



METAL-FACH



AGRICULTURAL TRAILER T736A

OPERATING INSTRUCTIONS
TRANSLATION OF THE ORIGINAL OPERATING INSTRUCTIONS
REV. III
OCTOBER 2020



EC DECLARATION OF CONFORMITY

The undersigned,	Jacek Kucharewicz, President of the Board,	
hereby declares, with full responsibility, that the complete machine:		
FARMING TRUCK TRAILER		
1.1.	Brand (the trading name of the manufacturer)	Metal-Fach
1.2.	Type:	T736A
1.2.1.	Variant:	
1.2.2.	Version:	
1.2.3.	Trade name(s) (if any):	N/A
1.3.	Category, subcategory, and vehicle speed indicator	R2a
1.4.	Company name and manufacturer's address:	Metal-Fach Sp. z o.o. ul. Kresowa 62 16-100 Sokółka, Poland
1.4.2.	Name and address of the manufacturer's authorised representative (if applicable)	N/A
1.5.1.	The location of the manufacturer's rating plate	On the right side of the front crossmember on the Trailer body frame
1.5.2.	The method used to fix the rating plate of the manufacturer:	Bonded
1.6.1.	The location of the vehicle-identification number on the chassis	The side of the front crossmember of the chassis frame
2.	Machine-identification number:	At the front right-hand side of the chassis frame
<p>Complies with all the appropriate regulations of Directive 2006/42/EC and the Regulation of the Minister of the Economy dated 21 October 2008 on the principal requirements for machines (Journal of Laws of 2008, No. 199, item 1228, as amended)</p> <p>The following standards have been adopted to carry out compliance assessment: <u>PN-EN ISO 4254-1:2016-02, PN-EN ISO 1853:2019-07, PN-EN ISO 12100: 2012,</u> <u>PN-EN ISO 13857:2020-03</u> and standards PN-ISO 3600:1998, PN-ISO 11684:1998 and the Notice of the Minister of Infrastructure, Construction of 15 December 2016 on the publication of the uniform text of the Regulation of the Minister of Infrastructure on the technical conditions and obligatory equipment of vehicles (Journal of Laws of 15 December 2016, item 2022).</p> <p>Safety Testing Report No.: LBC/104/20</p> <p>This EC Declaration of Conformity shall become null and void if the machine is modified or reconstructed without the Manufacturer's consent.</p>		

Sokółka

(Place)

2020-07-27

(Date)


Jacek Kucharewicz
(Signature)

President of the Board,
(Position)

Machine data

Type of machine	Agricultural Trailer
Type designation:	T736A
Serial number ⁽¹⁾ /VIN:	_____
Machine manufacturer:	METAL-FACH Sp. z o.o. 16-100 Sokółka ul. Kresowa 62 Phone: (0-85) 711 98 40 Fax: (0-85) 711 90 65
Seller:	_____
Address:	_____ _____
Phone/Fax.:	_____ _____
Delivery date:	_____
Owner or User:	Last Name: _____
	Address: _____ _____
	Phone/Fax.: _____

⁽¹⁾The data is located on the machine's rating plate located on the front part of the machine's main frame

Table of Contents

INTRODUCTION	7
1. General Description	9
1.1 Introduction.....	9
1.2 Identification of the Trailer.....	9
1.3 The intended use of the Trailer	11
1.4 Basic components	12
1.5 Storage, sale, and transport.....	12
1.5.1 Storage	12
1.5.2 Sale	12
1.5.3 Transporting to the User	13
1.5.4 Transporting the Trailer by the User.....	13
1.6 Cleaning the Trailer	14
1.7 Storage.....	15
2. Safety of use	16
2.1 Obligation to provide information	16
2.2 General principles regarding user safety.....	16
2.3 Safety of operation	16
2.4 Warning and information pictograms	20
2.4.1 Hazard-warning symbols.....	20
2.4.2 The arrangement of pictograms on the machine	22
3. Technical data.....	24
3.1 Basic technical data.....	24
3.2 Dimensions of Trailers	26
3.3 General design and principles of operation.....	27
3.3.1 Chassis.....	27
3.3.2 Load area	27
3.3.3 Hydraulic tilting mechanism of the load-carrying body.....	27
3.3.4 Lighting system.....	29
3.3.5 T736A hydraulic brake system	29
3.4 Trailer's pneumatic and hydraulic systems	31
4. Information on use	32
4.1 Use with a tractor.....	32
4.1.1 Coupling the Trailer with the tractor	32
4.1.2 Uncoupling the Trailer from the tractor	33
4.2 Start-up.....	33

4.3	Loading the Trailer body	34
4.4	Unloading the Trailer's body	35
4.5	Driving on public roads	36
4.6	Hydraulic system	37
4.6.1	Using the hydraulic system tilting the load-carrying body	37
4.6.2	Adjusting the hydraulic mechanism tilting the load-carrying body.....	38
5.	Elements requiring ongoing adjustments.....	39
5.1	Wheels – bearing play adjustment	39
5.2	Wheels – tyres.....	39
5.3	Brakes	41
5.3.1	Maintaining the pneumatic system of the brakes.....	41
5.3.2	Adjustment of the pneumatic brake system components.....	41
5.3.3	Maintaining the hydraulic system of the brakes.....	43
6.	Scheduled inspections	44
6.1	Technical maintenance.....	44
6.2	Periodic maintenance	44
6.3	Repair instructions.....	45
6.4	Lubrication.....	46
6.5	Metric-bolt-tightening torques	47
7.	Defects and troubleshooting.....	48
8.	Authorised service.....	49
8.1	Guarantee service	49
8.2	Routine service.....	49
8.3	Ordering spare parts.....	49
9.	Dismantling, disposal, and environment protection.....	50
10.	Residual risk	51
10.1	Residual-risk description.....	51
10.2	Evaluation of the residual risk	51
	INDEX OF NAMES AND ABBREVIATIONS	52
	ALPHABETICAL INDEX	53
	NOTES	55

INTRODUCTION

The information included in the Instruction Manual is valid as of the date of its drawing up. The manufacturer reserves its right to make design changes to machines, and due to this, some values or illustrations might not correspond to the actual state of the machine supplied to the user. The manufacturer reserves its right to make design changes without amending these instructions. The Instruction Manual is part of the basic equipment of the machine. Before using the machine, the User is obliged to read the contents of this Instruction Manual and to comply with its recommendations. It will ensure a safe operation and a trouble-free machine operation.

The machine has been designed in accordance with the standards and legal provisions contained in the declaration of conformity. This Instruction Manual defines the basic safety and operation principles regarding the agricultural Trailer manufactured by Metal-Fach.

The main obligations of the manufacturer are presented in the guarantee card, which includes the complete and currently-in-force regulations on the guarantee coverage.

If the information included in the Instruction Manual proves to be incomprehensible, you should address the Seller from whom the machine was purchased, or the Manufacturer directly, for assistance.

The spare-parts catalogue functions as a separate list. It is attached in the form of a CD as part of the machine purchase. It is also available on the Manufacturer's web site: www.metalfach.com.pl

Pursuant to the Act of 4 February 1994 on copyrights and related Laws (Journal of Laws of 2017, item 880), this Instruction Manual is protected by copyright. It is prohibited to copy and distribute the contents and figures herein without the consent of the proprietor of the copyright.

Manufacturer's address:

Metal-Fach Sp. z o.o.
ul. Kresowa 62
16-100 Sokółka

Contact:

Phone: (0-85) 711 98 40
Fax: (0-85) 711 90 65

The symbols used in these Instructions:



DANGER

Hazard-warning symbol. This indicates the occurrence of a serious hazard condition, which, if not avoided, can result in death or serious injury. This symbol warns against the most-dangerous situations.



CAUTION

This symbol highlights very important information and recommendations. Non-compliance with the described recommendations can lead to serious damage to the machine, resulting from its incorrect operation.



NOTE

This symbol indicates the possibility of the occurrence of a hazard, which, if not avoided, can result in death or serious injury. This symbol indicates a lower level of risk of injury than the symbol including the word "DANGER".



This symbol indicates useful information.



This symbol indicates maintenance activities that should be performed periodically.

1. General Description

1.1 Introduction

THE INSTRUCTION MANUAL IS PROVIDED WITH THE TRAILER'S BASIC EQUIPMENT

The Trailer is intended for transporting agricultural produce and other bulk and loose materials, within the farm area and on public roads.

To operate the Trailer in a safe manner, read and adhere to all the instructions set out in this Instruction Manual. Abiding by the guidelines provided in the Instruction Manual ensures safe operation for the User, and also prolongs the machine's service.

1.2 Identification of the Trailer

Identify the Trailer based on the rating plate and VIN number. The rating plate is fixed on the right-hand side of the front crossmember of the Trailer's body frame. The VIN number is on the side of the front cross member of the chassis frame, as well as on the rating plate, (Figures 1 and 2).

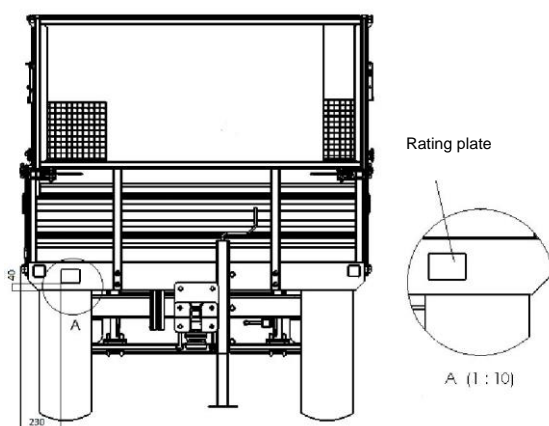


Figure 1. Location of the rating plate

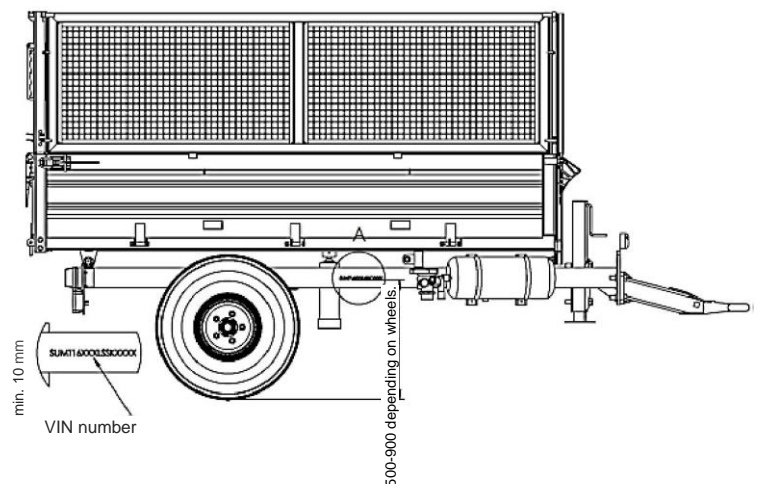


Figure 2. Location of the VIN number



WARNING

WARNING!

Entering public roads without a rating plate or with an illegible rating plate are prohibited.

Please read the Instruction Manual carefully!


METAL-FACH® ul. Kresowa 62, 16-100 Sokółka, Poland tel.: +48 (85) 711 98 40-45, fax: +48 (85) 711 90 65 www.metalfach.com.pl		
PRZYCZEPA ROLNICZA		
Typ/Wariant	T736A	Nr świadectwa homologacji PL*4699
Nr identyfikacyjny VIN	SUMP16XXXSSKXXXX	
Dop. masa całkowita	2240	kg
Dop. obciążenie osi	18,42	kN
Nacisk na sprzęg	3,53	kN
Rok produkcji	2020	
Masa własna	----	kg
	Ladowość	1500 kg

Figure 3. Sample rating plate on the Trailer



Upon purchase, check the compliance of the serial/VIN number located on the machine's rating plate with the number specified in the Instruction Manual and the Warranty Card.



It is often necessary to provide the Trailer's VIN number to identify the Trailer unambiguously when ordering spare parts, or if any other problems arise, so it is advisable to write this number down below.

VIN number of the Trailer:

S	U	M													
----------	----------	----------	--	--	--	--	--	--	--	--	--	--	--	--	--



CAUTION

CAUTION!

The use of the Trailer by those who have not read this Instruction Manual is forbidden.

1.3 The intended use of the Trailer

The Trailer is intended for transporting agricultural produce and other bulk, and loose materials within the farm area and on public roads. The transportation of building materials, mineral fertilisers, and other loads is also permitted, provided the appropriate requirements described in Section 4.3 Loading the Trailer body, have been met.

The Trailer is unloaded either manually or by tilting the body to the rear. The Trailer is designed to work with agricultural tractors equipped with external hydraulic systems, both signal and warning and brake system sockets, and a transporting hitch.

The Trailers must not be used for transporting fuel, gas cylinders, or toxic materials, as it will be required to comply with additional technical requirements regarding the carrying of hazardous loads. Transporting such materials can cause contamination of the environment. The manufacturer is not responsible for the resulting damage – this risk is borne by the owner.

The Trailer cannot be used to carry people, animals, or goods classified as hazardous materials.

The Trailer may only be used by those who have read the Instruction Manual, trained in the scope of the hazards it can create, and are capable in providing first aid assistance to victims of accidents.

In order to use the Trailer in accordance with its intended use, you must also perform all the operations associated with the correct and safe operation and maintenance of the machine. Therefore, the user must:

- 1) Read and follow the guidelines contained in the Instruction Manual,
- 2) Observe the instructions for maintenance and routine adjustments,
- 3) Follow the safety principles,
- 4) Comply with the road traffic regulations within a particular country where the Trailer is being used.



CAUTION

CAUTION!

The Trailer must not be used contrary to its intended purpose. It is especially forbidden to transport the following:

- People and animals;
- Unsecured toxic materials, since there is a possibility of causing environmental pollution;
- Machinery and equipment where the location of their centre of gravity can have an adverse effect on the Trailer's stability;
- Loads that cause non-uniform loading of and overloading of the axles;
- Unsecured loads that can change their position on the load-carrying body while driving.

1.4 Basic components

The basic components of each Trailer include the following.

- Operating instructions;
- Warranty Certificate with warranty terms and conditions;
- A bracket for fixing a slow-vehicle marking plate
- Braking system;
- A parking brake;
- Lights.

If requested by the client (subject to additional fees), the manufacturer can equip the Trailer with the following additional accessories: a slow-vehicle marking plate, a reflective warning triangle and extension nets (700 mm).

1.5 Storage, sale, and transport

1.5.1 Storage

The Trailer must be protected from direct exposure to weather conditions (e.g. sun and rain), parked on solid ground on its ground wheels, secured with chocks under the wheels (reduce tyre pressure and cover the tyres, if there is a likelihood of exposure to sunlight). Long-term storage is permitted only in enclosed areas.

If the Trailer is exposed to weather conditions, inspect it from time to time to make sure that no rainwater has accumulated inside it. Make sure the paint coating is intact. These areas should be cleaned, degreased, and then covered with paint, to maintain a uniform colour and even thickness of the protective coating.

1.5.2 Sale

The buyer shall collect the Trailer from the manufacturer or from the point of sale, or agrees on the terms of delivery with the manufacturer.

The Trailer is sold as fully assembled, ready for operation, with the basic accessories, as specified in Section 1.4 of this Manual. Additional equipment may be purchased for an additional fee.

Staff at the point of sale are obliged to make sure that the buyer is acquainted with the principles of construction and operation of the Trailer, safety requirements, and warranty conditions.

The Buyer is obliged to check whether:

- The Trailer is complete, undamaged, and equipped with the basic components,
- The data on the rating plate and the VIN number stamped are compliant with the data entered in the warranty.

1.5.3 Transporting to the User

The Trailer must be transported on wheels, coupled with a tractor, or on a low-loading platform from the point of sale or from the manufacturer. Before it is loaded onto a low-loading platform, couple it to the Tractor's hitch and connect the brake-system's lines. Use unfolded ramps to drive the Trailer onto the low-loading platform. Once on the low-loading platform, secure the Trailer wheels with chocks.

Having done this, uncouple the brake lines and uncouple the Trailer from the tractor. Then, secure the Trailer with special straps designed for securing loads when transporting (transport belts, ropes, chains, guy ropes, etc.). Make a visual check to ensure the fastening items are fully functional, i.e. they are not broken, worn, or the hooks are unbent. Install the wheel chocks in such a way as to prevent the Trailer from moving. Secure the Trailer in such a way as to prevent its movement during transportation.

Before unloading the Trailer, unfold the ramps, and then unlock the straps that secured the Trailer against possible sliding down during transit. Next, drive the tractor close enough to connect the brake lines. Finally, pull out the chocks from under the wheels of the Trailer. When all of the above steps have been completed, proceed with driving the Trailer down from the platform.



CAUTION

CAUTION!

General health and safety regulations must be observed when loading and unloading the Trailer. Those operating the loading and unloading equipment must have the required authorisation to use it.



CAUTION

CAUTION!

Pay particular attention to the angle of inclination of the ramps on the low loader. It may not exceed 10°. Excessive inclination of the ramps can lead to damage both the agricultural Trailer and the transportation Trailer.

1.5.4 Transporting the Trailer by the User

The User may transport the Trailer by towing it to its destination with their own agricultural tractor.

Before transporting the Trailer by yourself, it is absolutely essential to read this Instruction Manual and to follow the guidelines in it.



CAUTION

CAUTION!

The operator of the tractor must read this Instruction Manual and adhere to the guidelines in it.



CAUTION

CAUTION!

When driving a trailer-towing vehicle, particular caution must be exercised, as the vehicle's centre of gravity shifts upwards.

Use only technically sound and certified fastening accessories. Before selecting the fastening accessories, read the operating instructions provided by the manufacturer of the particular accessory.



DANGER

DANGER!

Check the components that the tractor and Trailer are coupled with, as their improper use can cause an accident.

1.6 Cleaning the Trailer

After finishing work, thoroughly clean the Trailer and wash it with a jet of water.

Clean the machine before each long period of non-use, after carrying loads that can cause corrosion, and whenever necessary. Clean the Trailer according to the following guidelines.

The machine can only be cleaned in designated areas, when the ambient temperature is above zero.

First, before you start the cleaning, open the sideboards and extensions of the Trailer to remove any residual material that has been carried there. Once that has been completed, start cleaning the Trailer.

Wash down the Trailer with clean water or water with detergent. When using different types of detergents read their specifications to assess whether they can be used to clean the Trailer.

It is forbidden to use any kind of organic solvents or other substances, which could damage varnished surfaces, or rubber and plastic components.

A pressure washer may be used to clean the Trailer. Before using a washer, read its Instruction Manual. When using a pressure washer, keep a safe distance between the device's nozzle and the surface of the Trailer. The minimum distance is 50 cm. When washing the Trailer using a pressure washer, never point the water jet directly at any component of the electric, hydraulic, or pneumatic systems, i.e. hoses, valves, cylinders, plugs, electrical connections, etc., or at the lubricating points on the Trailer, information and warning signs or its rating plates.

The Trailer comes with plastic parts that are recommended to be washed with clean water or water with a special detergent dedicated for this type of surface.

Surfaces contaminated with oil or grease must be cleaned with agents intended for this type of contamination. Other degreasing agents designed for cleaning this type of contamination may be used. Before cleaning, it is recommended that you read the information on how to use them to clean a particular surface. After degreasing a contaminated surface, wash it with water and a detergent that is intended for this purpose.

When using various types of detergents and organic agents, remember that they can affect the machine's components, especially seals and flexible hoses. Some substances can accelerate the ageing of the material. Only use professional cleaning and maintenance products dedicated to the particular types of surfaces. Always read and follow the information provided with the cleaning and maintenance products.

The spray-suppression skirts must be cleaned on a regular basis.



CAUTION

CAUTION!

After cleaning and drying the machine, grease all the lubrication points.

1.7 Storage

The Trailer must be stored in roofed areas (preferably on a level and hard surface) and in such a way as to prevent any injury to people and animals.

If the Trailer is not to be used for a long period of time, ensure the machine is protected from the harmful effects of the weather. Preparing the Trailer for long-term non-use involves, among other things, the thorough cleaning and drying of all machine components, including tyres and rims, in accordance with the instructions in Section 1.6. Cleaning the Trailer.

Ensure that there are no corrosive environments. To do this, apply primer coat and topcoat on the susceptible places, after having prepared them properly. Follow the recommendations of the paint manufacturers.

When preparing the Trailer for long periods of non-use, lubricate the machine parts, regardless of the date of the last lubrication.

Check the tyre pressure from time to time during long-term non-use of the machine. If the pressures are too low, re-inflate the tyres.

Changing the position of the wheel is recommended every 14 days so that the contact area between the tyre and the ground is varied during extended periods of non-use.

2. Safety of use

2.1 Obligation to provide information



CAUTION

CAUTION!

When the Trailer is sold on to further users, attach the Instruction Manual with it. The buyer of the Trailer must undergo training as indicated in the Manual.

2.2 General principles regarding user safety

Each time before using the Trailer, conduct a pre-operational safety check in the following ways:

1. Observe the generally applicable safety and accident prevention regulations, in addition to the information provided in this Instruction Manual.
2. Observe all safety symbols, warnings, and information inscriptions on the Trailer that provide important guidelines for safe operating.
3. Operate the Trailer only if all the required devices are connected and protected against unintentional uncoupling or opening (e.g. hitch and drawbar, couplings).
4. Before starting work, get yourself familiar with all control equipment and elements, and their functions. It will be too late to do this during the operation.
5. It is forbidden for people who are under the influence of alcohol or other stimulants, who are untrained, or do not have the proper authorisation to drive motor vehicles to operate the Trailer.

The improper use of the machine will result in the risk of voiding the warranty. The user who fails to operate the Trailer, according to its intended use, assumes full responsibility for all the consequences resulting from such use.

2.3 Safety of operation

1. Before using the machine, the user must read and understand the content of this Instruction Manual. Observe all instructions in this Manual during operation.
2. If the information contained in this Manual is unclear, please contact the distributor running an authorised technical service on behalf of the Manufacturer or contact the Manufacturer directly.
3. Careless and improper operation of the Trailer, as well as failure to observe the recommendations contained in this Instruction Manual pose a risk to health.
4. Failure to observe the safety rules poses a threat to the health and life of the operators, and third parties.
5. Please note that there are residual risks, so exercising the safety rules must be a priority when operating the Trailer.
6. All safety-related information must also be passed on to all other Trailer users.
7. Before starting, check the immediate vicinity (for the presence of children or bystanders). Pay particular attention if visibility is reduced.

8. It is forbidden to stand on the Trailer while it is being towed, as it is when coupling the Trailer to the tractor, and during loading and unloading.
9. When unloading is completed, the load-carrying body must be fully lowered. Never leave the Trailer unattended with the load-carrying body raised.
10. It is only possible to enter the Trailer if it is at a complete standstill and with the tractor's engine switched off.
11. The raising and lowering of the load-carrying body should always be controlled from the driver's seat.
12. Couple the Trailer as prescribed and only connect it to the recommended equipment and secure the drawbar eye with the tractor's transporting hitch.
13. Special care must be taken when coupling and uncoupling the Trailer to and from the tractor.
14. When installing and removing, any support and safety devices, and ladders should always be placed in a position that ensures safe operation.
15. Adhere to the acceptable axle loads, total weight, and transporting dimensions.
16. Check the transporting equipment like the brakes and lights, the marking plate and other protective devices for connection and functioning.
17. Before driving, check the correct functioning of the lights and brakes, and prepare the Trailer following the instructions provided in the "Driving on public roads" section.
18. Take account of changes in vehicle behaviour, steering and braking performance resulting from the Trailer coupled and its load.
19. When driving a Trailer, the distribution of the load and/or inertia forces should be taken into account, especially if the load is asymmetrical.
20. Do not stay within the range of the load to be discharged.
21. The hydraulic lifting (tilting) of the load-carrying body may only be started if:
 - the Trailer is coupled to the tractor,
 - it is standing on a hard and flat surface,
 - there is no one in the unloading area,
 - the tractor is aligned with the axle of the Trailer,
 - keeping a safe distance from the power lines,
 - there are no strong gusts of wind.
22. If you need to unload a carried load backwards on an incline, the tractor and Trailer should be positioned in the uphill direction. Please note that you cannot unload the Trailer forward and sideways.
23. For all work with the load-carrying body raised, the body must be secured against falling down by means of the Trailer's support. Switch off the tractor's engine and remove the key from the ignition switch.
24. Be careful to avoid crushing fingers and hands when opening and closing the sides of the load-carrying body.
25. Observe the warnings against crushing and shear points when starting the Trailer. There is a risk of injury when coupling with and uncoupling the Trailer from the tractor. For this reason, do not step between the Trailer and the tractor, when coupling and uncoupling the Trailer, and do not stand behind the Trailer, if it is not secured with wheel chocks or its parking brake.
26. No one may stand between the tractor and the Trailer unless the vehicle is protected against rolling by the parking brake or wheel chocks.
27. Secure the Trailer and the tractor against rolling when stationary.

28. It is forbidden to drive with the load-carrying body raised.
29. Keep a safe distance from electrical lines when lifting the load-carrying body. The front wall of the Trailer features Pictogram 3 (Table 1) according to PN-ISO 11684:1998 warning against power lines.
30. For repair and maintenance work that requires the body to be lifted, empty it and apply a mechanical support to secure it against unintentional drop.
31. The driving speed must always be adapted to the ambient conditions. Avoid sudden up or downhill turns on sloping terrain.
32. Maintain a sufficient safety clearance within the turning area of the unit.
33. When reversing, ensure that you have sufficient visibility (if possible, have another person to assist you).
34. When cornering, take into account the inertia of the Trailer.
35. Observe a minimum turning radius of approx. 6 m when turning and reversing.
36. Before you fit any additional protection on the load to be carried on the Trailer, like chains, tarpaulins, films, nets etc., switch the tractor engine off and remove the ignition key.
37. Remove any functional faults of the attached devices only when the engine is switched off and the ignition key removed.
38. Should any failure occur in the hydraulic or pneumatic system, remove the Trailer from service until the failure has been rectified.
39. It is forbidden to carry out maintenance or repair work with a load-bearing or raised, unsupported load-carrying body.
40. Before carrying out repair work on the hydraulic or pneumatic systems, the oil or air pressure must be reduced.
41. In the event of an injury sustained from a strong hydraulic oil jet, consult a physician immediately. Hydraulic oil can penetrate under the skin or into the eye, and cause infections.
42. Use the hydraulic oil recommended by the Manufacturer. Never mix two different types of oil.
43. Entering the loading area is only permitted when the drive and the engine are switched off. Remove the key from the ignition.
44. Switch off the engine and remove the ignition key before leaving the tractor. Engage the parking brake and secure the Trailer with chocks.
45. When driving on public roads, do not exceed the maximum permissible axle load exerted by the Trailer as stated on the rating plate.
46. The maximum allowable pressure in the double-line pneumatic system is 650-800 kPa, while it is 580-630 kPa in the single-line system. The maximum permissible pressure in a single-line hydraulic system is 1,400 kPa.
47. The Manufacturer provides a fully assembled Trailer.
48. When preparing the Trailer for operation like connecting the hydraulic and air hoses etc., switch the tractor engine off and remove the ignition key.
49. Hydraulic lines must be replaced every 5 years.
50. Noise – the equivalent A-weighted emission sound pressure level (LpA) is not above 70 dB.
51. Keep the Trailer clean.



WARNING

WARNING!

There is a risk of a lightning strike when working with the Trailer during a storm.



WARNING

WARNING!

There is a risk of the machine tipping over when driving on sloping or uneven ground.



WARNING

WARNING!








Risk of forces exerted on the drawbar upward or downward when coupling or uncoupling the Trailer.






2.4 Warning and information pictograms


2.4.1 Hazard-warning symbols


Do not remove any warning signs or inscriptions located on the Trailer. They are intended for the safe handling of the Trailer. If an information sticker has been damaged or removed, it must be reordered. Stickers with phrases and symbols can be purchased at service points or from the Trailer's manufacturer.

Table 1. Safety signs

No.	Pictograms	Meaning
1.		Caution. Before you start operating the machine, read the Instruction Manual.
2.		Caution. Before carrying out any maintenance or repair work, switch off the tractor's engine and remove the keys.
3.		Caution. Risk of electric shock. Keep a safe distance from overhead power lines.
4.		Caution. Finger crushing hazard. Do not reach into the crushing area, if elements are moving.
5.		Caution. Danger of crushing. It is forbidden to carry out maintenance or repair work if the load-carrying body is unsupported.
6.		Caution. Danger of being run over. Travelling on the machine is only permitted on the passenger seat, provided that the driver's visibility is not obstructed.
7.		Caution. Body crushing hazard. Keep a safe distance from the machine.

8.		Caution. A fall from height. Do not ride on platforms or ladders.
9.		Caution. Torso crushing hazard. Do not stand near the motion zone of the articulated coupling joints when the engine is running.
10.		Caution. Tilting the Trailer's body on an inclined surface is prohibited. Bodily injury can occur as a result of the machine tipping over and crushing.
11.		Sling attachment/Lifting point.
12.	<div>Ładowność 1,5 t</div> <div>Maksymalne ciśnienie w układzie hydraulicznym 16 MPa</div> <div>Maksymalne ciśnienie w układzie pneumatycznym: - 0,6 MPa jednoprzewodowy - 0,8 MPa dwuprzewodowy</div>	Information pictogram.
13.	<div>UWAGA !</div> <div>Zabrania się wykonywania czynności kontrolno-obsługowych pod obciążoną lub przechyloną, a nie podpartą skrzynią ładunkową</div>	Information pictogram.
14.	<div>UWAGA !</div> <div>Zabrania się przebywania w zasięgu zsyppującego się ładunku. Zabrania się wchodzenia na przyczepę podczas jazdy</div>	Information pictogram.
15.	<div>Nakrętki kół dokręcić po kilku kilometrach a następnie robić to okresowo</div>	Information pictogram.
16.	<div>Uwaga!</div> <div>Łączenie tylko z górnym zaczepem transportowym ciągnika</div>	Information pictogram.
17.	<div>UWAGA!</div> <div>Łączenie dyszla z okiem obrotowym tylko ze sztywnym zaczepem transportowym ciągnika</div>	Information pictogram.
18.		Information pictogram.

19.	<table><tr><th colspan="2">Przybliżone masy wybranych towarów 1 m sześcienny = kg</th></tr><tr><td>Ziemia</td><td>1600 - 1800</td></tr><tr><td>Pszenica</td><td>710 - 820</td></tr><tr><td>Ziemiaki</td><td>625 - 725</td></tr><tr><td>Buraki cukrowe</td><td>650 - 700</td></tr><tr><td>Rośliny strączkowe</td><td>760 - 820</td></tr><tr><td>Kruszywo budowlane</td><td>1400 - 1850</td></tr><tr><td>Wapno</td><td>900 - 1500</td></tr><tr><td>Węgiel kamienny</td><td>1200 - 1600</td></tr></table>	Przybliżone masy wybranych towarów 1 m sześcienny = kg		Ziemia	1600 - 1800	Pszenica	710 - 820	Ziemiaki	625 - 725	Buraki cukrowe	650 - 700	Rośliny strączkowe	760 - 820	Kruszywo budowlane	1400 - 1850	Wapno	900 - 1500	Węgiel kamienny	1200 - 1600	Information pictogram.
Przybliżone masy wybranych towarów 1 m sześcienny = kg																				
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Kruszywo budowlane	1400 - 1850																			
Wapno	900 - 1500																			
Węgiel kamienny	1200 - 1600																			
20.		Information pictogram.																		



CAUTION!

The Trailer's user must make sure that all warning inscriptions and signs affixed to the Trailer remain legible for the entire life of the Trailer. If they are damaged or destroyed, replace them with new ones.

WARNING

2.4.2 The arrangement of pictograms on the machine

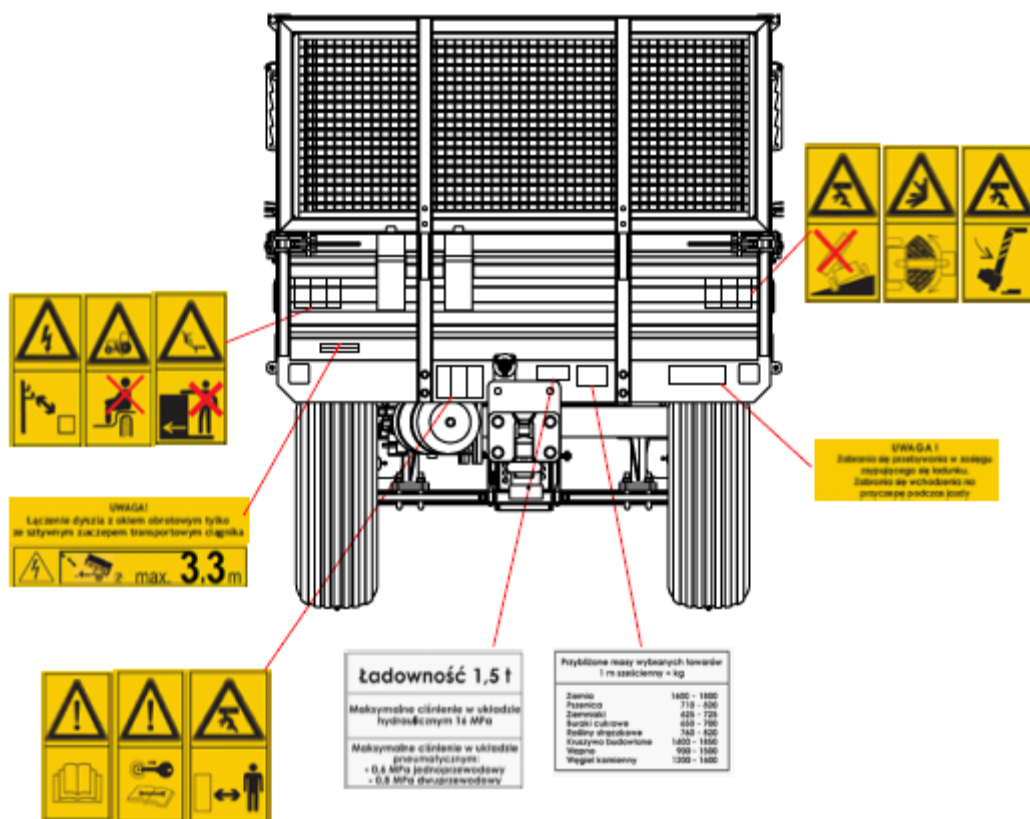


Figure 4. The arrangement of the pictograms on the boards of the Trailer - front

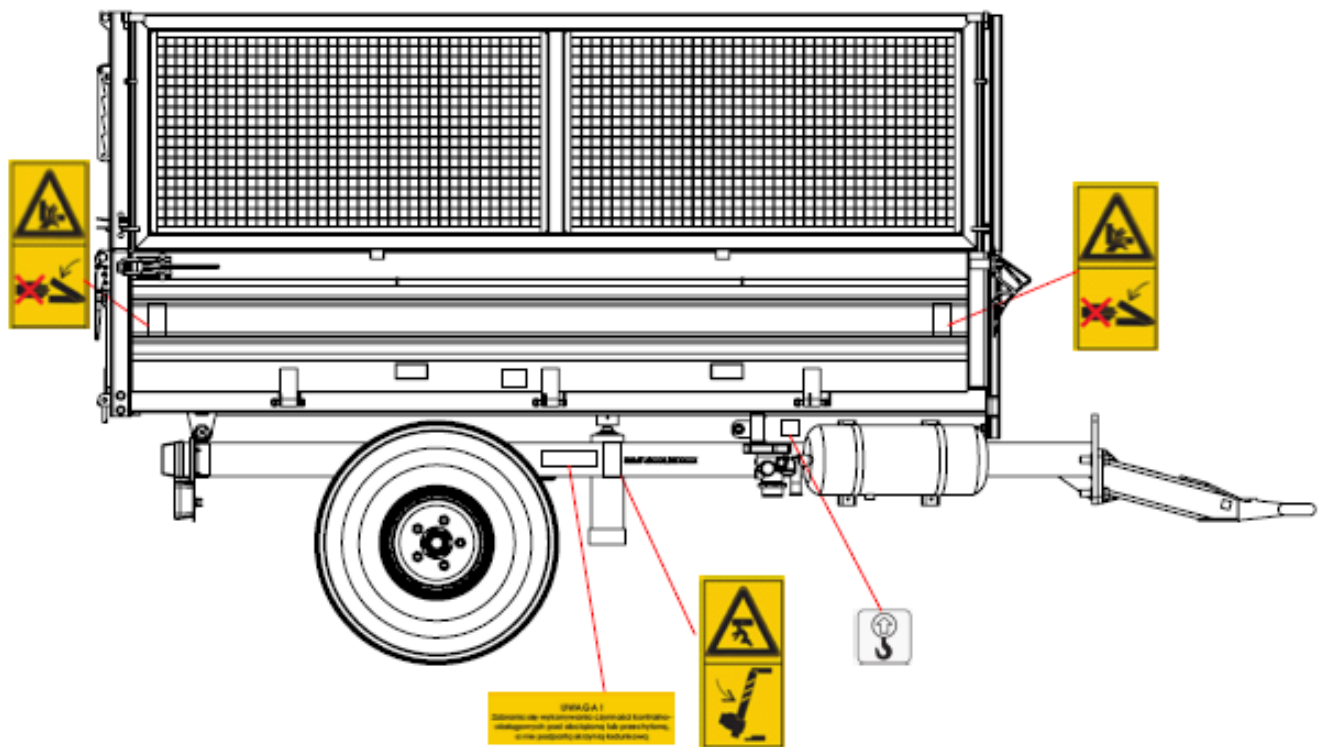


Figure 5. The arrangement of the pictograms on the boards of the Trailer – side view

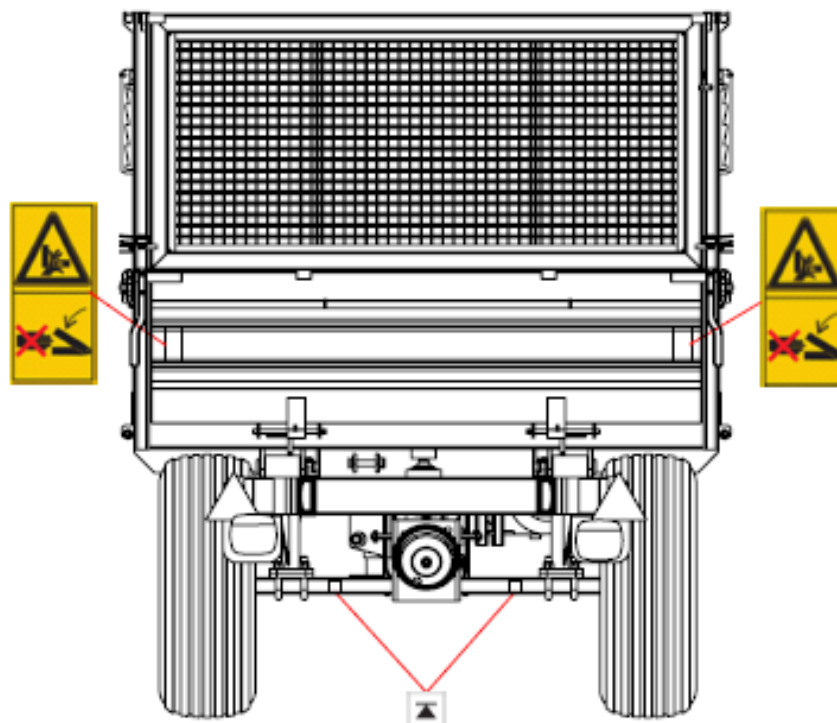


Figure 6. The arrangement of the pictograms on the boards of the Trailer – rear

3. Technical data

3.1 Basic technical data

Table 2. Trailer specification

No.	General data	T736A
1.	Type of vehicle	Agricultural Trailer
2.	Manufacturer	METAL-FACH Sp. z o.o., 16-100 Sokółka, ul. Kresowa 62
3.	Type (Model)	T736A
4.	Type of bodywork	Box
5.	The mounting point of the rating plate	on the right side of the front crossmember on the Trailer body frame
6.	Number stamp location	on the rating plate and at the front right-hand side of the chassis frame
Dimensions and weights		
		T736A
7.	Length, mm	3550-3600
8.	Width, mm	1730-1770
9.	Height (with net extension, depending on tyres), mm	Max 2320
10.	Number of axles, pcs	1
11.	Wheel base, mm	not applicable
12.	Wheel track, mm	1200
13.	Lift of the loading surface, mm	Dependent on the tyres in use
14.	Diameter of the drawbar eye, mm	40
15.	Vehicle kerb weight, kg	Max 740
16.	Permissible total weight of the vehicle, kg	2240
	- on the axle, kg	1880
	- on the hitch, kg	360
17.	Maximum axle load, kN	18.42
18.	Maximum load on the hitch [kN]	3.53
19.	Permissible load capacity of the vehicle, kg	1500-1630

Suspension		
20.	Type of suspension	Rigid, dependent, unsprung
Wheels and tyres		
21.	Number of wheels, pcs	2
22.	Tyre size, ply rating, load index, wheel disc size (see the parenthesis), and tyre pressure (see the square brackets – [bar])	10.0/75-15.3 10PR 122A8, 123A8 (9 x 15.3) [4-5.2] 10.0/75-15.3 12PR 125A8, 126A8 (9 x 15.3) [4.75-6.4] 10.0/80-12 8PR 112A8 (9 x 12) [3.1] 10.0/80-12 10PR 117A8, 121A8, 126A8 (9 x 12) [3.9-5.4]
Braking system		
23.	Service brake	
	- type	mechanical, drum brake
	- control system	Double-line pneumatic system (optionally single-line system) or single-line hydraulic system
	- acts on (number of wheels)	2 wheels
24.	Parking brake	
	- type	mechanical, drum brake
	- control system	manual, by means of a helical gearbox, or by means of a ratchet lever
	- number of braked wheels	2 wheels
Electrical system.		
25.	Rated voltage,	12 V, from the coupled tractor
Operating data		
26.	Minimum turning diameter	Depending on the coupled tractor
27.	Maximum driving speed, km/h	40
Additional information		
28.	- coupling to the tractor's hitch	to the tractor's upper or lower transporting hitch
29.	- tractor to work with	min. 25 kW
30.	Oil purity class	not less than 8, acc. to NAS 1638 (category 20/18/15, acc. to ISO 4406-1998)

3.2 Dimensions of Trailers

The overall dimensions of the Trailers in the transporting position are shown in the figures below.

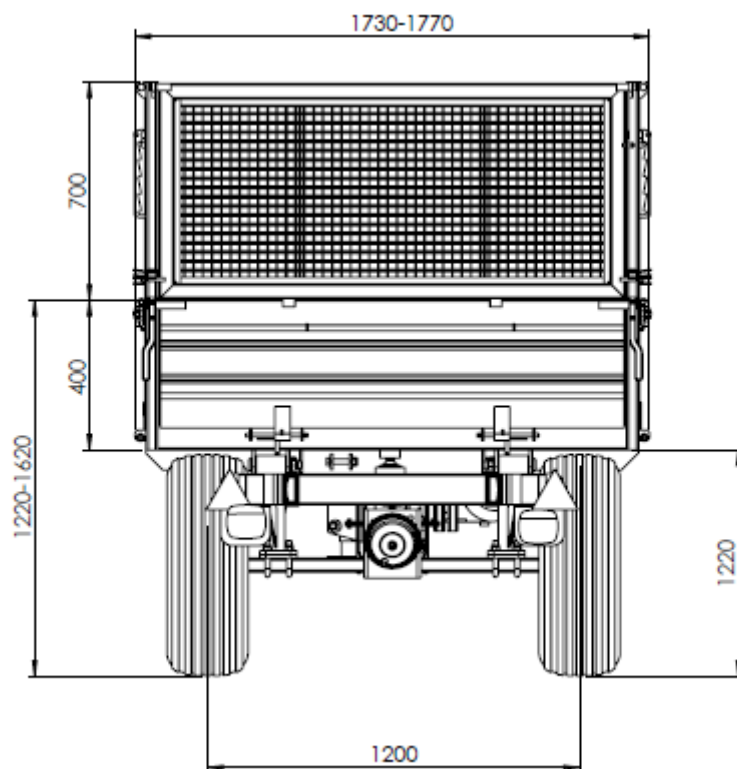


Figure 7. Dimensions of the Trailer – rear view

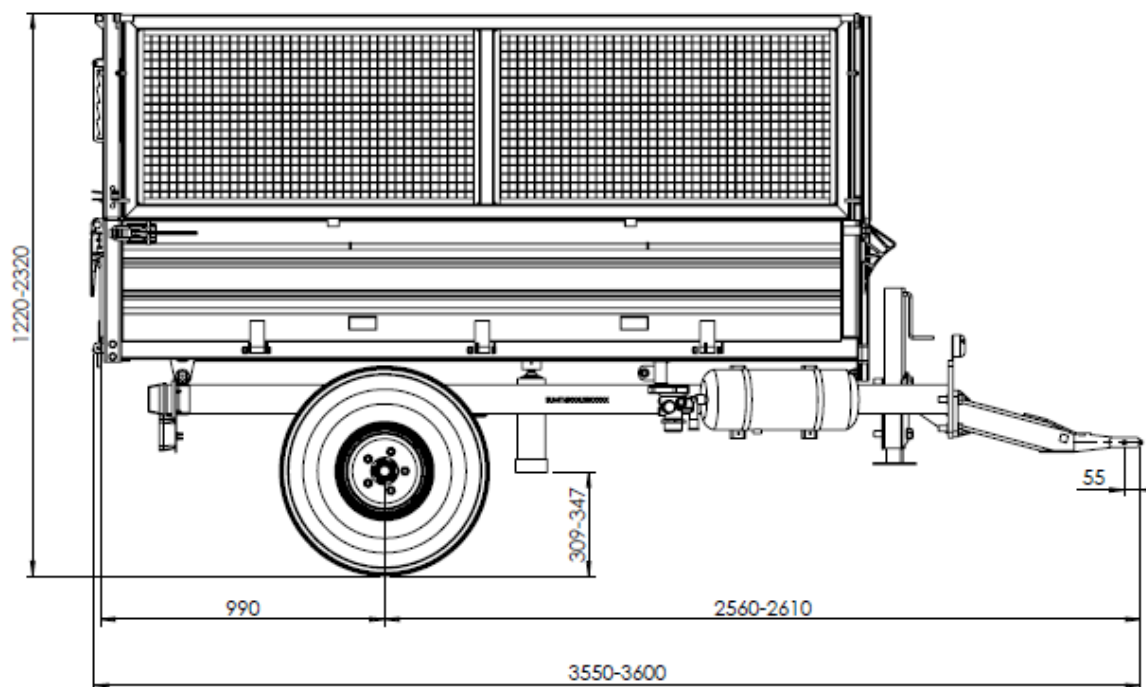


Figure 8. Dimensions of the Trailer – side view

3.3 General design and principles of operation

The T736A Trailer consists of a backward-tilt steel structure with an open cargo space. The T736 Trailer is equipped with a pneumatic service brake, and a parking brake, controlled manually, by means of a helical gearbox, acting on the friction elements of the service brake of the axle.

The Trailer has a complete signalling and warning system (electrical installation and reflectors).

The Trailer can also be used for transporting on public roads.

The Trailer is manufactured in compliance with Directive 2006/42/EC and the standards specified in the EC Declaration of Conformity.

3.3.1 Chassis

The Trailer chassis consists of the following units: top and bottom frame, drawbar, wheel sets. The bottom frame and the drawbar are made as a welded construction of steel sheets and sections.

The Trailer's wheel sets consist of the following elements: a single axle, running wheels, and brakes of the running wheels.

The axles consist of square bars with spigots at the ends, which house hubs of the ground wheels set on tapered roller bearings. These are single wheels equipped with drum brakes, the jaws of which are controlled by mechanical cam expanders.

3.3.2 Load area

The load area of the Trailers is formed by:

- The upper frame (frame of the load-carrying body), which is mounted on the lower frame (chassis frame), in articulated sockets secured with pins, which operate as the pivot points when tilting the upper frame (the load-carrying body);
- The side boards and side net extensions are individual elements; each of the elements features a separate set of locks, which allows the closing and opening of individual parts of the boards and top extensions, independently of each other and in any order; such a design increases the functionality of the Trailer and facilitates its operation;
- The sideboard and extension locks, which are protected against unauthorised opening.

3.3.3 Hydraulic tilting mechanism of the load-carrying body

The body-tilting hydraulic mechanism is used for the automatic unloading of the Trailer by tilting the body backwards. The hydraulic system of the tilting mechanism is supplied with oil from the tractor's hydraulic system.

The hydraulic system consists of a plug for the coupling valve, hydraulic hoses, a single-acting hydraulic cylinder, and a shut-off valve, as well as fastening and fixing components.

See Fig. 9 for a diagram of the hydraulic system installed in the Trailer's body-tilting mechanism. A valve block in the tractor's hydraulic system is used to control the raising and

lowering of the Trailer's body. A valve block in the tractor's hydraulic system is used to control the raising and lowering of the Trailer's body.

The bottom frame of the Trailer is fitted with a structure protecting the load-carrying body against dropping, when carrying out maintenance and repair work.



CAUTION

CAUTION!

The shut-off valve is adjusted by the Trailer's manufacturer. It is forbidden for the user to change the settings.

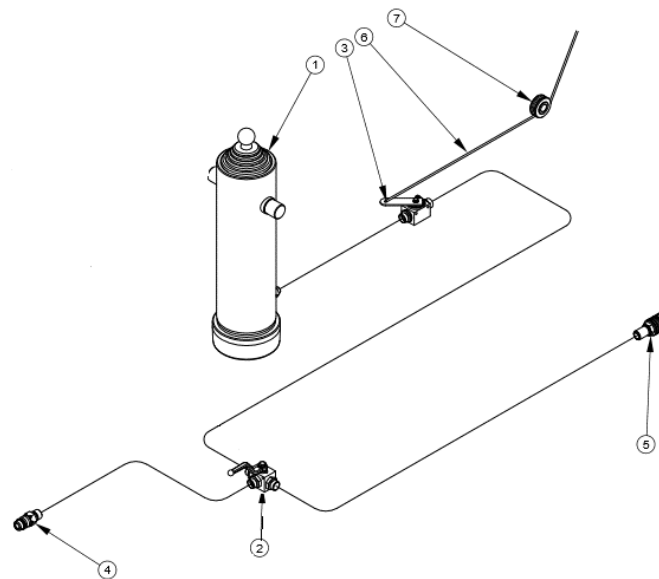


Figure 9. The diagram of the hydraulic system in the tilting mechanism of the Trailer's body:

1 – telescopic cylinder, 2 – switching valve, 3 – cut-off valve, 4 – a plug quick coupling, 5 – quick coupling, 6 – control cable for the cut-off valve, 7 – cable roller



CAUTION

CAUTION!

It is forbidden to carry out maintenance and repair work if the Trailer's body is not secured with a support!



CAUTION

CAUTION!

Exercise particular caution when entering the load-carrying body. Use the ladder located on the front board of the Trailer to climb on top. It is forbidden to climb on top of the Trailer using other components not intended for this purpose.

3.3.4 Lighting system

The Trailer's electrical system is designed for a 12 V DC power supply. Use a suitable connecting cable to connect the Trailer's electrical system to the tractor.

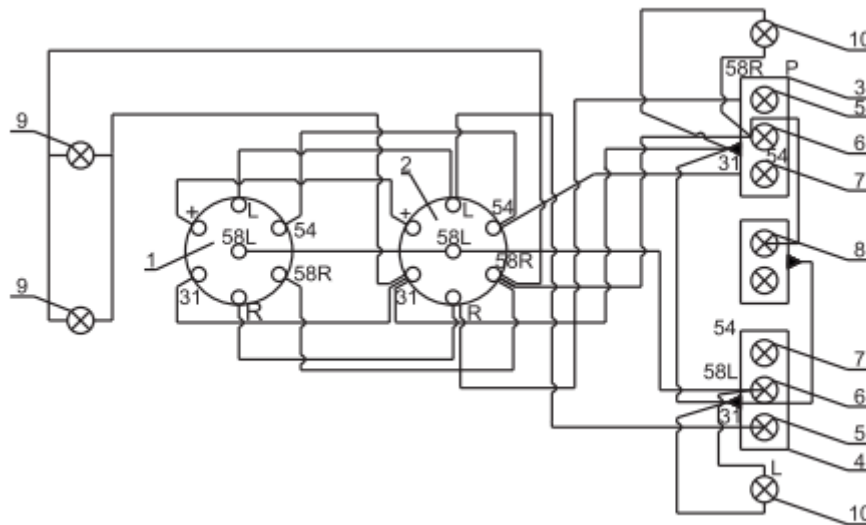


Figure 10. Wiring diagram of the Trailer 1 – 7-pole plug, 2 – 7-pole socket, 3 – rear lamp cluster, right, 4 – rear lamp cluster, left, 5 – light bulbs for direction indicators, 6 – rear position-lamp bulbs, 7 – braking lights “STOP” bulbs, 8 – number plate lamp bulbs, 9 – front position lamp

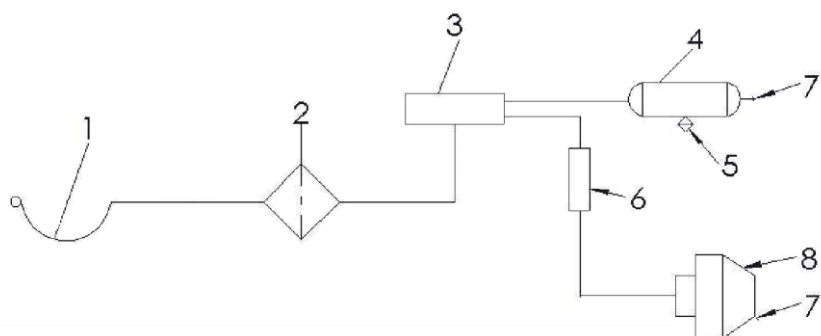
3.3.5 T736A hydraulic brake system

The T736A Trailer is equipped with the following braking systems:

- service brake - pneumatically controlled, double-line (optionally single-line), operated from the driver's seat by pressing the tractor's brake pedal, or hydraulically controlled;
- A parking brake – mechanically controlled by hand via a crank mechanism and a helical gear located on the left side of the Trailer, acting on the wheels of the axle.

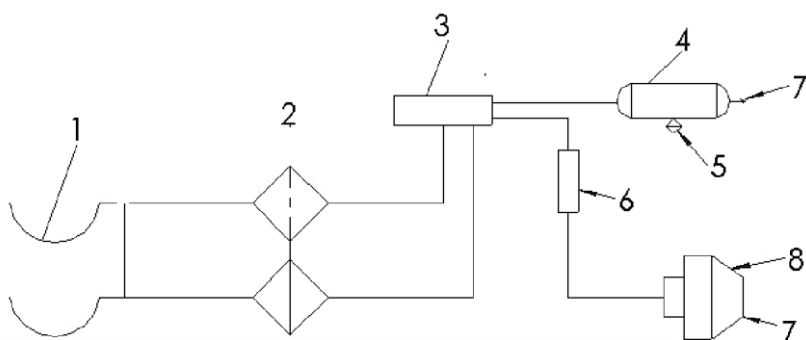
The design of the service brake ensures automatic braking of the Trailer running wheels in the event of unforeseen disconnection of the Trailer's and tractor's pneumatic system.

See the drawings on the following pages of this manual for diagrams of the braking system.



- 1. - pneumatic connector, plug
- 2. - air filter
- 3. - control valve
- 4. - air tank
- 5. - drain valve
- 6. - manual braking-force regulator
- 7. - inspection coupling
- 8. - membrane pneumatic cylinder

Figure 11. A diagram of the T736A single-line pneumatic system.



- 1- pneumatic coupling of the first Trailer
- 2- air filter
- 3- control valve
- 4- air tank
- 5- drain valve
- 6- manual braking force control
- 7- inspection coupling
- 8- membrane pneumatic cylinder

Figure 12. A diagram of the T736A double-line pneumatic system.

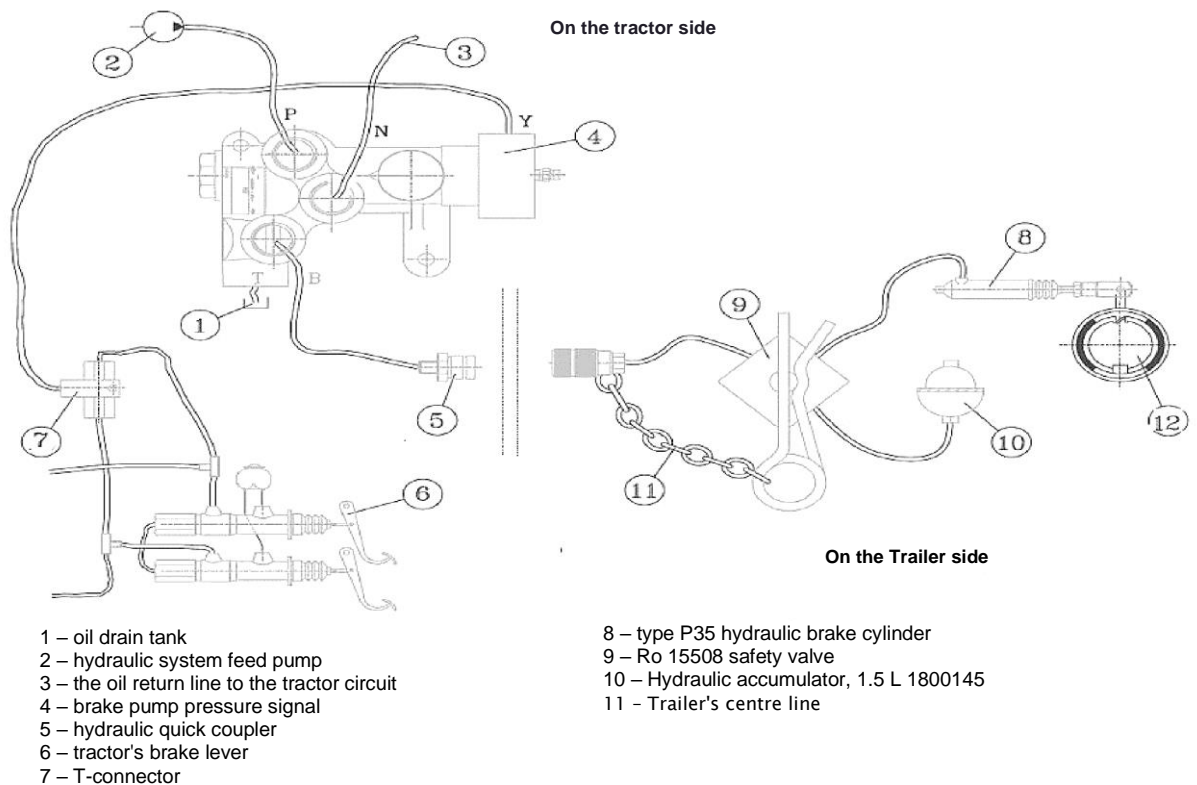


Figure 13. A diagram of the T736A single-line hydraulic system.

3.4 Trailer's pneumatic and hydraulic systems

The pneumatic system is under high pressure. When connecting the pneumatic lines to the tractor's pneumatic system, make sure that the valves on the side of the tractor and the Trailer are not pressurised. Check the pneumatic connection on a regular basis, and replace damaged components and ageing parts. Check the tightness of the hoses. An air leak is not permitted. The replacement of lines must comply with the manufacturer's technical requirements. Replace flexible lines every five years, unless damage has been found earlier.

Before starting repair work, de-pressurise the air system and switch off the tractor's engine. Only an authorised representative of the Trailer's manufacturer can make repairs to the pneumatic system.

When connecting the hydraulic hoses to the tractor, make sure that the tractor's and Trailer's hydraulic systems are not under pressure. If necessary, reduce the residual pressure of the system.

4. Information on use

4.1 Use with a tractor

4.1.1 Coupling the Trailer with the tractor

The T736A Trailer can only be used with fully operational tractors with a minimum power of 25 kW, equipped with two external hydraulic system sockets and a hitch (the upper transporting hitch). Before coupling the Trailer, make sure that oil in the tractor's external hydraulic system can be mixed with the hydraulic oil used in the Trailer.

If the tractor is equipped with an automatic rear hitch, make sure that the coupling operation has been completed and that both machines are coupled safely.



CAUTION

CAUTION!

Exercise particular caution when coupling the Trailer.

It is forbidden for any one to be present between the Trailer and the tractor during the coupling process.

To connect the tractor with the T736A farming truck Trailer, proceed as follows:

- Set the drawbar eye of the Trailer at the height of the tractor's hitch;
- Couple the drawbar eye with the tractor's hitch;
- Secure the hitch pin against falling out;
- Switch off the tractor's engine;
- Engage the tractor's parking brake;
- Connect the pneumatic, hydraulic, and electric systems to the corresponding system sockets in the tractor.



CAUTION

CAUTION!

The maximum angle between the longitudinal axis of the tractor and the longitudinal axis of the coupled Trailer must not exceed 45 degrees°.

The Trailer is equipped with a mechanically support foot. Its job is to support the Trailer's drawbar when it is not coupled with the tractor.



CAUTION

CAUTION!

It is prohibited to support a loaded Trailer on the support foot.

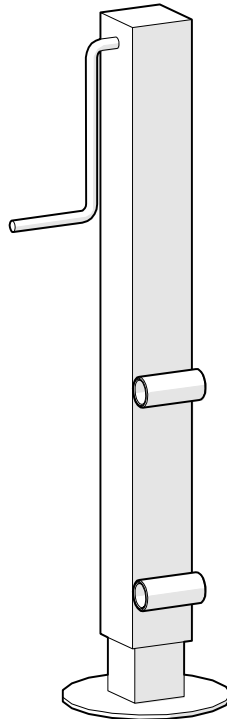


Figure 14. Mechanical support foot

4.1.2 Uncoupling the Trailer from the tractor

Carry out the following steps to uncouple the Trailer from the tractor:

- Stop the tractor and the Trailer at the location where the Trailer is to be uncoupled, and engage the tractor's parking brake;
- Engage the parking brake of the Trailer;
- If the Trailer is standing on uneven or sloping ground, use wheel chocks to additionally secure it against rolling away;
- Disconnect the electrical, hydraulic and pneumatic lines from the tractor;
- Unlock and remove the pin of the hitch to uncouple the drawbar from the hitch; then, drive the tractor away and insert the pin into the hitch.



CAUTION

CAUTION!

Do not uncouple the Trailer from the tractor:

- if the load-carrying body is raised;
- if the Trailer is not secured from rolling;
- if the Trailer is loaded.

4.2 Start-up



CAUTION

CAUTION!

Use only a fully operational tractor (with its transport hitch, and pneumatic, hydraulic, signalling and warning systems fully operational).

Before starting-up the Trailer, follow the procedure below.

1. Learn the names and locations of all individual units/components of the Trailer.
2. Check pressure in the tyres of the Trailer.
3. Connect the Trailer to the tractor (see Section 4.1.1).
4. Check the operation and air-tightness of the pneumatic system (if the Trailer is supplied with such), hydraulic, and electrical systems of both the Trailer and the tractor.
5. Check all the devices, their connections, and protection against undesired disconnection or displacement.
6. Disengage the Trailer's parking brake.

The operations listed under items 3, 4, 5, 6 and 7 shall be carried out each time the Trailer is operated.

4.3 Loading the Trailer body

The Trailer's body can only be loaded when the Trailer is coupled to a tractor, positioned on horizontal ground, with its drawbar in the straight-ahead position.

Preferably use mechanical loading devices like cranes, loaders, conveyors etc. for loading.

Before loading the Trailer, make sure that the locks on all boards and top extensions are locked.

When loading the Trailer, distribute the load evenly over the entire surface of the Trailer's body. When transporting materials exerting point pressure on the floor of the body (concentrated loads, e.g. large stones), place thick boards on the floor before loading. This will mean a smaller surface load on the floor and protection against damage.

When transporting bulk materials, use board extensions on the Trailer body, and when transporting materials protruding beyond the contour planes of the Trailer, observe road-traffic regulations and mark the protruding load accordingly.



CAUTION

CAUTION!

It is forbidden to exceed the permissible load capacity of the Trailer and the permissible axle loads, as this threatens road safety, and can cause damage to the Trailer.

The load to be carried must be protected against displacement, the generation of excessive noise, and road spillage.



CAUTION

CAUTION!

It is forbidden to transport people on the Trailer.

Table 3. Approximate weights of selected materials

Approximate weights of selected materials per 1m³, in kg	
Soil	1600 – 1800
Wheat	710 – 820
Potatoes	625 – 725
White beet	650 - 700
Legumes	760 – 820
Construction aggregates	1400 – 1850
Lime	900 – 1500
Hard coal	1200 – 1600

4.4 Unloading the Trailer's body

Unloading the body may be done manually, mechanically, or by means of the hydraulic tilting mechanism of the body.

Unloading the Trailer by tilting the load-carrying body must be performed in the following order:

- Align the tractor with the longitudinal axis of the Trailer;
- engage the tractor's parking brake;
- open the rear sideboard locks;
- tilt the load-carrying body using the cylinder of the hydraulic system;
- after the load has slid off, lower the body and close the sideboard(s) using the locks.

After the load has been unloaded from the Trailer, it is necessary to:

- lower the load-carrying body and remove any residual material,
- close the rear sideboard locks,
- lock the board(s) and prevent it/them from opening automatically,



Figure 15. Sideboard locks



CAUTION

CAUTION!

- If it is necessary to unload the Trailer on sloping terrain, it is permissible to tilt the load-carrying body upwards (tractor with the Trailer facing upwards).
- It is forbidden to unload the Trailer to the front and to the sides.
- No one is allowed to be present in the vicinity of the tilting load-carrying body, or within the range of the load being dumped.
- Do not uncouple the Trailer from the tractor, when the Trailer's body is raised.
- Before unloading the Trailer by tilting its body, ensure that the rear locks are open.
- It is forbidden to transport people on the Trailer.
- When tilting the load-carrying body make sure it is stable.

4.5 Driving on public roads

Before starting to drive, check the correct functioning of the lighting, and make sure it has all the necessary signs.

Adhere to traffic regulations when driving on public roads.

1. Exceeding the Trailer's permissible load capacity can cause damage to the Trailer and pose danger to road safety.
2. Do not exceed the permissible speed of 40 km/h.
3. The Trailer is suitable for working on a surface with an inclination that does not exceed 10°.
4. When driving on public roads, the Trailer must be equipped with a reflective warning triangle, and a plate indicating slow-moving vehicles must be installed in the bracket located on the rear board of the Trailer (the plate is an accessory of the tractor).
5. It is forbidden to leave the loaded Trailer on a slope or unsecured against unintentional movement. The protection consists of engaging the parking brake, placing wheel chocks, and fastening the transported load with transporting belts.
6. Transporting speed max. 40 km/h.



CAUTION

CAUTION!

Observe the applicable road traffic regulations.

During the first few hours of operation of the brakes, the drum shoes accommodate to work with the brake drums. The total braking effect is achieved after the elements reach the friction phase.



CAUTION

CAUTION!

Vertical load transferred from the Trailer to the tractor may affect the vehicle's steering facility.

4.6 Hydraulic system

4.6.1 Using the hydraulic system tilting the load-carrying body

The hydraulic mechanism is used for automatic unloading of the Trailer by tilting the load-carrying body backwards or to the sides. The hydraulic system of the tilting mechanism is supplied with oil from the tractor's hydraulic system.

The hydraulic system consists of a plug for the coupling valve, hydraulic hoses, a single-acting hydraulic cylinder, and a shut-off valve, as well as fastening and fixing components. A valve block in the tractor's hydraulic system is used to control the raising and lowering of the Trailer's body.



CAUTION

CAUTION!

Check that the oil in the Trailer's hydraulic system and the oil in the tractor's external hydraulic system are of the same type and grade. The use of different oil grades is not permitted.



CAUTION

CAUTION!

Hydraulic oil can heat up to high temperatures during operation.

The hydraulic system of the Trailer must be completely leak-proof. The tightness of the hydraulic system must be checked with several-seconds of overloading the system by tilting the load-carrying platform to the rear. Tighten the couplings if there is an oil leak in the hydraulic hose lines. If this does not remove the fault, the line or coupling elements must be replaced with new ones. If there is an oil leak outside the coupling, replace the leaking components in the hydraulic system. Any mechanical damage to the component necessitates its replacement with a new one.

The condition of the hydraulic system should be monitored on an ongoing basis while the Trailer is in use. When connecting the Trailer's and tractor's hydraulic systems, observe the required cleanness of the connectors.



CAUTION

CAUTION!

This valve is adjusted by the Trailer's manufacturer, and it is forbidden for the user to change the settings. Improper adjustment may cause the Trailer to tip over.



CAUTION

CAUTION!

It is forbidden to carry out maintenance and repair work if the Trailer's body is not secured with a support!



CAUTION

CAUTION!

Inspect the hydraulic system on a regular basis, every 6 months. Check the condition of the hydraulic lines. Replace the hydraulic hoses every 5 years, even if undamaged.

4.6.2 Adjusting the hydraulic mechanism tilting the load-carrying body

The hydraulic system is equipped with a safety cord (the load-carrying body tilt angle limiter) and an oil shut-off valve to the hydraulic cylinder when tilting the load-carrying body. For safety reasons, it is forbidden for those who are not authorized to make adjustments or to remove the limiters.

The purpose of the shut-off valve is to cut off the oil supply to the cylinder before reaching the maximum (permissible) tilt angle of the load-carrying body. Changing the length of the cable connecting the body frame to the shut-off valve, or breaking it, can cause damage to, and tip the Trailer over.



CAUTION

CAUTION!

It is forbidden to remove or disconnect the cord that limits the tilting of the load-carrying body. It is forbidden for those who are unauthorised to adjust the shut-off valve.

5. Elements requiring ongoing adjustments

For proper operation, the T736A Trailer requires the following adjustments:

- The adjustment of the wheel bearing play;
- Tyre maintenance;
- Hydraulic system maintenance;
- Adjustment of the brake system components.

5.1 Wheels – bearing play adjustment

In the case of a newly purchased Trailer, check the play on the wheel bearings, first after driving approx. 100 km, and then throughout the course of operation, after driving 1,500-2,000 km – if necessary, adjust the play.

To do so, follow the procedure below:

- Couple the Trailer with the tractor and engage the parking brake of the tractor;
- Lift one side of the Trailer, so that the wheel does not touch the ground, and secure it from dropping;
- If the wheel shows excessive play, remove the hub cap and the securing pin, to prevent the castellated nut from unintentional unscrewing;
- while turning the wheel, simultaneously tighten the castellated nut, until the wheel has stopped completely;
- Loosen the nut by $1/6 \div 1/3$ of a turn, until the nearest pin groove overlaps with the hole on the hub spigot
- Secure the nut with a new pin, replace, and fasten the hub cover.

If the bearing play is adjusted correctly, the wheel should rotate smoothly, without stopping or apparent resistance (other than friction of the brake shoes against the drum). Slight friction of the shoes against the drum, particularly in a new Trailer, or after their replacement, is a typical occurrence. Drive a few kilometres to finally check the correctness of the bearing-play adjustment, by checking by hand the degree to which the wheel hubs have heated up. Significant resistance during wheel rotation and excessive heating of the hubs may result from incorrect adjustment of the bearing play, contaminated grease or bearing damage. The above symptoms require the dismantling of the wheel hub and the removal of the malfunction.



CAUTION

CAUTION!

Observe the following when lifting the wheel of the Trailer:

- Couple the Trailer to the tractor, position on flat ground, and engage the tractor's parking brake;
- Place the safety chocks underneath the wheel that is not intended for lifting;
- Place a jack under the axle close to the wheel to be raised and lift the wheel so that it does not touch the ground;
- Secure the wheel against lowering by placing a stand of appropriate height under the axle.

5.2 Wheels – tyres

Servicing the tyres consists of checking the condition by visual inspection and checking the internal pressures. It is also important that the tyres do not have visible cracks that expose

or damage their carcass, and that the hubs, wheel discs, and their attachment are in a good condition.

Secure the machine with the parking brake and the wheels with chocks, when maintaining the tyres.

Changing the wheel is only permitted if the Trailer's body has been emptied. Use suitable tools for repairing the wheels. Due to the risks associated with the maintenance and repair works of tyres, the repairer should be trained for this purpose. It is advisable to check the tightening of the nuts after the first use, after the first laden drive, and then after each intensive use of the machine, or every 100 kilometres. Repeat these checks each time after you dismantle the wheels. The tyre valves must be secured with suitable caps, to prevent dirt penetration.

With the Trailer parked for a long time, it is necessary to protect the tyres against sunlight. When cornering, avoid damaged road surfaces, sudden and alternating manoeuvres, and high speed.

Regularly check the tyre pressures. Tyre pressures can change during a day's operation. Adjust your speed and load capacity to suit your tyre pressures.



CAUTION

CAUTION!

Check the wheel nuts on a regular basis for their condition and tightness, before each use of the Trailer. Tighten them, if necessary.

Tightening torque of threaded nuts:

- M18 x 1.5 = 270 Nm,
- M20 x 1.5 = 350 Nm,
- M22 x 1.5 = 475 Nm.



After the first journey with a load and every 100 km, check the tightness of the wheel nuts and tighten, if necessary.

Check tyre pressures. The tyre pressures specified in the pictogram located near the wheels of the Trailer correspond to the maximum load-bearing capacity, when driving at the maximum-permissible speed.



CAUTION

CAUTION!

Regularly check tyre pressures.

Tyre over-inflation can cause a blow-out.



CAUTION

CAUTION!

When operating the tyres, it is essential that the Trailer is secured against unintentional displacement by means of the parking brake and wheel chocks. The wheels can only be dismantled when the Trailer is not loaded.



CAUTION

CAUTION!

When driving along a bend and reversing, the angle between the longitudinal axle of the tractor and the longitudinal axle of the Trailer must not exceed 45°. Failure to observe this may result in damage to the wheels and axles.

5.3 Brakes

5.3.1 Maintaining the pneumatic system of the brakes

When operating the Trailer, check for leaks and the condition of the brake system components and connections, and periodically remove water condensate from the air tank.

Check the air-tightness of the system for the rated air pressure of 650-800 kPa, if using the double-line pneumatic system, and 580-630 kPa, if using a single-line pneumatic system. In places where compressed air will penetrate to the outside, a characteristic hissing is heard, or air bubbles will appear when flooded with soapy water, indicating a leak. If defective seals, hoses or other components, e.g. valves, cylinders etc. cause the leak, replace such parts.

To drain water from the tank, use its pressure in the tank when tilting the drain valve stem to the side; in addition, once a year before the winter period, remove the drain valve and clean off any accumulated dirt.

5.3.2 Adjustment of the pneumatic brake system components

When operating the Trailer, check the condition of the brake system components and connections, and lubricate the controls periodically.

Adjust the brakes, when:

- due to wearing out of the brake shoes, excessive play forms between the brake lining and drum, and the brake performance is reduced;
- the wheel brakes' action is not simultaneous and not equal.

If the brakes are adjusted correctly, the braking force (the sum of braking forces at the periphery of the braked wheels) should be a min. 30% of the Trailer's permissible total weight when braking with the service brake, and the braking force (sum of braking forces at the periphery of the braked wheels) when braking with the parking brake should be a min. 16% of the permissible total weight of the Trailer. Both wheels on the same axle must stop uniformly, and the difference in braking forces between the left and right side of the Trailer must not exceed 30% (taking into account that 100% corresponds to the greatest force).

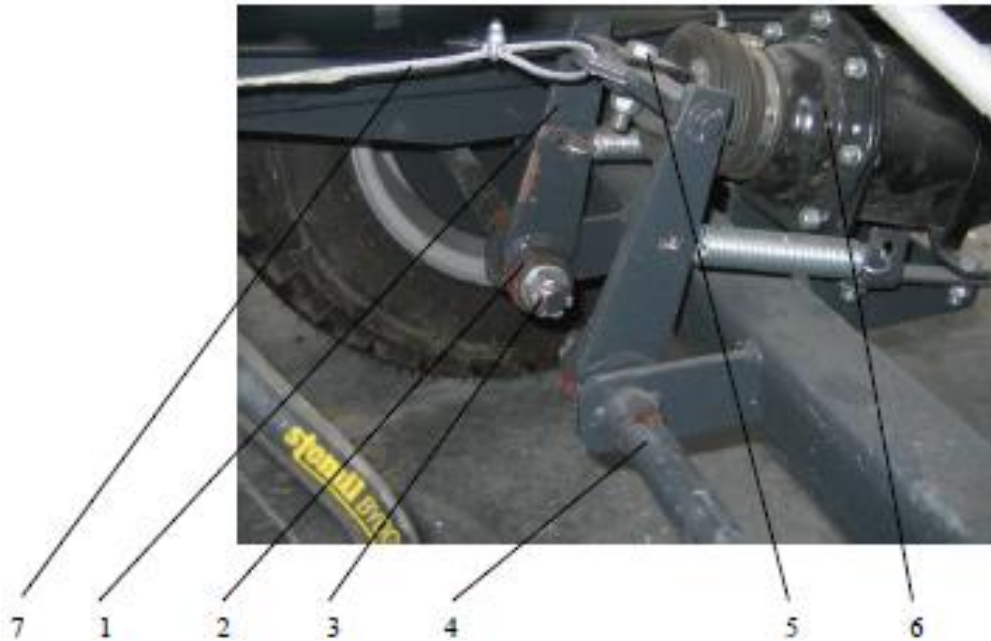


Figure 16. The components of the brake system:

- 1 – lever (arm) of the expander roller, 2 – adjusting nut, 3 – adjusting screw of the lever (arm) setting with an adjusting nut on the expander roller, 4 – brake shoe expander roller, 5 – tie rod (pusher) connecting the piston rod of the pneumatic cylinder with the expander arm, 6 – pneumatic cylinder, 7 – parking brake cable

The brakes are adjusted by changing the position of the spreader arm relative to the expander roller. To do this, lift the wheel and turn it to determine the position of the lever on the expander roller, and make sure you sense a slight friction of the brake shoes against the drum.

If the friction parts are adjusted correctly, the wheel should rotate freely, without stopping or evident resistance caused by the friction of the brake shoes against the drum. Slight friction of the shoes against the drum, particularly in a new Trailer, or after their replacement, is a typical occurrence.

Having made the adjustment as specified above, check and adjust the parking brake as required. Adjust the parking brake by adjusting the length of the cord connecting the lever of the expander roller with the activating mechanism. The required sum of the braking forces must be obtained by exerting the maximum force on the manual crank of the device equal to 40 daN (while maintaining the right angle between the cord and the lever of the expander roller).



CAUTION

CAUTION!

Check the braking system on a regular basis, and before starting to drive, in terms of:

- its operation,
- air-tightness,
- play.

If necessary, adjust or repair.



Check the brake shoes at least once a year, and change worn linings for new ones.

If friction elements have been replaced, they need to be run in (by driving with frequent braking) and adjusted, in order to achieve the required efficiency of their operation.



CAUTION

CAUTION!

Observe the following when lifting the wheel of the Trailer:

- Couple the Trailer to the tractor, position on flat ground, and engage the tractor's parking brake;
- Place the safety chocks underneath the wheel that is not intended for lifting;
- Place a jack under the axle close to the wheel to be raised and lift the wheel so that it does not touch the ground;
- Secure the wheel against lowering by placing a stand of appropriate height under the axle.

5.3.3 Maintaining the hydraulic system of the brakes

When operating the Trailer, check for leaks, and the condition of the brake system components and connections.

The tightness of the system shall be checked at a nominal system pressure of 1,400 kPa. Unexpected oil is a sign of a leak. If defective seals, hoses or other components, e.g. valves, cylinders etc. cause the leak, replace such parts.

6. Scheduled inspections

6.1 Technical maintenance

The transporting capacity and the long service life of agricultural Trailers can only be achieved, if they are used correctly and in a reasonable manner, observing the limits of the structural and functional parameters.

Minor negligence in the operation of the Trailer can have serious consequences. If detected on time, defects can be eliminated effortlessly, at minimum cost and effort, but with maximum efficiency. Trailer defects can be discovered quickly only if you maintain its periodical cleaning and careful checks. Therefore, wash the Trailer often to spot possible damage and malfunctions.

The Trailer shall also be subject to periodic technical inspections. Lubricate the Trailer, in accordance with the lubrication instructions.

It is advisable to store the Trailer in a roofed area, in order to protect the Trailer from rain, hail and other adverse weather conditions.

For the proper functioning of the Trailer, it must be maintained, repaired on time, and monitored with great care during operation.

The daily maintenance (before starting work) of the Trailer requires a minimum of work to be done, such as:

- Check the tightness of the bolted parts and protect them against undesired loosening
- control play of mechanisms and articulated connections;
- check the tightness of the hydraulic system and remove any leaks;
- check the tightness of the pneumatic or hydraulic system;
- check the proper operation of mechanisms;
- check and perform lubrication as specified in the instructions;
- check tyre pressures;
- check the locks on the boards for correct locking and safety;
- when working with board extensions - check, if they work properly and ensure the safety of road traffic and the operator;
- check the functioning of the brake system, signalling, and the warning system.



CAUTION

CAUTION!

It is forbidden to carry out maintenance and repair work if the Trailer's body is not secured with a support!

6.2 Periodic maintenance

1. Carry out any repair, maintenance, and cleaning work, as well as eliminate any functional faults with both the tractor's drive and engine switched off. Remove the key from the ignition.
2. Check nuts and bolts on a regular basis at their fixed positions, and tighten. Replace regular screws only with screws of the same quality and strength as the original ones (see item 6.5).

3. When operating underneath a raised and tilted, but unloaded load-carrying body, always secure the body against dropping with the support provided with the Trailer.
4. When replacing parts, use suitable tools and protective gloves.
5. Clean the Trailer thoroughly after you finish work, and do not leave any residual load carried on the Trailer's body.
6. Disconnect the continuous power supply before welding and working on the electrical system.
7. Protective equipment is subject to wear and tear. Therefore, it should be adjusted, inspected, and replaced in good time, on a regular basis.
8. The spray-suppression skirts must be cleaned on a regular basis.
9. Only use the spare parts recommended by "METAL-FACH" Sp. z o.o. in Sokółka.
10. The Trailer should be stored in roofed areas (preferably on a level and hard surface) and in such a way as to prevent injury to people and animals.
11. Used parts must be handed over to the appropriate recycling centres subject to the environmental requirements.

6.3 Repair instructions

When carrying out minor repairs caused by accidental defects, maintain the proper cleanness and ensure all parts are correctly mounted, when making the required adjustments necessary for the proper functioning of the Trailer.

Minor repairs during operation (in the field) must be carried out on site by the operator.

Store parts dismantled during repair and protect them against dust and other contaminants. Special attention must be paid to the protection and cleanness of the bearings.

During any field repairs, maintain the proper cleanness of the parts to be fitted, especially any parts that you drop to the ground, which should be washed or at least cleaned of any dirt to a degree that ensures proper functioning.

A series of technical rules for the dismantling and assembly of parts and sub-assemblies must be observed during current and comprehensive repairs, thus ensuring the quality and efficiency of work.

After each repair of the Trailer's sub-assemblies, check that they are working properly.

When carrying out maintenance and repair work, wear suitable protective clothing, including gloves, footwear, and goggles. It is essential to use the appropriate tools. Observe the generally accepted rules of work health and safety when working. In the event of injury, rinse, and disinfect any wound, and, in the case of serious injuries, seek medical advice.

When carrying out repair work that involves welding, pay special attention to the flammable or fusible components. If they are susceptible to ignition or damage, they must be dismantled or covered with non-combustible material before starting welding. Before you start the work, it is advisable that you make ready a CO₂ or foam extinguisher.

6.4 Lubrication

Proper lubrication is one of the most-important factors that determine the efficient operation of individual Trailer assemblies and mechanisms.

Complying with the lubrication recommendations of the Manufacturer will significantly reduce the possibility of damage or premature wear and tear to individual parts.

Follow the guidelines for lubrication listed below.

- The grease must be cleaned before being pumped into the grease nipple;
- The grease should be pumped until fresh grease appears in the slots (through which the used grease is squeezed out during pumping);
- After lubricating, leave some grease on the grease nipple head;
- Threaded connections, lever connections, and similar elements of the Trailer, should be lubricated with oil;
- Check the lubrication of the wheel hub bearings, and replenish or replace the bearing grease annually.
- When replacing the grease, remove the hub, remove any used grease, evaluate the condition of the bearings (replace if necessary), and after applying fresh grease and reassembling the hub, adjust the bearing play.



CAUTION

CAUTION!

Only use high quality bearing grease.

Never drive without the hub cover, otherwise penetrating dirt (sand) will damage the wheel bearings.

Table 4. Lubrication points

Lubrication point	Lubricant grade	Lubrication interval
Wheel hub bearings	LT 43	Every 6 months
Head socket of the hydraulic cylinder	Graphite grease	Every 6 months
Components of the Trailer's body-tilting system	LT 43	Every 6 months
Elements of the support foot	LT 43	Every 6 months

Other components that require routine lubrication.

- The moving parts of locks, hinges, and articulated joints on a regular basis;
- To press the grease into the cleaned grease nipples;
- The mobile components of brakes: levers and pins (regularly);
- The bearings of the axle of the brake shoes (if necessary, use a very limited amount of grease);

When carrying out lubrication work, ensure that no excess grease or oil remains on the machine. Remove any excess lubricant.

6.5 Metric-bolt-tightening torques

Optimised torque values for bolts or screws and nuts [Nm] are shown in Table 5.

Table 5. Tightening-torque values for metric bolts

Bolt-tightening torques – metric bolts in Nm							
Size Ø mm	Pitch mm	Bolt version – strength classes					Wheel nuts, wheel screws
		4.8	5.8	8.8	10.9	12.9	
3	0.50	0.9	1.1	1.8	2.6	3.0	
4	0.70	1.6	2.0	3.1	4.5	5.3	
5	0.80	3.2	4.0	6.1	8.9	10.4	
6	1.00	5.5	6.8	10.4	15.3	17.9	
7	1.00	9.3	11.5	17.2	25	30	
8	1.25	13.6	16.8	25	37	44	
8	1.00	14.5	18	27	40	47	
10	1.50	26.6	33	50	73	86	45
10	1.25	28	35	53	78	91	
12	1.75	46	56	86	127	148	
12	1.50						80
12	1.25	50	62	95	139	163	
14	2.00	73	90	137	201	235	
14	1.50	79	96	150	220	257	140
16	2.00	113	141	214	314	369	
16	1.50	121	150	229	336	393	220
18	2.50	157	194	306	435	509	
18	1.50	178	220	345	491	575	300
20	2.50	222	275	432	615	719	
20	1.50	248	307	482	687	804	400
22	2.50	305	376	502	843	987	
22	2.00						450
22	1.50	337	416	654	932	1090	500
24	3.00	383	474	744	1080	1240	
24	2.00	420	519	814	1160	1360	
24	1.50						550
27	3.00	568	703	100	1570	1840	
27	2.00	615	760	1200	1700	1990	
30	3.50	772	995	1500	2130	2500	
30	2.00	850	1060	1670	2370	2380	

7. Defects and troubleshooting

Table 6. Defects and troubleshooting

No.	Type of defect	Cause	Method of rectification
1.	Excessive heating of brake drums.	Brake shoes are not adjusted correctly.	Adjust according to Section 5.3.2.
2.	Excessive heating of the wheel hub.	Too little play on bearings. Dirty bearing grease.	Adjust, according to Section 5.1. Remove the hub, replace the grease, and adjust the bearings as above.
3.	Lubricant flows out onto the brake shoes.	Hub seal worn, damaged or incorrectly installed.	Remove the hub, change the worn or damaged seal, and install the new one correctly. Remove the grease from the shoes and the drum, wash the friction elements using extraction naphtha, re-install the hub, and adjust the bearings as above.
4.	The wheels brake unevenly.	Dirty, worn-out shoe linings, or incorrectly adjusted brake shoes.	Check the condition of the brake shoes, remove any dirt, replace and adjust the worn brake shoes, according to Section 5.3.2.
5.	Insufficient braking performance of the wheels.	Incorrect adjustment of the brake shoes and brake controls.	Adjust brake shoes and controls according to Section 5.3.2.
6.	Oil leaks onto hydraulic line joints.	Insufficient tightening on the joints or damage to the seals on the joints.	Tighten and, if necessary, replace the line elements.
7.	Oil leaks from the shut-off valve or cylinder.	Worn or damaged seals or mechanical damage to these devices.	Replace seals or complete units (assemblies).
8.	The locking pin of the body does not enter the socket.	A bent pin or dirt between the pin and the housing.	Replace or clean the pin and the housing, apply a thin layer of solid grease to the pin, insert it into the socket and secure.
9.	The seat of the load-bearing platform support does not fit the spigot of the chassis frame.	Bent chassis frame, bent body frame, or mechanical damage to connecting parts.	Contact the manufacturer to replace the damaged components.

8. Authorised service

8.1 Guarantee service

The manufacturer provides a guarantee for the machine on the terms and conditions stipulated on the Guarantee Certificate. In the warranty period, the repairs must be performed by the authorised service centres of the dealers, or the manufacturer.

8.2 Routine service

After the warranty period, periodic inspections, adjustments, and repairs to the machine are carried out by the authorised dealer service centres.

8.3 Ordering spare parts

Spare parts must be purchased from the authorised dealers or ordered from the manufacturer. When ordering, provide the following: your name and surname, or the company name, and the address of the ordering party. When ordering, please also include the following: name, symbol, serial number, year of manufacture, part name, part number, drawing or standard number in the catalogue, and the number of ordered pieces. Then specify the payment terms.

9. Dismantling, disposal, and environment protection

If the product is going to be repaired, deliver the worn parts to a scrap yard. Adhere to the requirements of OH&S while doing all repair and replacement work performed on worn-out components. If the entire product is to be disposed of, deliver it to a buy-back recycle centre.

Any noticed malfunction of the hydraulic system, i.e. oil leaks, must be remedied without delay and without causing environmental pollution. When changing the oil, make sure it does not spill on the ground. Used oil must be stored in sealed containers (e.g. kept after fresh oil) and periodically delivered to a petrol station or a waste processing facility.



CAUTION

CAUTION!

The dismantling of the machine must be carried out by those familiar with its design and operation. When dismantling (repairing), the general safety precautions for workshop work on agricultural equipment must be observed. Due to the high component weight (over 20 kg), use lifting equipment during dismantling.

Do not leave any worn-out or damaged parts collected during repairing or dismantling in the field or within the farmyard area. They must be stored in a separate place (with limited access for people and animals), and periodically delivered to a scrap yard or a waste processing facility.

It is better to have the machine disposed of by a professional centre which operates in the dismantling of equipment and machines. When disposing of the machine on your own, segregate the parts, according to the type of material: rubber elements, ferrous and non-ferrous metals. Hand over the rubber parts for re-use (re-processing or disposal).

10. Residual risk

10.1 Residual-risk description

Although “METAL-FACH” Sp. z o.o. in Sokółka takes responsibility for the design and structure of the machine, in order to eliminate hazards, some risks are unavoidable when the Trailer is in operation.

The residual risk is due to the incorrect behaviour of the Trailer's operator, e.g. due to carelessness, ignorance, or improper behaviour. The following prohibited actions cause the highest level of risk:

1. Operation of the Trailer by minors or persons who are not authorised to drive a tractor, as well as persons who are not familiar with the Instruction Manual.
2. Operation of the Trailer by those who are sick, under the influence of alcohol or other intoxicating substances.
3. Using the Trailer for purposes other than those described in the Instruction Manual.
4. Standing between the tractor and the Trailer while the tractor engine is running.
5. Bystanders, children in particular, standing close to the running Trailer.
6. Cleaning the Trailer during operation.
7. Tampering with the tractor's power unit and the mobile parts of the Trailer, during operation.
8. Checking the technical condition of the Trailer during operation.

When specifying the residual risks, the Trailer is interpreted as a machine that was designed and made in accordance with the state of the art in the year of its manufacture.

10.2 Evaluation of the residual risk

By observing the following instructions:

- Adhere to the safety rules described in the Instruction Manual;
- Read the Instruction Manual carefully;
- It is prohibited to reach into dangerous locations or places where such reaching is forbidden;
- It is forbidden to operate the unit in the presence of bystanders, children in particular;.
- The Trailer can only be maintained and repaired by properly trained personnel;
- The Trailer can only be operated by persons who underwent training and know the Instruction Manual;
- Protect the Trailer against the access of children;

it is possible to eliminate the residual risk associated with the Trailer's operation without putting people and the environment in danger.



CAUTION

CAUTION!

Failure to comply with the instructions and guidance above can result in the occurrence of residual risks.

INDEX OF NAMES AND ABBREVIATIONS

bar – unit of pressure;

kg – kilogram, weight unit;

km/h – kilometre per hour, linear speed unit;

kPa – kilopascal, pressure unit;

kW – kilowatt, power unit;

m – metre, length unit;

min - minute, an auxiliary unit of time equal to 60 seconds;

mm – millimetre, an auxiliary length unit equal to 0.001 m;

Nm, newton metre – a unit of moment of force in the SI system;

Pictogram – a notice plate;

T – tonne – a unit of weight

Rating plate – a manufacturer's plate unambiguously identifying the machine;

UV - Ultraviolet radiation; It is an invisible electromagnetic radiation with a negative impact on human health; UV radiation has a negative effect on rubber parts;

V – Volt – a voltage unit

VIN (Vehicle Identification Number) – the vehicle identification number assigned and placed by the manufacturer;

Hitch, lower transporting hitch – hitch components of a farm tractor (see the tractor's instruction manual).

ALPHABETICAL INDEX

A

Adjustment of wheel bearing play 39, 46, 48

Arrangement of the pictograms 22-23

B

Bearings 39, 46, 48

Braking system 29

C

Cleaning 14

Coupling the Trailer 32, 42

D

Drawbar 19, 27, 33

E

Equipment 12

G

General design 28

Guarantee 10, 12, 49

H

Hydraulic lines 19, 27, 31

Hydraulic tilting system of the load-carrying body 27, 37-38

I

Identification of the Trailer 9

L

Lighting system 29

Load 11, 18, 34, 37

Load area 27

Loading the Trailer body 34

Lubrication 41, 46

Lubrication points 46

P

Parking brake 18, 25, 29, 32, 33, 39, 41

Pictograms 20-23

Pneumatic hoses 31

Pneumatic system 19, 27, 29, 34, 41

R

Rating plate 9-10

Repair works	18, 28, 31, 40, 44, 47
Residual risk	51
S	
Sale	12, 49
Scrapping	51
Servicing	16, 49
Start-up	33
Storage	15
Storage	12
Suspension	24, 27
T	
Technical data	24
Tilting the Trailer body	11, 17, 27, 37, 38
Transport passage	13-14
Transporting	11, 13, 17, 27
Tyres	25, 34, 40-41
U	
Uncoupling the Trailer	18, 33
Unloading the Trailer body	35
V	
VIN	9, 10, 12

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The pictures do not necessarily show standard accessories.

Original spare parts are available from authorised dealers, both in Poland and abroad, and also at the Metal-Fach retail outlet.

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