with an incorrectly distributed load: Incorrect load distribution negatively affects the road holding of the vehicle-trailer combination. The risk of skidding increases. Steering and braking effects may be impaired.</p> <ul style="list-style-type: none"> • Overloading and instantaneous shock loads damage the components of the towing vehicle and trailer.

- Avoid one-sided loading.
- Distribute bulk material evenly in the loading area.
- Distribute general cargo in the loading area near the axle.

4. USAGE

Proper load distribution



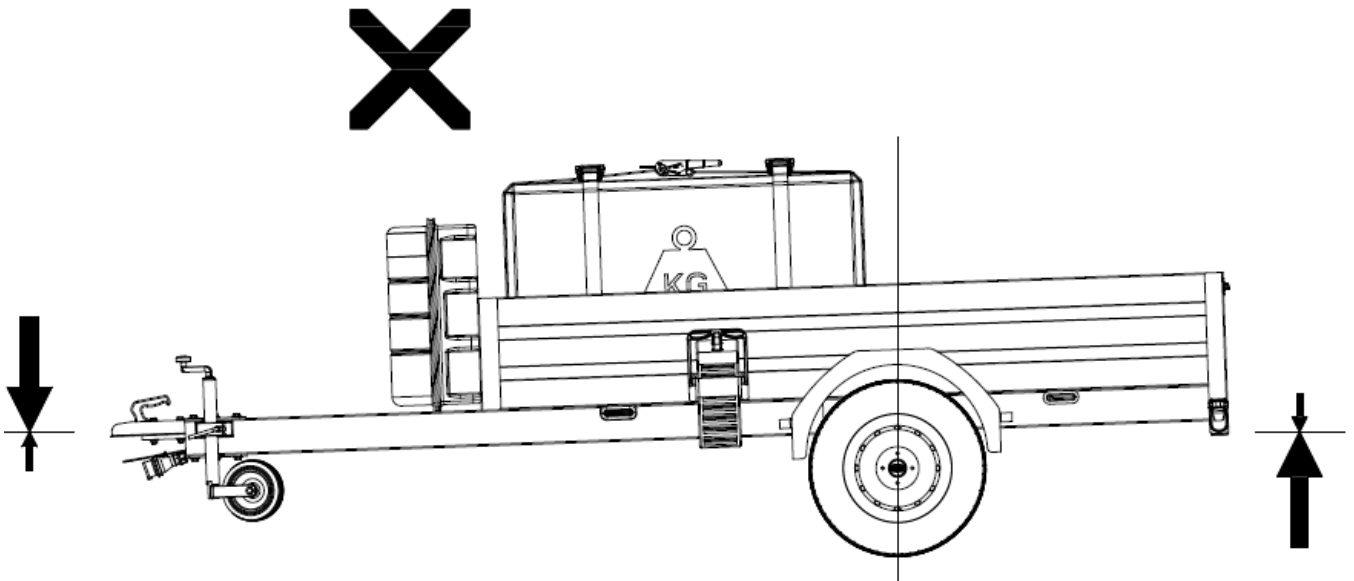
- The load center of gravity is directly over the axle or as close as possible.
- Distributed loads are evenly distributed over the loading area.
- The loading area is not loaded locally.
- The load is not on one side of the loading area.
- The maximum permissible drawbar load is not exceeded.

Possible consequences:

- The trailer is loaded evenly.
- Full braking effect is available.
- Risk of skidding is minimized.
- All wheels are in full contact with the ground.
- Optimum driving characteristics of the vehicle-trailer combination are ensured.

4. USAGE

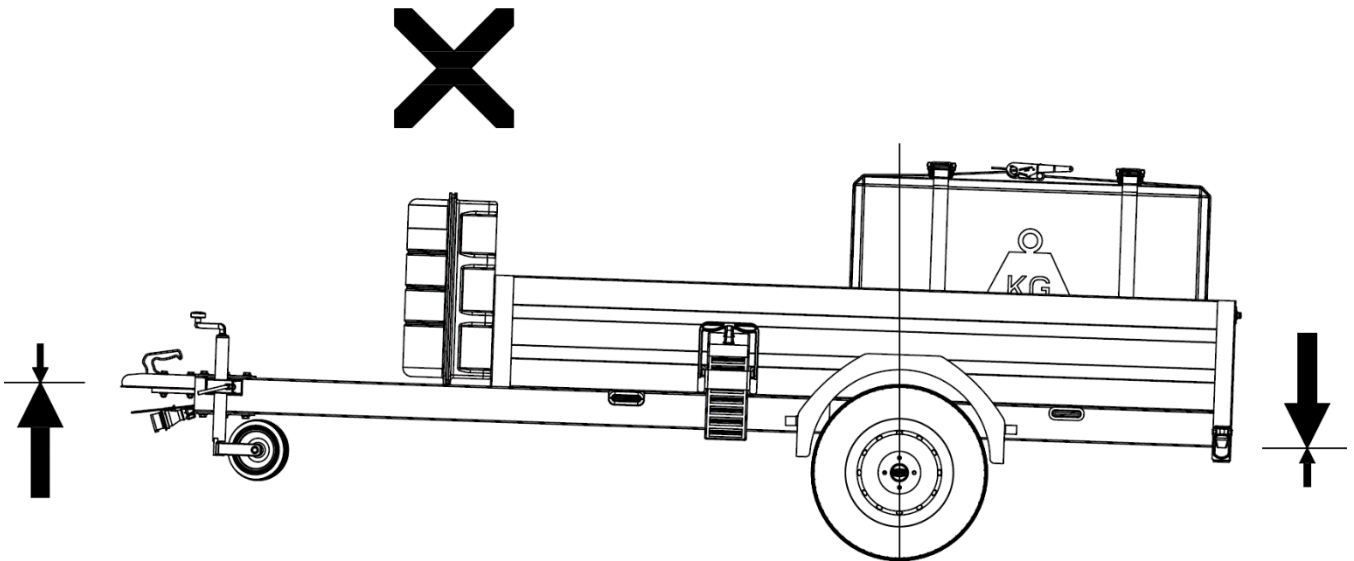
Improper load distribution



The load's centre of gravity is ahead of the axle(s)

Possible consequences:

- The load on the hitch ball is more than it should be,
- The braking effectiveness, road holding and driving characteristics of the train are impaired.

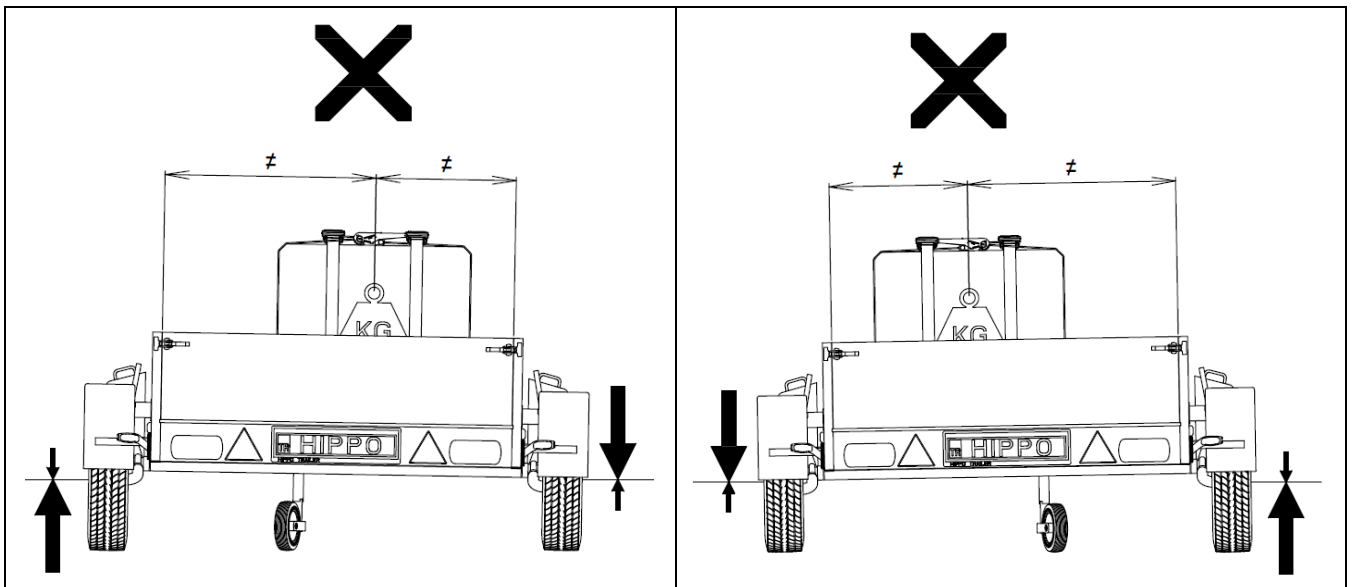


The load's centre of gravity is behind of the axle(s)

Possible consequences:

- The load on the hitch ball is lower than it should be.
- Braking efficiency, road holding and driving characteristics are impaired.
- The risk of going off the road and skidding increases.
- The wear of trailer components and the coupling increases.

4. USAGE



Loading the load unevenly close to the sides

Possible consequences:

- Braking efficiency, road holding and driving characteristics are impaired.
- The risk of skidding and skidding increases.
- The wear of trailer components and coupling increases.

4.6.5. Special characteristics

Bulk loads

High and wide superstructures may encourage users to overload bulk cargo. Before loading, determine the carrying capacity of the trailer and how much bulk cargo can be loaded onto the trailer. Do not exceed the load limit of the trailer.

Please note that, unlike dry cargo, wet cargo does not have a larger volume but a larger weight. If this point is overlooked, it may lead to unintentional overloading of the trailer.

Make sure that bulk cargo does not fall off during the journey. A suitable net or tarpaulin is recommended for securing and protecting bulk cargo.

Loads protruding beyond the loading area

If the protruding load does not affect the turning area of the trailer, the front cover can be folded down during driving. Do not place any protruding loads so that they pass the side of the towing vehicle. If necessary, lift the front of the load with suitable equipment. The folded front cover should not lie loosely on the towing arms.

The rear body cover can be dismantled for loads protruding to the rear.



The load protruding to the rear must not obstruct the lighting equipment. In addition, the required viewing angle of 15° upwards from the horizontal plane must be observed.

The rear wall must not be folded down for loads protruding to the rear during driving.

It should be noted that markings must be made in accordance with the relevant legislation for loads protruding.


4. USAGE

4.6.6. Securing the load


	Driving with an unsecured load: The load can slip and get lost. Sliding loads can affect optimum road holding. The risk of skidding increases. Before each journey, check that the load is secured firmly. Do not use damaged or unsuitable load securing equipment.
	Sliding loads can block following road traffic. People can be injured or killed. Trailer parts and belongings can be damaged.

Exceeding the lashing and blocking forces of lashing points or load securing equipment

Lashing points and load securing equipment provide security up to a fixed value depending on the design. If the maximum values are exceeded, the load can no longer be properly secured. The lashing points, the load securing and the load may be damaged. The load may slide on the loading surface and impair the driving characteristics of the vehicle-trailer train

	Obey with maximum clamping and blocking forces
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Attaching the load to unsuitable superstructures

	If the loads attached or placed on the superstructures are not secured; <ul style="list-style-type: none">• May not be properly secured and may slide uncontrollably.• The optimum roadholding of the vehicle-trailer combination may be impaired.
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When securing the load, the following points should be taken into account.

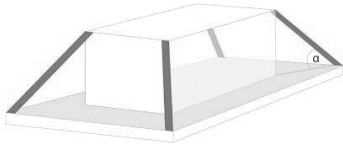
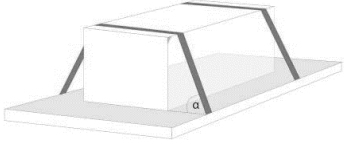
- The load must not move on the load platform during travel.
- The load securing must not loosen during travel.
- Only suitable lashing points and load securing equipment may be used.
- The load securing must be adapted to the load.
- The load must be stacked and secured in a way that meets legal requirements and complies with accepted technical regulations.
- Points not specified as lashing points must not be used to secure the load.

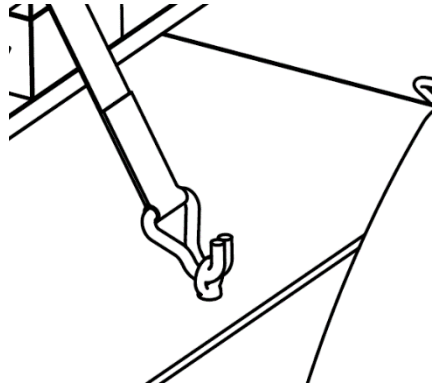
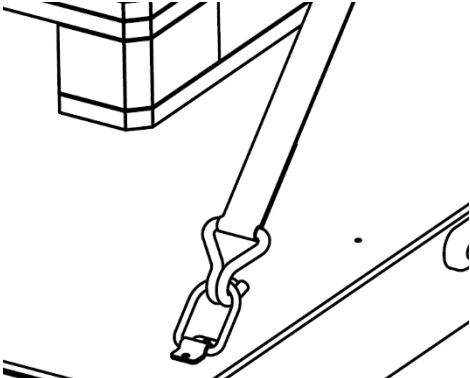
4.6.7. Important terms

Direct connection: It is the fixing of the load by using the combination of fixing elements and force.

Tie-down connection: The load is fixed to the loading area by the safety equipment in a completely front-locked manner. The aim here is to increase the friction coefficient of the load with the platform.

4. USAGE

	
<p>Direct connection</p>	<p>Tie-down connection</p>

Connection part	Load	Proper combination
<p>Eyebolt DIN 12195-2</p>	<p>45° 95 kg Vertical 140 kg</p>	
<p>D ring</p>	<p>45° 45 kg Vertical 75 kg</p>	

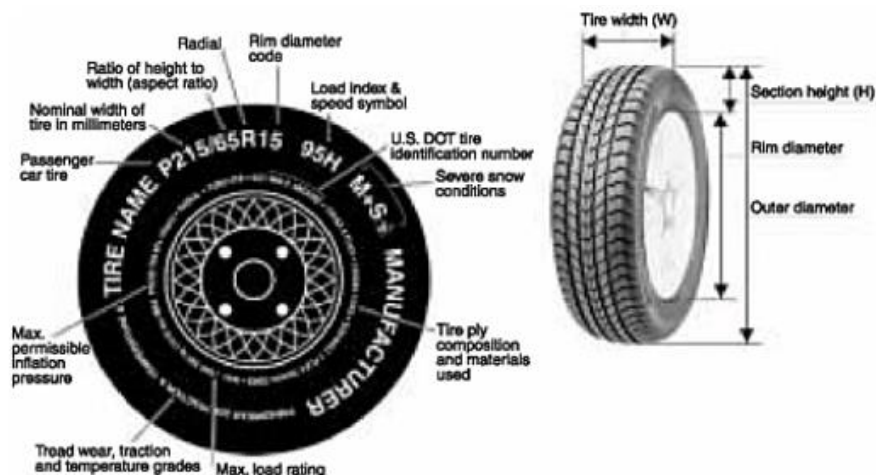
Miscellaneous load securing parts

<p>Net</p>	
<p>Tarpaulin</p>	

4. USAGE

4.7. Components and their functions

4.7.1. Tyres



Tires of sizes not included in the tire list should not be installed on your trailer. The dimensions of the tires that can be installed according to the vehicle weight are given in the table below.

TABLE: COMPATIBLE TIRE SIZES

Tire size designation	Load index	Capacity (kg)	1.000 kg	1.300 kg	1.500 kg	1.750 kg	1.800 kg	2.500 kg	3.000 kg	3.500 kg
185/65 R14	93	1.300	√	√	–	–	–	–	–	–
195/65 R14	89 - 94	1.160 - 1.340	√	√	–	–	–	–	–	–
	95 - 97	1.380 - 1.460	√	√	–	–	–	–	–	–
	98	1.500	√	√	√	–	–	–	–	–
205/65 R14	91 - 94	1.230 - 1.340	√	√	–	–	–	–	–	–
	95 - 97	1.380 - 1.460	√	√	–	–	–	–	–	–
	98	1.500	√	√	√	–	–	–	–	–
185/65 R15	89 - 94	1.160 - 1.340	√	√	–	–	–	–	–	–
	95 - 97	1.380 - 1.460	√	√	–	–	–	–	–	–
	98	1.500	√	√	√	–	–	–	–	–
195/65 R16	104	1.800	√	√	√	√	√	–	–	–
225/75 R16	112	2.240	√	√	√	√	√	–	–	–
	115	2.430	√	√	√	√	√	–	–	–
185 R14 C	102 / 100	1.600	√	√	√	–	–	–	–	–
195 R14C	106 / 104	1.800	√	√	√	√	√	–	–	–
185 R15C	103 / 102	1.700	√	√	√	–	–	–	–	–
195/50 R13	104 / 101	1.650	√	√	√	–	–	–	–	–
225/70 R15C	112	2.240	√	√	√	√	√	–	–	–
235/75 R15	110 / 107	2.120	√	√	√	√	√	–	–	–
225/75 R17,5	129 / 127	3.700	√	√	√	√	√	√	√	√
245/70 R17	119 / 116	2.720	√	√	√	√	√	√	–	–
205 R14C	109 / 107	2.060	√	√	√	√	√	–	–	–
175 R13C	97 / 95	1.340	√	√	–	–	–	–	–	–
205/70 R15C	106 / 104	1.800	√	√	√	√	√	–	–	–

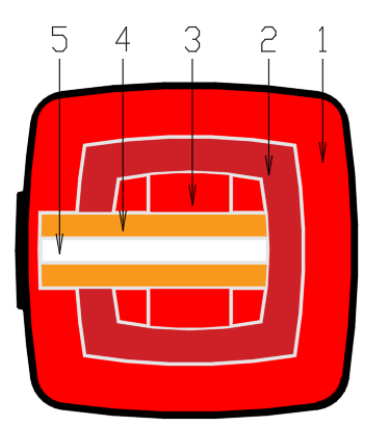
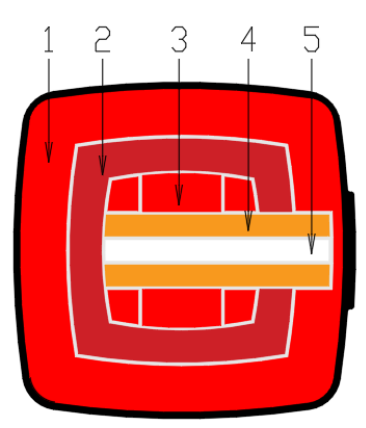
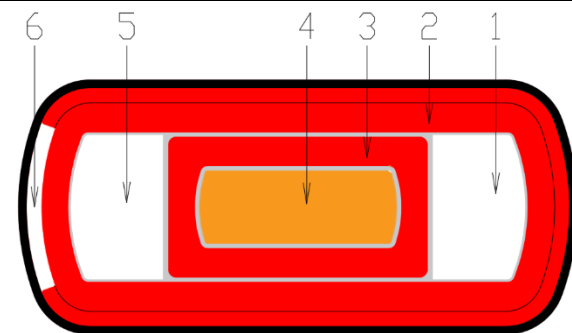
4. USAGE

195 R15C	104 / 102	1.650	√	√	√	–	–	–	–	–
215/75 R15C	100 / 97	1.600	√	√	√	–	–	–	–	–
225/75 R16C	118 / 116	2.640	√	√	√	√	√	√	–	–
215/75 R16C	116 / 114	2.500	√	√	√	√	√	√	–	–
205/65 R16C	107 / 105	1.950	√	√	√	√	√	–	–	–

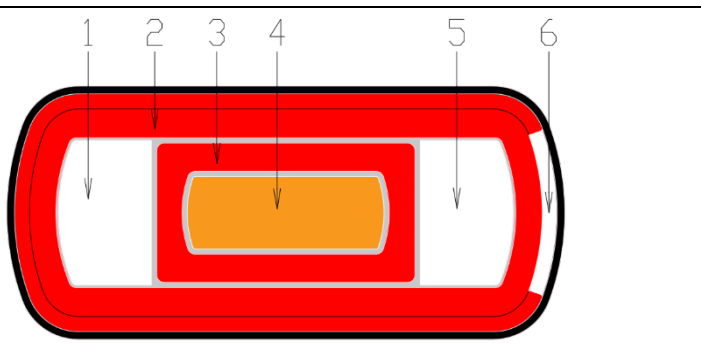
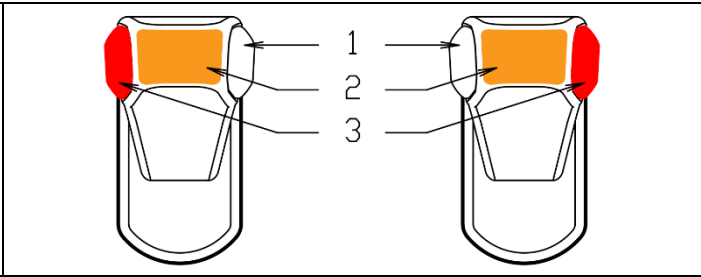



4.7.2. Electric connection

	
7 pins socket	13 pins socket

4.7.3. Lighting and light signalling devices

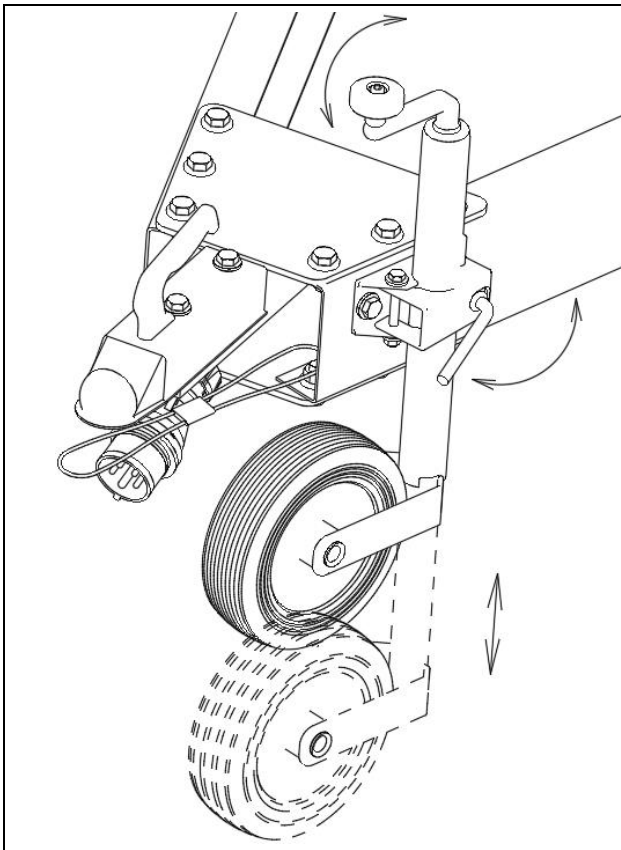
		<ol style="list-style-type: none"> 1. Stop lamp 2. Fog lamp 3. Rear position lamp 4. Direction indicator lamp 5. Reverse lamp
LEFT	RIGHT	
		<ol style="list-style-type: none"> 1. Fog lamp (Blinks in red when activated) 2. Rear position lamp 3. Stop lamp 4. Direction indicator lamp 5. Reverse lamp 6. Registration plate illumination lamp
		RIGHT

4. USAGE

		LEFT	
RIGHT		LEFT	<ol style="list-style-type: none"> 1. Front end outline lamp (white) 2. Side marker lamp (amber) 3. Rear end outline lamp (red)
			Side marker lamp (amber)
			Rear end outline lamp (red)
			Front end outline lamp (white)

4.7.4. Jockey wheel

4. USAGE



To put it in the parking position

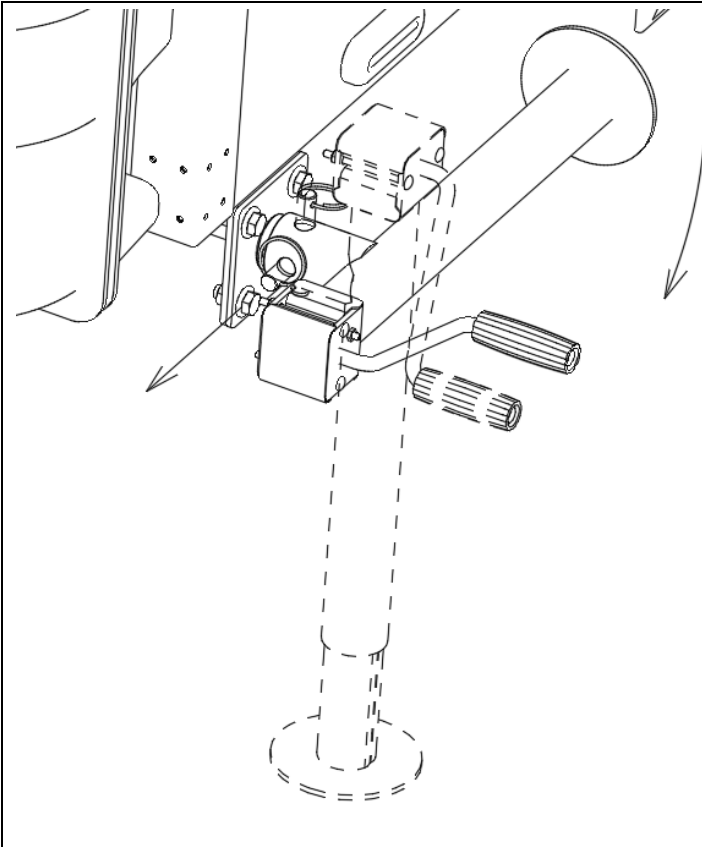
- Loosen the clamp by opening the locking lever,
- When the wheel is a few centimeters away from the ground, turn the lever in the opposite direction and tighten the clamp,
- Turn the jockey wheel lever to bring the wheel into contact with the ground.

To put it in the road position

- Lift the jockey wheel up by turning the lever. Make sure that the fork fits into the slot opened in the guide tube.
- Loosen the clamp by opening the locking lever,
- Lift the jockey wheel to the highest position and tighten the clamp.

4.7.5. Adjustable support leg

4. USAGE



To put it in park position



- Remove the locking element and turn the parking support 90° towards the ground,
- Re engage the locking element,
- Replace the lever and turn until the support leg touches the ground.

To put it in road position

- Lift the support leg up by turning the lever.
- Remove the locking element and turn the parking support 90° upwards,
- Replace the locking element.

5. MAINTENANCE

5.1. Maintenance concept

 WARNING	<p>Your vehicle will be out of warranty in case of damages caused by negligence in maintenance and repair activities. Do not neglect the operations and routine checks in the maintenance calendar.</p> <p>For part replacements, obtain your spare parts from Hippo Trailer approved dealers and the factory.</p>
 NOTE	<p>For malfunctions and repairs that you cannot fix or perform yourself or that must be done by trained expert personnel, contact a specialist or service workshop. Repair manuals and further information for specialist and service workshops can be provided to you upon request. This information is also available on the HIPPO dealer portal.</p>

5.2. Maintenance intervals

- 5.2.1. After delivery: Perform a complete check when you receive your vehicle from the dealer. If necessary, perform pre-driving checks.
- 5.2.2. 1,000 km or 6 month maintenance: Perform your first maintenance after 6 months have passed since purchasing your vehicle or if you have driven 1,000 km (whichever comes first). You can find detailed information about checkpoints in the maintenance table.
- 5.2.3. 1,000 km or 6-month maintenance: Perform your first maintenance after 6 months have passed since purchasing your vehicle or if you have driven 1,000 km (whichever comes first). You can find detailed information about checkpoints in the maintenance table.
- 5.2.4. After this point; except in cases of accidents, have your vehicle serviced every 12 months or 2,000 km (whichever comes first).

5. MAINTENANCE

5.3. Maintenance table




Components	Description	Before driving	1.000 km / 6 months	2.000 km / 1 year
Components with mechanical functions	Check the function of all locks, locking cylinders, hinges and other mechanical functional elements, clean and lubricate any lubrication points.		x	x
Light signaling devices, electrical system and reflectors	Check the function of all switches, sockets, electrical consuming elements and reflectors.	x		
	Perform visual inspection for cracks and damage		x	x
Batteries	Check the charge level of the battery and accumulators. Visually inspect for fluid leaks and damage.		x	x
Chassis and chassis auxiliary elements	Visually inspect for damage. Check bolted connections.		x	x
Coupling	Perform a visual inspection for damage, check function and wear, clean and lubricate lubrication points if necessary.	x	x	x
Inertia brake system	Perform a visual check for damage, check its function,	x		
	Check for wear. Check the bellows for cracks. Clean and lubricate the greasing points if necessary.		x	x
Retaining cable and breakaway cable	Perform a visual inspection for damage, check function, wear and integrity of connections.	x	x	x
Axles, suspension and shock absorbers	Perform a visual inspection for damage and corrosion, check the control arm position and wheel bearing clearance, and check the specified tightening torque of the bolt connections.		x	x
Braking system	Perform a visual inspection for damage, check the function of the brake mechanism, check the wear status of the brake pads or drums and the proper braking effect.		x	x
Brake adjustment	Check brake sensitivity, adjust basic brake if necessary, check parking brake function.		x	x
Tyres and rims	Perform a visual inspection for damage, check tire condition and inflation pressure.	x	x	x
Hydraulic circuit elements	Check all hydraulic circuit elements for damage, leaks and function, check oil level, clean and lubricate lubrication points if necessary.		x	x
Hydraulic lines	Perform a visual check for fluid leaks, damage, and wear.		x	x
Hydraulic oil	Replace with new one.			x

5. MAINTENANCE

Components	Description	Before driving	1.000 km / 6 months	2.000 km / 1 year
Bed covers and ramps	Visually inspect for damage and corrosion, check rivet and screw connections		x	x
Floor	Visually inspect for damage and corrosion		x	x
Secure of load	Visually inspect all fixing profiles and eyebolts for damage.	x	x	x
Crane cable	Check the winch, including the wire rope, for function and damage.	x		
	Clean and lubricate the gear mechanism, bearing bushes and drum hub.		x	x
Superstructure accessories	Perform a visual inspection for damage and corrosion, check rivet and screw connections, clean and lubricate lubrication points if necessary.		x	x

5.4. Things you can do yourself


5.4.1. Tyres

 WARNING	<p>Standing under the trailer: There is no need to stand under the trailer during a wheel change. If the trailer starts to move uncontrollably, people may be injured.</p> <ul style="list-style-type: none"> Do not stand under the trailer. If the vehicle needs to be lifted for maintenance or repair work, secure the vehicle with additional measures.
 CAUTION	<p>Worn, worn-out tires: Worn-out tires can be damaged while driving. Damaged tires can compromise the optimum roadholding of the vehicle-trailer combination. The risk of skidding increases. Traffic behind you may be affected.</p> <ul style="list-style-type: none"> Do not use damaged, porous or worn-out tires. Replace tires after 6 years at the latest
 NOTE	<p>In addition to tread depth, check the overall condition of your tires regularly. Tires don't just wear out while driving. Even on trailers that are used infrequently, tires can become damaged or porous due to the effects of weather conditions or being parked in the same place for long periods.</p>

- When it comes to wheels, you should check the following regularly:
- Check the tire pressure and adjust to the correct pressure if necessary,
- Visually inspect the tires and rims for damage,
- Check the wear of the tires,
- Check the tread depth of the tires,
- Check the lug nuts and tighten them if necessary.

5. MAINTENANCE

Tire change

 NOTE	Only jack up the trailer when it is empty. If necessary, take additional precautions to secure the vehicle when it is loaded. Choose a jack that is suitable for the maximum loaded weight of the trailer
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- Secure the trailer so that it does not slip. Use wheel chocks for this and apply the handbrake if necessary.
- Place the jack on the axle tube behind the wheel to be replaced.
- Loosen the wheel bolt.
- Remove the wheel
- Mount the new wheel,
- Always tighten the wheel bolts or wheel nuts crosswise,
- Tighten the wheel bolts or wheel nuts to the specified tightening torque using a torque wrench. (Detailed information on tightening torques is provided in the “5.4.3. Screwed connections” section.

Tyre inflation pressures

The following values are valid for the maximum laden mass. If you are going to use it in a different loading condition; use the inflation pressures declared on the official website of the tire manufacturer, which vary according to speed and load conditions.

Size	Recommended inflation pressure
4.00-8	4,25 Bar
5.00-8	5,20 Bar
4.5-10	4,30 Bar
5.00-10	3,50 Bar
145 R10	4,50 Bar
145/80 R10	3,40 Bar
195/55 R10C	6,00 Bar
155/70 R12C	6,50 Bar
195/60 R12C	6,50 Bar
135/80 R13	2,40 Bar
135 R13	2,50 Bar
145 R13	2,60 Bar
145/70 R13	3,70 Bar
145/80 R13	3,00 Bar
155/70 R13	3,10 Bar
155/80 R13	2,80 Bar
155 R13	3,00 Bar
155 R13C	4,50 Bar

Size	Recommended inflation pressure
165 R13	2,50 Bar
165 R13C	4,50 Bar
185/70 R13	6,00 Bar
195/50 R13C	6,50 Bar
175 R14C	4,50 Bar
185 R14C	4,50 Bar
185/65 R14	3,40 Bar
185/70 R14	2,70 Bar
195 R14C	4,50 Bar
195/60 R14	2,70 Bar
195/65 R14	2,70 Bar
195/70 R14	3,10 Bar
195/70 R14C	4,50 Bar
195/55 R15	2,70 Bar
195/60 R15	2,70 Bar
195/65 R15	3,00 Bar
195/70 R15C	4,50 Bar

5.4.2. Lubricants and greasing points

Approved lubricants:

5. MAINTENANCE

- Multi purpose grease DIN 51825 K3K-30
- Synthetic, water repellent, spreadable adhesive lubricant
- Machine oil

Device	Greasing point	Recommend lubricant
Coupling	Ball housing	Multi purpose grease
	Locking mechanism	Multi purpose grease
	Locking mechanism slide	Adhesive lubricant
Brake control mechanism (Overrun device)	Overrun (greasing nipple)	Multi purpose grease
	Joint points and reaction shaft of the handbrake lever	Machine oil
Dingiller	Poriot hubs	Multi purpose grease
	Locking mechanism	Adhesive lubricant
	Axle hinges	Multi purpose grease
Hidrolik silindir	Seals	Multi purpose grease
Manuel hidrolik pompa	Lever joints	Adhesive lubricant
Menteşeler	Hinge rods	Adhesive lubricant
Lockings	Sliding locks	Machine oil
	Locking mechanisms	Adhesive lubricant
Jockey wheel	Guiding rod	Multi purpose grease
Telescopic jack (support legs)	Locking mechanism slide	Adhesive lubricant
	Guiding rod	Multi purpose grease
	Guide thread	Multi purpose grease

5.4.3. Bolt – nut connections

Recommend torque values:

Boltthread size	Strength class	Torque value (Nm)
M6	8.8	10
	10.9	15
M8	8.8	10
	10.9	15
M10	8.8	45
	10.9	70
M12	8.8	85
	10.9	120
M14	8.8	135
	10.9	180
M16	8.8	190
	10.9	280
Rim bolt (Steel alloy rim)	8.8	90
Rim bolt (Aluminum alloy rim)	10.9	125

5. MAINTENANCE

5. MAINTENANCE

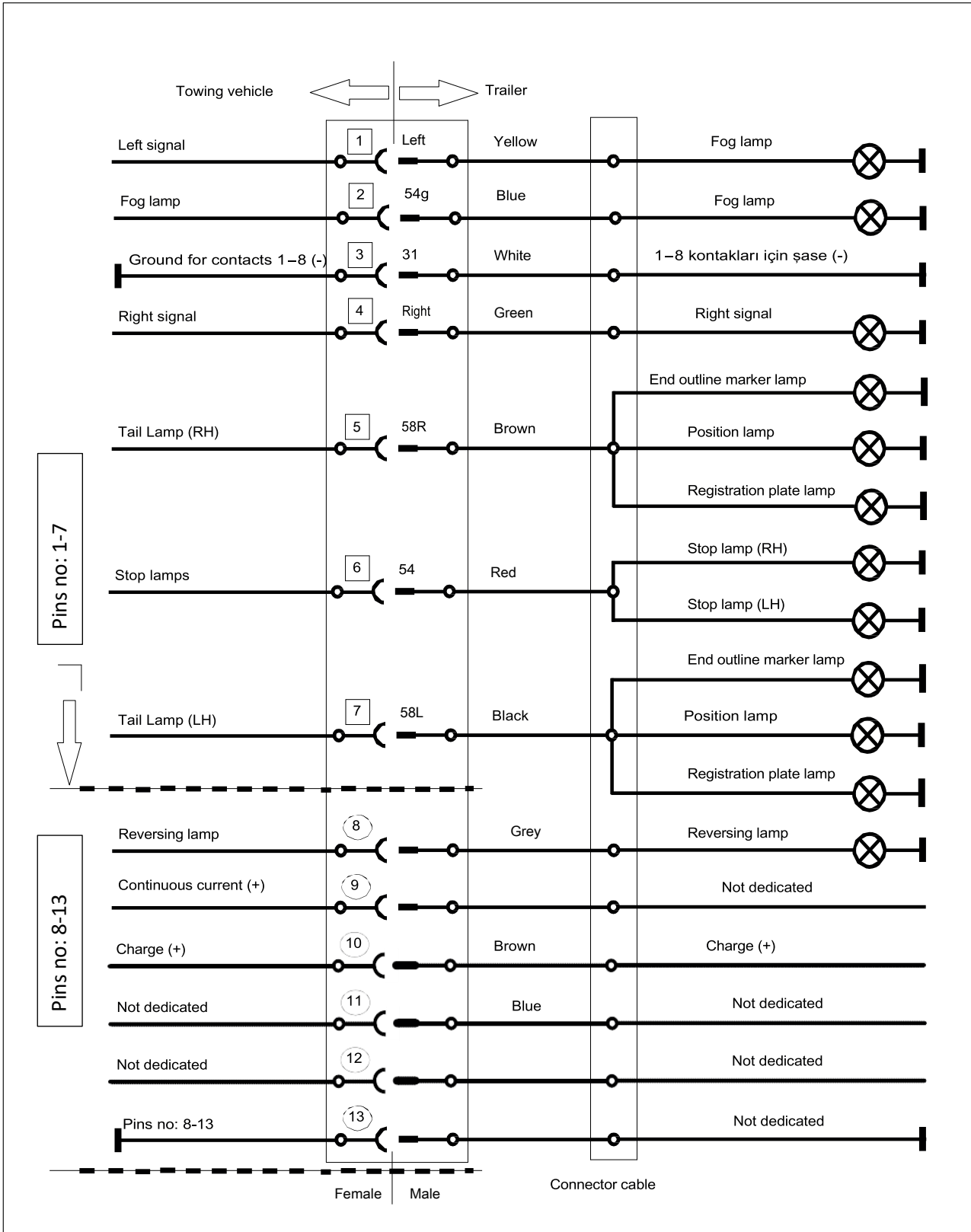
5.4.4. Electrical system



WARNING

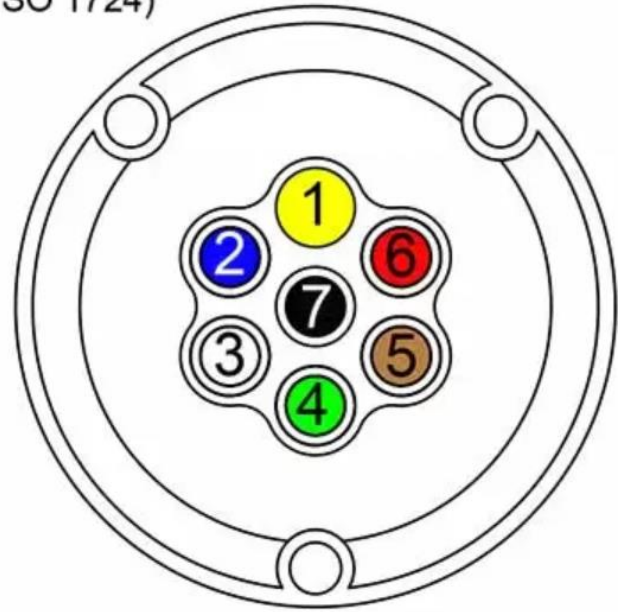
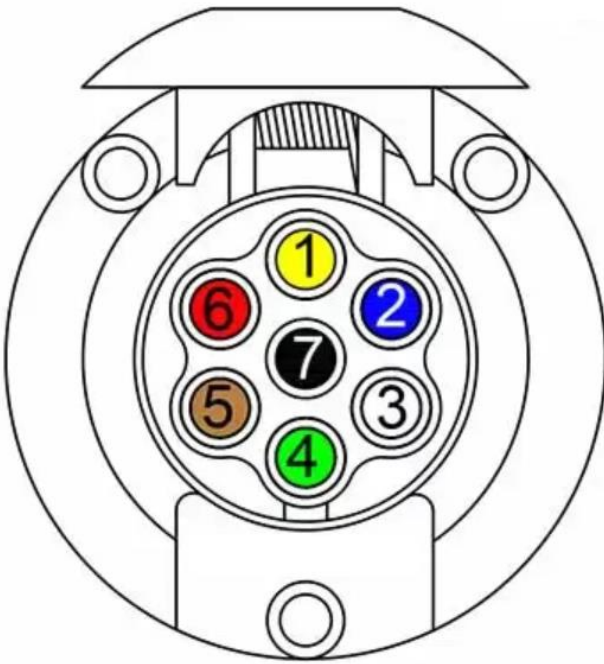
Maintenance and repair work performed while the trailer electrical system is energized; People may be injured. The trailer electrical system may be damaged.

Disconnect the electrical connection between the trailer and the towing vehicle before starting maintenance and repair work.

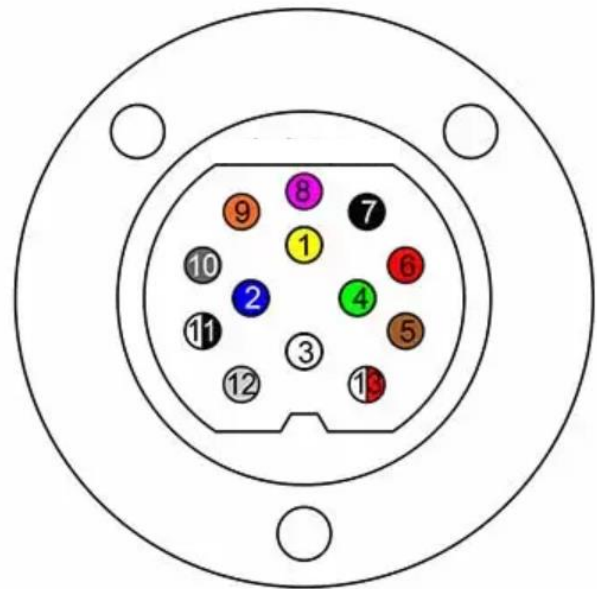
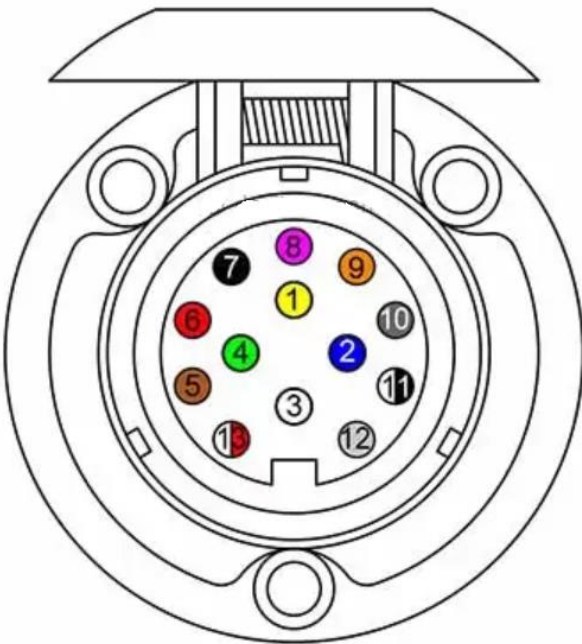


5. MAINTENANCE

7pin
(ISO 1724)




13pin
(ISO 11446)



5. MAINTENANCE

Lighting equipment

Changing bulbs:

 WARNING	<p>Changing light bulbs without protective gloves: Light bulbs can break easily and sharp edges can injure you. The natural oil film from the skin and other foreign matter on the hands can impair the durability and functionality of the lamps. Always wear protective gloves when working.</p>
! IMPORTANT	<p>Fragile lamp glass: The glass in the bulbs is very fragile. Be very careful when handling the bulb.</p>



Socket type bulbs

- Loosen the screw connections of the cover (lamp glass)
- Open the cover.
- Turn the bulb by pressing it and remove it from the socket.
- Insert the new bulb.
- Turn the bulb by pushing it and bring it to its final position.
- Close the cover and tighten the screw connection crosswise by hand.


Fuse type bulbs

- Loosen the screw connections of the cover (lamp glass)
- Open the cover.
- Slacken the bulb holders by pushing them and remove the lamp from its socket.
- Slide the new bulb into its socket.
- Close the cover and tighten the screw connection crosswise by hand.

When there is a fault in lighting groups using LED lights, replace the faulty product with a new one. Since LED lamps are integrated parts, it is not recommended to change the LEDs.

<p>Direction indicator lamps Fog lamps Reversing lamps 12V 21W E15 Socket type</p>	
<p>Combined stop lamp 12 V 5-21 W E15d Socket type</p>	

5. MAINTENANCE

Registration plate lamp Side markers 12V 5W Fuse type	
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5.5. Possible solutions in case of malfunction

Malfunction	Probable cause	Solution
Low braking effect	Increased friction in the inertia brake system, Corrosion in the drawbar and brake system Dirty or worn brake cable Damaged brake transmission system	Remove dirt and corrosion. Clean and lubricate lubrication points. Ensure components move smoothly
Overheating of brake drums/pads when driving forward	Parking brake engaged Jockey wheel obstructs brake line, Worn brake transmission cable, Parking brake engaged while trailer has been stationary for a long time.	Disengage parking brake Secure jockey wheel properly Contact a workshop or a specialist
Jerky or unstable braking operation	Damaged or broken shock absorber of overrun device, Dirty or worn housing or drawbar	Contact a service or a specialist and have the inertia brake system checked.
Increased braking effect of the towing vehicle load changes	Damaged or broken shock absorber of overrun device	Contact a service or a specialist and have the inertia brake system checked.
Brake effect during reversing maneuver	Parking brake engaged, Brake system components corrode, Parking brake engaged while trailer is stationary for a long time, Faulty or broken reversing system.	Disengage the parking brake. Remove dust, dirt and corrosion. Clean the lubrication points and lubricate with suitable compounds. Contact a workshop or an expert.
Overrun device reaches its final point	Damaged or defective shock absorber in overrun device	Contact a workshop or an expert.
Too long stroke interval on overrun device	There is too much play in the brake transmission component	Have the condition and adjustments of the brake system checked. Contact a service or an expert.
Insufficient braking effect of the parking brake.	Over gap in brake transmission device Worn brake pads	Have the condition and adjustments of the brake system checked. Contact a workshop or an expert.
Uneven wear on tire treads	Long-term use with improper tire pressure, Damage of axle geometry	Contact a workshop or an expert.
Unstable movement of the trailer	Tire imbalance or lateral wear, Increased wear on coupling or ball, Overrun device not on centerline of trailer, Damaged or deformed towing system	Have your tires balanced, if the wear is too much, replace them with new ones. Contact a service or an expert.
Faulty or damaged jockey wheel	Overload of the trailer load limit, Excessive stresses during trailer steering, Wear of rubber wheels	Have the jockey wheel repaired, replace it with a new one if necessary
When unloaded, the trailer is on a level	Angles of the axle arms are not the same, One-sided suspension failure	Contact a workshop or an expert.

5. MAINTENANCE

surface, leaning to one side.		
Corrosion on edges	Prolonged exposure to meteorological conditions and splashing water	Clean away corrosion and paint damaged surfaces.
Increased dynamic stress during mobile use	Loose screw connections	Tighten connections with torque wrench, Replace damaged screws

5.6. Periodically maintenance

Regular maintenance of the trailer can extend its service life. Damage caused by neglected maintenance will result in voiding the warranty.

5.7. Cleaning

Cleaning of trailers, accessories and superstructures may only be carried out in designated washing areas. Clean the trailer regularly. Clean the trailer as soon as possible, especially after contact with chemicals and salt water. Prolonged contact with trailer surfaces of fertilisers, road salts and other substances containing salt, lime, acid or ammonia can lead to visible deposits and damage to the anti-corrosion coating. Use suitable containers and films to protect the surfaces when transporting these substances. Use clean water and a suitable cleaning agent for cleaning. Chemically aggressive cleaning agents can damage the materials and components used in the trailer. It is possible to use a high-pressure cleaner to clean the trailer. Avoid direct contact with sensitive components of the trailer such as the towbar coupling, overflow device, brake coupling, tyres, wheel hubs and wheel bearings as well as the lighting system. When cleaning with high-pressure cleaners; use the pressure sprayer in accordance with the following description.

Keep a distance of at least 60 cm from curtain sandwich panels and particle boards.

Keep a distance of at least 30 cm from other parts.

Printed or decal tarpaulins or box walls should not be cleaned with a high-pressure cleaner. The printed or decal surface may be damaged. Rinse the trailer with clean water after cleaning. Allow the trailer to dry completely. Ensure that the surfaces are sufficiently ventilated. We recommend that you allow the trailer to dry in the open air. High humidity in the rooms, along with stagnant moisture and insufficient ventilation, leads to visible white rust formation on the galvanized surfaces of the trailer, as well as to the formation of mold. After cleaning, additionally protect the surfaces with a conventional car protection polish. All surfaces can be cleaned and treated according to these instructions.

5.8. Protection and behavior of materials used

5.8.1. Painted surfaces

Trailers, accessories and spare parts are manufactured on an industrial scale. There may be inevitable forming marks or scratches on the surface. They do not harm the protective oxide layer and the use of the trailer. Sometimes there may be an inevitable reddish brown coloration on the corners and edges. The mentioned scratches and discoloration do not affect the use of the trailer. They are harmless and do not constitute a defect in terms of warranty.

5.8.2. Galvanized surfaces

The surfaces of trailer components, accessories and spare parts are protected against corrosion by one of the following procedures:

- Electro-galvanizing (with sealant)
- Dip bath galvanizing

5. MAINTENANCE

This corrosion protection is a long-term and continuous process. The surfaces darken, become matt and form a protective top layer. This protective layer can be damaged by weathering, environmental or mechanical influences. Depending on the thickness of the zinc coating and the type of surface damage, the zinc protective layer can be reshaped independently. Galvanized components have an additional aluminium content in the galvanizing layer and therefore provide increased corrosion protection. The resulting honeycomb or teardrop-shaped surface is due to technical reasons and is therefore not a defect. The additional sealing layer also provides significantly improved dirt repellency. The formation of the protective top layer is hindered by moisture, dampness and low air supply. As a result, a so-called white residue forms instead of the top layer. The formation of white rust is not a measure of the quality of the galvanizing and in most cases is only a visual deterioration of the galvanizing. The formation of white rust depends on the weather conditions and the way the galvanized steel parts are stored. A small amount of white rust develops into the protective top layer once these favourable conditions have been eliminated. Light white rust can be removed with water and a nylon brush or a non-metallic sponge. Surfaces that have had their zinc coating completely removed should be repaired with zinc protection paint after drying and finally sealed with a polished coating.

To prevent recurring white rust formation;

- Store the trailer in a dry place and provide adequate ventilation.
- Do not cover your trailer with tarpaulin if weather conditions are conducive to condensation and moisture.
- Store dismantled side or additional covers with the grooves pointing downwards so that water can drain off.
- Only pack galvanized parts if you can prevent moisture from forming inside the packaging.
- If proper care is taken, the corrosion protection provided by galvanizing will last 12 years or more.

5.8.3. Powder coated surfaces

Powder coatings on galvanized surfaces extend the corrosion protection of the zinc coating. The zinc coating is protected from weathering by additional powder coating. In addition, powder coated components are better protected against mechanical damage. If the zinc coating between the coating and the base material is undamaged, damage to the powder coating has no effect on the component. We disclaim all guarantees and warranties for damages resulting from use on powder coated surfaces.

5.8.4. Eloksal coated surfaces

Anodized aluminum is used to coat aluminum outer edges. During anodizing, a hard oxide layer is formed from the existing aluminum, increasing wear and corrosion resistance.

5.8.5. Corrosion on surfaces and sharp edges

Corrosion occurs when the protective layer of the surface is permanently damaged. Surface corrosion is usually uneventful if dealt with immediately. The affected area must be completely cleaned of corrosion, repaired with protective zinc paint and finally sealed with a protective wax coating.

5.8.6. Tarpaulins

The tarpaulins are made of polyester (PES) coated on both sides with polyvinyl chloride (PVC). Due to the packaging and transportation methods used, bends and folds are inevitable. Depending on the type of material used, white spots may appear that do not affect the usability. These stains can be reduced if you pull up the tarpaulin immediately after receiving it or at least open it.

5. MAINTENANCE

You can use a tarpaulin cleaner to clean the tarpaulin. Apply the tarpaulin cleaner according to the manufacturer's instructions. For printed or glued tarpaulins, first check a small area to make sure that the tarpaulin cleaner does not damage the printed or glued areas.

We recommend not cleaning in direct sunlight or at very low temperatures. When using the tarpaulin cleaner, it should be rinsed thoroughly with water. Only clean the tarpaulin in suitable wash areas.

When operating the trailer with the tarpaulin attached, increased stress (wear) may occur on the contact surfaces under the tarpaulin in connection with road dust. These signs of wear are due to use and do not constitute a defect in terms of warranty or guarantee.

To avoid these signs of wear, we recommend a self-adhesive protective film in these areas.

5.8.7. Wooden floors and walls

Wooden floors and wooden walls are made of sturdy, waterproof glued multi-layer plywood with phenolic film or plastic coating on both sides. Wood is an organic material, subject to the effects of the environment and weather, and can exhibit the following behaviors:

- Swelling of paints and solvents due to washing and relative humidity,
- Fading due to strong sunlight,
- Porous drying,
- Deformation, cracks or fractures, and excessive stress due to overloading,

Washed paint and solvents can accumulate on galvanized parts and cause discoloration or stained deposits.

Appropriate precautions to prevent damage:

- Remove any accumulated leaves, metal objects or other objects that may affect the ground surface or prevent adequate surface ventilation.
- Park the trailer at an angle. Any remaining water will drain off and stagnant moisture will be prevented.

Do not use colored polishes for finishing wood panels. These will compress the surface. Scratches and abrasions can be treated with wood varnish. Deeper damage can be repaired with wood putty.

5.8.8. Printed and labeled surfaces

Tarpaulins and safe walls may contain surfaces that can be printed or glued later. For this, contact a specialist (agency, printing house, paint shop, etc.). Tarpaulins and safe walls may become deformed, roughened, faded, torn or otherwise damaged due to incorrect and unprofessional printing or labeling. Avoid printing on the edges of the tarpaulin. Since tarpaulin is a flexible component, the print may come loose due to wind and weather conditions. Surfaces that are already very worn and exposed to weather conditions should not be printed or glued any more.

5.8.9. Ropes

Tarpaulin ropes consist of a number of rubber strips covered with a fabric wick. The rubber is subject to natural wear and tear, aided by high stresses and direct sunlight. If the tarpaulin rope is porous, damaged or torn, it should be replaced immediately..

5.8.10. Joint fillers

Joints are subject to the effects of the environment and weather; therefore, to the natural ageing and wear processes. Environmental and weather conditions can cause the joint to harden, shrink or become porous. The sealant joint can tear. Damaged sealants must be reworked or replaced.

6. PERIODICAL MAINTENANCE

INITIAL INSPECTION (When received)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

2. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

4. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

6. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

8. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

10. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)

1. PERIODICAL MAINTENANCE (1.000 km or 6 months from receiving)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

3. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

5. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

7. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

9. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)
<i>Tarih, kaşe ve imza</i> <i>Sonraki bakım</i>

11. PERIODICAL MAINTENANCE (Every 2.000 km or once a year)

6. PERIODICAL MAINTENANCE

Tarih, kaşe ve imza

Sonraki bakım

Tarih, kaşe ve imza

Sonraki bakım

7. LONG-TERM STORAGE AND PRESERVATION

! IMPORTANT	The trailer is constantly exposed to water accumulation and high humidity when parked or stored. Humidity and moisture damage the trailer. The properties of the materials used may change. Accumulated and high humidity may cause corrosion and mold. The materials may swell. Ensure adequate water drainage by parking the trailer on blocks or turning the guide wheel. Ensure adequate ventilation of the parking area and surfaces.
! IMPORTANT	Condensation inside: In closed-body trailers, condensation can occur inside due to irregular ventilation. Condensation can lead to corrosion and mold. Materials can swell. Ventilate the inside of the trailer regularly.

A parked or stored trailer must not be an obstruction or cause for accidents. Road traffic must not be disrupted. Only park the trailer in suitable locations. Choose a location where the trailer is protected from external environmental influences. Certain weather conditions can damage the trailer and possibly render it inoperable. Park the trailer in a covered, dry location with level, stable ground. Protect the trailer from theft and unauthorized access.

7.1. Proper storage and parking

7.1.1. Short term storage

For short-term storage, the following instructions must be followed:

1. Apply the handbrake,
2. Secure the trailer with additional chocks to prevent it from slipping,
3. Protect the trailer against unauthorized use with an anti-theft device,
4. Close and secure all opening edges, tarpaulins and doors. Return the driving aids and support devices to their original positions.

7.1.2. Long term storage

If the vehicle is not to be used and/or stored for a long period of time, the following instructions must be followed:

- Loads should not remain in the trailer longer than necessary. Prolonged loading can damage the axle, brake system and wheels. The braking effect may be impaired. The tyres may be deformed.
- Release the handbrake at regular intervals. The handbrake may become jammed and difficult to release due to prolonged use. The brake system may be damaged. The braking effect may be impaired. Secure the trailer with chocks to prevent it from slipping.
- Move the trailer at regular intervals to avoid damaging the tyres. Leaving the trailer stationary for long periods may cause the tyres to deform.
- We recommend jacking up the trailer or erecting the trailer to remove the load from the wheels and axle.
- Remove foreign objects from the trailer. Accumulation of water or wet leaves prevents sufficient surface ventilation and can cause stagnant moisture. Trailer parts may be damaged. As a result, discoloured awnings and sloping edges or swollen loading areas as well as mould growth may occur.
- Ensure adequate ventilation in the parking area. The humidity in the room must be kept low.
- Close all opening edges, tarpaulins and doors. Return the sliders to their original positions.
- Provide adequate ventilation. Condensation may form inside the trailer with a closed high tarpaulin, flat tarpaulin, closed box superstructure or cover. Ventilate the inside of the trailer regularly and remove condensation if necessary.

7. LONG-TERM STORAGE AND PRESERVATION




7.1.3. Parking

In case of short or long-term outages in public areas, the following additional instructions should be followed:

- The lighting equipment and registration number of a trailer parked in a public area should not be concealed.
- Parking a trailer in public areas within the borders of the Republic of Turkey is subject to regulations according to the Highway Regulation and Traffic Law. Depending on the equipment of the trailer, it may be necessary to install parking warning signs or parking lights.
- Local legislation of member states within the borders of the EU may differ. In this regard, obtain information about the relevant legislation of the country(ies) you will be visiting in advance..

7.2. Special storage

Depending on the model, the trailer has the option of being kept upright. Also secure the trailer against tipping over using appropriate equipment.

 WARNING	<p>Positioning the trailer upright: Two people are always required to position the trailer upright. Never position the trailer upright yourself. Do not underestimate the size and weight of the trailer, even if it is empty.</p>
 WARNING	<p>Operation and assembly without protective gloves and suitable personal protective equipment: Machine-made trailer parts may have roughness and sharp edges. People may be injured by the parts during operation. Always wear protective gloves during operation. Wear suitable personal protective equipment. Do not underestimate the size and weight of the trailer, even if it is empty.</p>
 WARNING	<p>Risk of the trailer tipping over: The trailer is stable when upright, but it can still tip over under certain conditions. The trailer is particularly sensitive to strong winds and storms. Additionally, secure the trailer against tipping over with suitable equipment.</p>
! IMPORTANT	<p>Tilting the trailer: Trailers must not be stored on their side or in other different positions. Trailer parts may be damaged. Stability cannot be guaranteed. For long-term storage, position the trailer in the driving position or upright.</p>
! IMPORTANT	<p>Tilting the trailer: Trailers must not be stored on their side or in other different positions. Trailer parts may be damaged. Stability cannot be guaranteed. For long-term storage, position the trailer in the driving position or upright.</p>

Close all opening covers properly. All other body options and accessories must be dismantled before being erected. Depending on the model, additional supports are required to bring it into an upright position. For information on suitable mounting supports for your trailer, see section 2 of the operating instructions.

Dimensions and space requirements

7. LONG-TERM STORAGE AND PRESERVATION

Only the “Classic trailer” model in category O1 can be stored upright. If you are storing your trailer in a closed area, remember that you need a height of 1.1 times its length and a width of at least 3 m.


All other trailers must be stored horizontally in the road position and on chocks.

7.3. Decommissioning and destruction


7.3.1. Disposing of the trailer or its parts

The trailer or parts of the trailer must be disposed of in accordance with the laws in force at the time of disposal. Always take the trailer or parts of the trailer to a car recycling centre. The specialist staff of the car recycling company will dispose of them there properly..

7.3.2. Waste of electrical parts

	<p>Devices marked with this symbol are subject to European Union Commission Directive 2002/96/EC. All electronic and electrical waste must be disposed of separately from household waste.</p> <p>Ask your local authorities how to dispose of old devices in an environmentally friendly manner.</p>
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7.3.3. Batteries and accumulators

	<p>Batteries are not considered household waste. As a consumer, you are legally obliged to return batteries that have reached the end of their useful life. You can return old batteries to municipal general collection points or to places where such batteries are sold. Batteries can be delivered to collection centers and to battery disposal points established by municipalities.</p>
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7.3.4. End-of-life tires

Tires that have reached the end of their useful life, are old and unusable, should be disposed of in accordance with local regulations.

8. WARRANTY

The warranty and guarantee provisions only cover trailers, components, accessories and spare parts originally manufactured by Mega Çelik or purchased from authorized suppliers of Hippo Trailers.

The Mega Çelik warranty and guarantee conditions always refer to the Hippo operating instructions, maintenance and care instructions, operating and assembly instructions and the documents accompanying the components.

8.1. Content

A. The warranty terms are granted for a period of 24 months from the date of sale of the product to Mega Çelik's contract partner. The delivery note or invoice shall be accepted as evidence. These receipts shall be presented to Mega Çelik. The contract party shall be informed of a defect without delay and a written claim shall be requested by the contract party against Mega Çelik for the elimination of the defect.

B. In the event of justified complaints within the warranty and guarantee period, the goods shall be repaired (maximum three attempts) or replaced within a reasonable period of time. The method of performance shall be determined at the discretion of the guarantor. Repair shall not extend the warranty and guarantee period.

C. The warranty covers material defects, workmanship defects and design defects. The warranty is granted only for original parts in the original design of Hippo and its authorized suppliers. The warranty is granted only for accessories and spare parts together with Hippo trailers.

D. For goods subject to depreciation or whose price has been reduced, the warranty and guarantee shall be granted only in relation to the function of the trailer. The guarantee is excluded if the customer is an entrepreneur or a legal entity under public law or a special fund under public law. E. Our guarantee is only valid within the Republic of Turkey and the EU member states. In case of dispute, the Çorlu courts have jurisdiction.

8.2. Cases not covered by warranty

The following do not represent defects covered by warranty and guarantee:

- Damage caused by violation of intended use
- Events and conditions corresponding to the current state of the art, according to the current state of knowledge. Changes are possible due to technical developments.
- Damage caused by overloading, incorrect transport and operation, use contrary to the maintenance, care and assembly instructions.
- Damage caused or assisted by neglected and neglected maintenance measures and evidence of maintenance has not been provided and the obligation to cooperate has not been fulfilled.
- Damage caused by wear and tear, operating conditions, force, damage and environmental conditions. Wear parts include, but are not limited to, the towbar coupling, the overrunning device and components of the brake, plain bearings, brake pads, tyres and wheel bearings.

Mega Çelik does not provide any guarantee or warranty for these points.

8.3. Cancellation of warranty

Any warranty or guarantee claims of the contract partner/end consumer shall expire in the following cases:

8. WARRANTY

- If unauthorized structural changes have been made to the trailer and its accessories and spare parts. Implementation of unauthorized structural changes may lead to the termination of the EC approval and the withdrawal of the trailer from service.
- If repairs have not been agreed upon with Mega Çelik within the warranty and guarantee period and/or unauthorized repairs have been commissioned.
- If your Hippo trailer has been used, serviced or maintained by unauthorized persons.
- If the facts regarding the warranty claim have been distorted.

The manufacturer's liability for slight or simple negligence shall be excluded.

8.4. Other details regarding warranty

- The warranty claims of the consumer against the contractual partner are not affected by the warranty -
- Our warranty does not cover compensation for other damages. This includes loss of functionality due to wasted labor costs, loss of use, loss of profit and similar reasons.
- Binding declarations under the Hippo warranty are made only by Mega Çelik.
- The warranty does not cover the costs of necessary maintenance measures.

8.5. Further details regarding warranty terms

- Mega Çelik, if it acts as a seller to the consumer, will provide a guarantee within the scope of legal provisions.
- In the event of a guarantee, the legal regulations in force for the Republic of Turkey and EU member states shall apply at the time of transfer of the goods to the contractual partner.
- The legal regulations regarding product liability in the Republic of Turkey are not affected by this.

9. DECLARATIONS

EC Declaration of Conformity

We;

Mega Çelik Yapı Sanayi ve Ticaret Limited Şirketi
Ataköy 5. kısım A-10 Blok D:4
Bakırköy / İstanbul / TÜRKİYE
Telefon : +90 212 559 98 66

Assembly Plant
Mega Çelik Yapı Sanayi ve Ticaret Limited Şirketi
Cumhuriyet Mahallesi Ali Osman Çelebi Bulvarı
Mega Çelik Blok No:93
Çorlu / Tekirdağ / TÜRKİYE

vehicles of the types and variants specified below

MEGA

MEGA1

MEGA2

MEGA3

are manufactured in accordance with the EC directives stated below,

- 2006/42 -EN- Machinery Directive
- EU regulation No: 2018/858 Approval and market surveillance of motor vehicles and their trailers

and declare that the requirements of the following standards are implemented.

DIN EN ISO 12100:2011-03	Safety of Machinery
DIN EN ISO 13854:2020-01	Minimum gaps to avoid crushing of parts of the human body
DIN EN ISO 4413:2011-04	Fluid technology - General rules for hydraulic systems and components

Ömer Faruk ERDEM

General Manager