

Dirt Driver

Est. 1972 LIMITED

BOWSER TRAILER MANUAL



Instructions & Maintenance

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SPECIFICATION SHEET

RECORD CARD

TOWING - User notice

TOWING SAFETY

-  **CHECK TOWING VEHICLE IS LEGALLY RATED TO TOW GROSS WEIGHT**
-  **CHECK TANKER IS ROAD WORTHY**
-  **ENSURE JOCKEY OR JACK LEG IS UP BEFORE TRANSPORT**
-  **ENSURE BREAKAWAY CABLE INTACT AND IN USE**
-  **DO NOT FILL BOWSER OVER WEIGHT CAPACITY STATED ON PLATE**
-  **REFER TO OPERATORS HANDBOOK**

WS30

TOWING - Safety in brief

Check towing vehicle is legally rated to tow gross weight.
Check tanker trailer is roadworthy.

INSPECTION BEFORE USE

- Ball head greased (if applicable).
- Lights clean and working.
- Tyres sound and inflated (tyre pressure 4.5 BAR).
- Wheel bolts tight (torque 90 Nm).
- Breakaway cable not frayed or knotted.
- Brake linkages free to move.
- Tank not leaking.

COUPLING

Raise and lower coupling only by means of a jockey wheel.

Ensure ball head coupling fully seated.

Raise jockey wheel fully on handle and clamp bracket.

Plug in lights.

Connect breakaway cable to towing vehicle (not around ball stem or tow pin).

UNCOUPLING

Handbrake on and rear drop leg secure down (if fitted).

Disconnect 7 pin plug and breakaway cable first.

Uncouple trailer using jockey wheel.

DO'S AND DON'TS

DO read this Manual for detailed servicing and maintenance requirements.

DO remember speed limit.

- 60mph on motorways and dual carriageway.
- 50mph on other roads, UNLESS LOWER SPEED LIMIT APPLIES.

DO NOT use outside lane of a three lane motorway.

DO NOT park trailer for long period with handbrake on, use wheel chocks.

TOWING - Detail instruction

BEFORE USE

Check around the trailer ensuring that it is coupled correctly, that the lights operate, tyres free from cuts and bulges, pressures are correct **and that the wheel nuts are tight**. Check also the security of the load, that the door fastenings are secure and that the jockey and rear legs, if fitted, are raised and clamped. Also that the correct vehicle registration number is fitted.

COUPLING THE TRAILER

1. Check that the ball head cup is well greased.
2. Handbrake is fully applied.
3. Raise the coupling head above height of the ball bracket by use of the jockey wheel provided. **Do not lift manually.**
4. Reverse the towing vehicle until the ball bracket is directly below the ball head on the coupling.
5. Grasp the locking handle on top of coupling. With the handle still raised, wind up the jockey wheel until the ball on towing vehicle enters the ball cup on coupling. Now release the handle and continue winding up the jockey wheel until the locking handle automatically drops down and snaps shut. If the trailer latch has to be pressed down, the towing vehicle ball height is probably too low. It should be checked and raised if necessary.
6. If the ball seats properly, then continue winding up the jockey wheel until it is fully retracted.
7. If a **towing eye** is fitted instead of a **ball head**, remove pin from the towing jaw and reverse the towing vehicle until the eye enters the jaw. Then replace the pin and locking pigtail or other securing device.
8. Continue to wind up the jockey wheel until fully retracted and the wheel is no longer free to rotate. Loosen the jockey clamp and raise the jockey wheel up into chassis with wheel facing rearward and re-tighten clamp firmly ensuring that the wheel is well clear of the brake linkages. Please remember that brake linkages must be free to move fully during overrun braking when on the road. Also, the handbrake should not be obstructed so that the breakaway cable can apply the brakes if the trailer should become detached from the towing vehicle.
9. Check the condition of the breakaway cable and connect the breakaway cable to a suitable attachment on the towing vehicle, not round the ball stem or tow pin.
10. Connect the electrical plug to the socket on the rear of the towing vehicle, normally with the slot to the bottom and check that all the lights are fully operational.

TOWING - Detail instruction (cont'd)

UNCOUPLING AND PARKING

1. Apply the trailer handbrake.
2. Disconnect the electrical plug from the socket and stow in a safe position.
3. Disconnect the breakaway cable from the towing vehicle.
4. Loosen the jockey clamp and lower the jockey wheel to the ground.
5. Lift the handle on the coupling head, and at the same time raise the front of the trailer by use of jockey wheel until head is fully clear of ball on towing vehicle.
6. Drive the towing vehicle clear of the trailer.
7. In the case of a trailer fitted with an eye coupling, follow the above instructions 1-4. Raise the front of the trailer using jockey wheel until the towing pin can be easily removed. Drive the towing vehicle away from the trailer. **Do not forget to replace the towing pin.**

In order to overcome the automatic reversing brakes, the handbrake is fitted with a spring to reapply the brakes when the trailer moves backwards. If this happens it may require some effort to release the handbrake.

If the trailer is to be parked for some time, it is advisable to chock the wheels and leave the handbrake off to stop the shoes from adhering to the brake drums.

REVERSING

All road trailers are fitted with automatic reversing brakes. That is to say the brakes do not fully apply when the trailer wheels rotate backwards. On slippery or loose ground it may prove difficult to reverse satisfactorily.

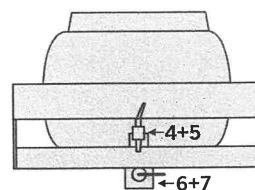
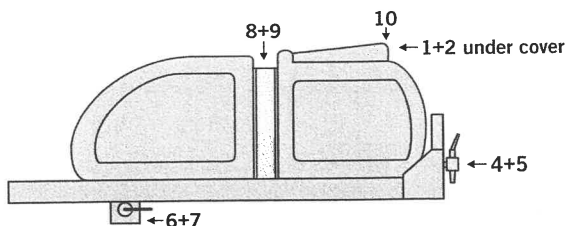
TOWING VEHICLE

Having ensured that the towing vehicle is a suitable size for the trailer, ensure that the towing bracket is of an approved type and is properly secured, a 50mm diameter towing ball is required to **British Standard BS AU113L 1979**, or **ISO Standard 1103**, this will have a flat top which is stamped **ISO 50**, If a towing jaw is used it must comply with the requirements of **BS AU24 1964**. **The vehicle coupling must be at a height which will permit the trailer to stand level when on level ground coupled to the vehicle.** The towing vehicle should be fitted with a standard 7 pin electrical socket type 12N (for wiring see section 4 page 8).

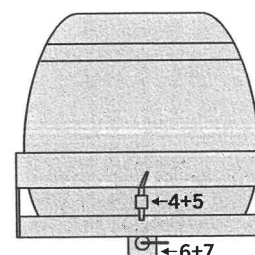
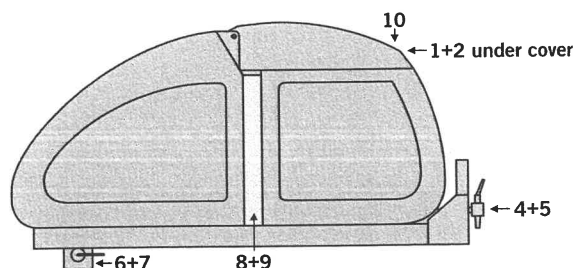
TANKS - General arrangement and parts

MAJOR REPLACEMENT PARTS

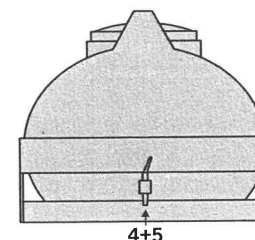
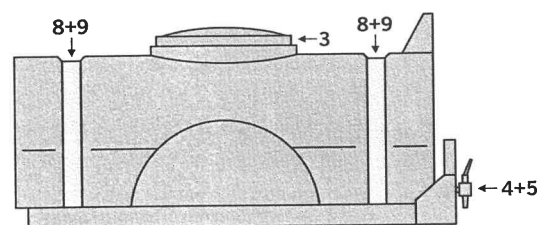
ITEM A STANDARD 500 LITRES



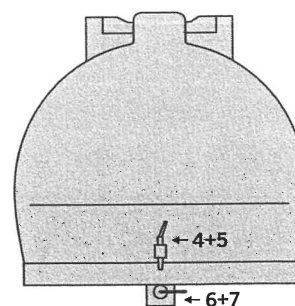
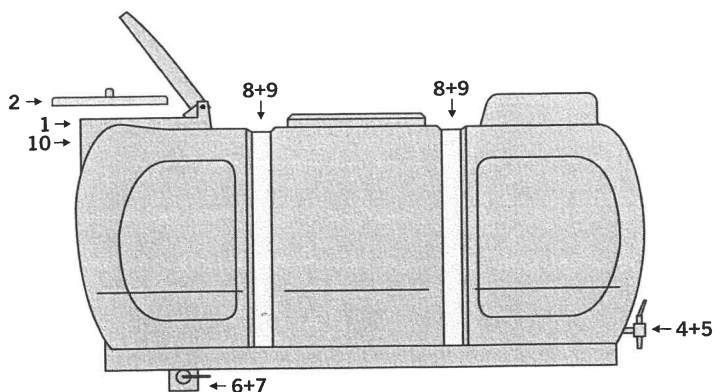
ITEM B STANDARD 1100 LITRES



ITEM C CONTRACT 1100 LITRES



ITEM D+E 2000 / 2700 LITRES



ITEM	TANK MODEL CODE	TANK SIZE LITRE	(1) NECK RING	(2) LID C/W VENT	(3) HINGED LID ASSY	(4) FLANGE REAR TAP	(5) REAR TAP 3/4"	(6) FLANGE FAST DRAIN	(7) VALVE 2" FAST DRAIN	(8) STRAP	(9) RUBBER FOR STRAP	(10) COVER PIN
A	110P	500	✓	✓	-	✓	✓	✓	✓	x1	x1	✓
B	250P	1100	✓	✓	-	✓	✓	✓	✓	x1	x1	✓
C	250PC	1100	-	-	✓	✓	✓	✓	-	x2	x2	-
D	440P	2000	✓	✓	-	✓	✓	✓	✓	x2	x2	✓
E	600P	2700	✓	✓	-	✓	✓	✓	✓	x3	x3	✓

6 + 7 - only applies to trailer mounted units.

TANKS - Maintenance and Instructions for Use: Reg. 31

The tanks are made from Polyethylene and should be kept clean internally at all times by rinsing and pressure washing as required. Dirt and debris will abrade the tanks surfaces and tend to block valves or pumps.

DRINKING WATER TANKS - APPROVED UNDER REG.31

Tanks made specifically for drinking water are manufactured from a Polyethylene material approved under Regulation 31 of the Water Supply (Water Quality) Regulation 2001. As part of this Approval there are specific Instructions for Use which should be followed when using these tanks.

INSTRUCTIONS FOR USE FOR POLYETHYLENE TANKS APPROVED UNDER REG. 31.

Document Reference: RD/MT/312 Issue 3: 24/11/04

Cleaning on Receipt

The tank should be cleaned internally with a hot pressure washer operating around 1500 PSI and minimum of 60°C.

Storage Conditions

The tanks are manufactured to be stored outside at ambient temperature. During storage the outlets and inlets should be closed. The tanks may be stored either empty or brim full, according to the requirements of the Water Supplier.

Disinfection and Filling Instructions

When the tank is taken out of storage and put into use, it should be disinfected with chlorine dose of 25-30 mg/L with a contact time of at least 30 minutes, or otherwise in accordance with the Water Suppliers specification. The tank may be filled through the top manhole, or hydrant fill point, if supplied.

Audit Testing of the Water

After disinfection, the Bowser should be emptied and flushed and the total residual chlorine checked to ensure it is within the range specified by the Water Supplier for use by the public. Repeated flushing should be carried out until this has been achieved. It is recommended that the Water Supplier takes bacteriological samples on an audit basis to confirm the effectiveness of the disinfection regime.

Security in Use

The manhole and other filling points should be secured with a lock to prevent unwanted interference with the contents of the tank. If the security of the filling points has been interfered with, the tank should be withdrawn from use and re-cleaned.

Turnover of Water

The Water Supplier is reminded that the Water Supply (Water Quality) Regulations 2000 and the Water Supply (Water Quality) Regulations 2001 (Wales) require monitoring where water is supplied from a tank for more than 48 hours.

It is suggested that the tank should be re-disinfected after 10 days. Refilling operations should be carried out with disinfected hydrants or from a suitable bulk tank.

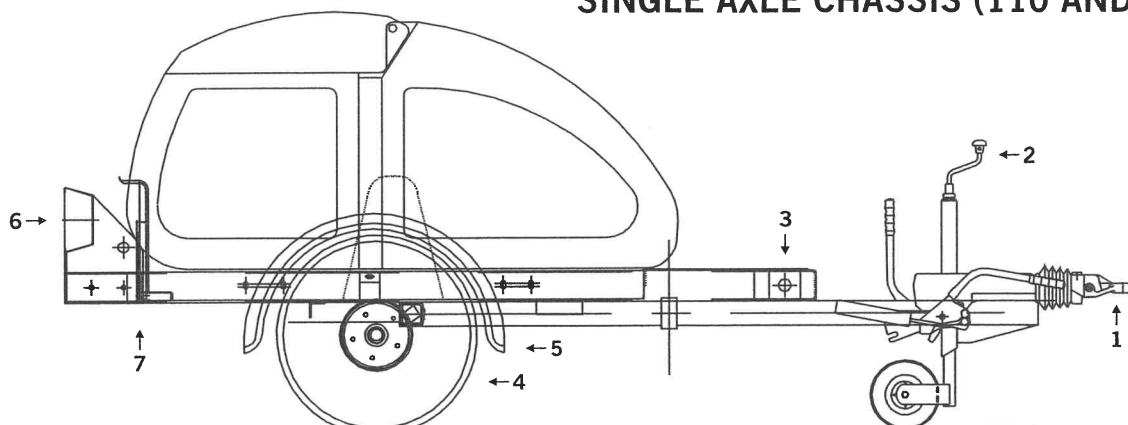
Signage

Before a tank is issued for emergency use, checks should be made to ensure that the 'Boil Before Use' stickers are in place. It is suggested there should be one each side of a Bowser and one over each tap or outlet. Tank would normally also have a label signifying the responsible Water Supplier.

TRAILER EQUIPMENT (HIGHWAY USE)

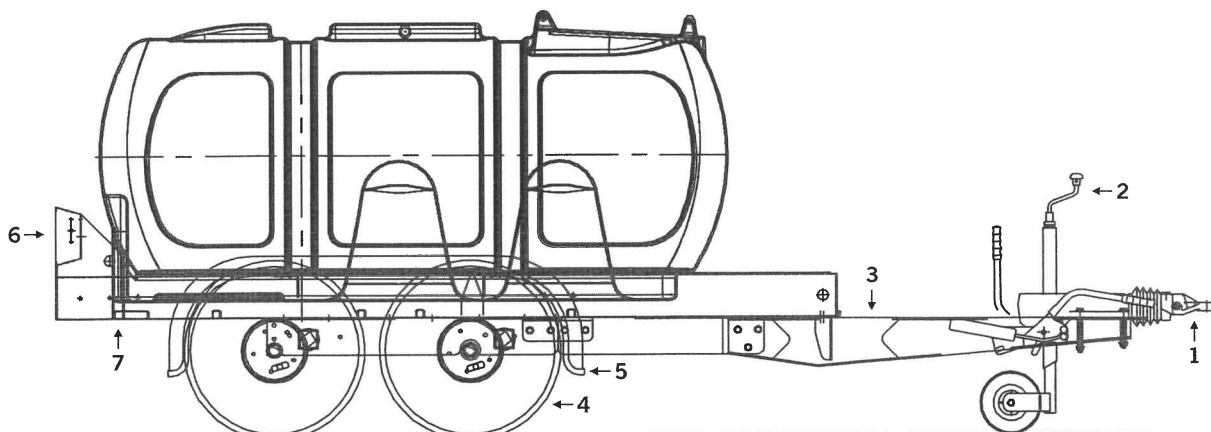
General arrangement and parts

SINGLE AXLE CHASSIS (110 AND 250)



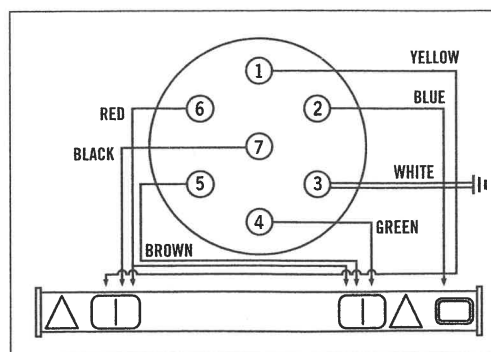
PARTS NUMBER	
1. Hitch	5. Mudguards
2. Jockey Wheel	6. Lights
3. Chassis including Axles	7. Rear drop leg (if fitted)
4. Wheels and Tyres	

TWIN AXLE CHASSIS (440 AND 600)



PIN NUMBER	COLOUR	LAMP
Pin No. 1	Yellow	Left Direction Indicator
Pin No. 2	Blue	Fog Lamp
Pin No. 3	White	Earth
Pin No. 4	Green	Right Direction Indicator
Pin No. 5	Brown	Offside Tail Lamp
Pin No. 6	Red	Stop Lamps
Pin No. 7	Black	Nearside Tail Lamp and Number Plate

Colour shades may vary slightly



Running gear maintenance - highway trailers

The following schedule is recommended to keep the trailer in good condition. Maintenance requirements will vary depending on the circumstances in which the trailer is operated. Record inspections on record card. (Page 22/23)

IMPORTANT

After the first 500 miles (or 1 month), the brakes must be adjusted at the hubs to allow for initial bedding in. Failure to do this will permit the hitch damper to travel excessively and overheat causing premature failure which cannot be covered by the warranty of the coupling manufacturer.

EACH 500 MILES OR 800 KILOMETRES - OR EVERY MONTH

1. Check the operation of the lights
2. Check the tyre pressures
3. Check the wheel nuts are tight
4. Check if hub cap is missing and inspect for any damage

Additionally

EACH 2500 MILES OR 4000 KILOMETRES - OR EVERY 6 MONTHS

5. Adjust the brakes
6. Lubricate the brake linkages
7. Check the free movement of the brake cables
8. Inspect the tyre wear
9. Grease the overrun coupling and lubricate the jockey wheel
10. Check the security of the axle and hitch mounting bolts

Additionally

EACH 5000 MILES OR 8000 KILOMETRES - OR EVERY 12 MONTHS

11. Remove the hubs and check the brake lining condition
12. Check the wheel hub bearings

Running gear maintenance (cont'd)

HOW TO ADJUST THE BRAKES

1. On level ground and with the brake lever in the off position, ensure that the brake lever is strapped down to prevent it from going overcentre and lock out the pre-charged spring whilst the transmission system is being serviced.
2. Jack the trailer off the ground sufficiently to allow free movement of the wheels. If crawling under the trailer to maintain the system, ensure that the whole trailer is securely chocked. It may not be wise to rely on jacks alone.
3. Where the transmission rod and brake cables are already connected take tension out of the system by winding back the nuts on the rod behind the balance bar. It is now possible to begin the set-up procedure starting with the wheel brakes. These can be adjusted by means of an M10, M12 or M14 bolt (dependent on brake type) at the rear of the brake backplate.
4. Rotate each wheel in the forward direction of travel whilst tightening the bolt until the wheel locks. Then gradually release the tension on the adjuster by winding back the bolt until the wheel can rotate **(forwards)** with just slight resistance. (This is best judged with the wheel and tyre fitted to the drum.) The adjuster bolt may need to be tapped with a soft hammer to centralise the components and ensure that there is no stiction in the mechanism.

Having repeated this procedure with each brake ensure that the brake cables are fitted to the rear of each brake backplate.

5. If not already connected, connect the sheathed brake cables to the anchor plate at the axle, using the nut provided. Connect the inner cables to the balance bars using two plain nuts to act as a lock at the front of the balance bar. Ensure that this assembly is now parallel to the axle or cross member.
6. If not already connected, connect the rear end of the transmission brake rod to the balance bar at the axle, by use of two plain nuts behind the balance bar. Then ensure that the front of the brake rod is connected to the clevis on the bottom of the coupling brakelink, locking it with a further nut.
7. By further adjustment of the brake rod nuts behind the balance bar, ensure that the slack is taken out of the system, but without pre-loading the brakes. (Check this by rotating each wheel in the forward direction).
8. Now the brakes and coupling are connected via the transmission rod, and the system tensioned, it is safe to remove the strap on the brake lever. Apply the brake lever firmly and positively. By attempting to rotate the wheels in the forward direction check that the brakes are in fact operating. If it is possible to rotate the wheels in the forward direction it will be necessary to check the transmission again to ensure that all the slack has been taken out of the system. If it seems that the brake lever has not been able to travel fully overcentre, it will be necessary to add a little more play in the system by reducing slightly the tension on the brake rod, adjusting the nuts at the rear of the balance bar.
9. Once satisfied with the brake operation in forward mode, with the brake lever applied, now rotate the wheels in the backward direction simulating the reverse action of the trailer. As each wheel is turned backwards you should note the rearward movement of the brake lever as the reservoir of power in the pre-charged spring takes up the slack when the reversing shoe slides backwards on its carrier and then reapplies. This action should occur once on the rearward turn of each wheel. If not, recheck all brake and rod adjustments from the start.
10. Having made all necessary adjustments, ensure all nuts and other fasteners are locked off, if applicable. The trailer can now be returned to the ground in preparation for the road test.

Running gear maintenance (cont'd)

BEDDING IN & TESTING PROCEDURE

1. Fully apply the brake lever 5 or 6 times and then check the tension on the rods and cables. This procedure may have found some isolated stiction in the system which is now free. Readjust the system in accordance with the above instructions if necessary.
2. Road test – ensure that any testing carried out on public or private roads is done taking due account of other road users.
 - a. Drive in a straight line at 20/25mph; apply the brakes gradually and firmly to produce a smooth stop. Observe the behaviour of the trailer during braking. (This may be more easily done by a passenger in the towing vehicle.) If the trailer is pulling to one side under braking or the wheels are locking up on one side the system **MUST** be checked and reset before proceeding. Once smooth straight line braking is achieved at this speed, proceed to 'b'.
 - b. Drive in a straight line at 35/40mph (assuming speed limit allows) and apply the brakes firmly and steadily without locking up the trailer wheels. Once again observe the behaviour and handling of the trailer under braking. Readjust the system if braking is not even on both sides.
 - c. Finally drive at 50mph (if speed limit allows) and apply the brakes to reduce speed to 30mph, accelerating back to 50mph. If satisfied that the trailer is braking evenly and steadily, repeat the manoeuvre 3 or 4 times.

Please note; all braking should be gradual and sympathetic to the system. Aggressive and violent braking should be avoided during these procedures in order to safely judge the braking performance and obtain optimum bedding in of the brake linings. The linings will wear, improving in performance as they take on the contours of the drum. They will also generate heat which in turn will optimise the coefficient of friction on the linings and provide improved braking performance as they “bed-in”. Dependent on the type of driving style used the brakes may not achieve optimum efficiency either in overrun or on the brake lever for 500 miles. Stop/start driving will bed the brakes in more quickly than motorway driving where the brakes are hardly used.

IMPORTANT: During the bedding in process the properties at the surface of the lining change. Until the brakes are bedded in according to this recommended procedure there is a possibility that the brake shoes may adhere to the brake drum surface when parked with the handbrake lever in the “on” position. Since the introduction of asbestos free brake linings, this has been found to occur with ALL makes of lining material. It is therefore recommended that, if the trailer is to be parked for extended periods or in damp or humid conditions, the wheels are chocked and handbrake lever released. In addition it is also good practice, if reversing the trailer into position, to draw the trailer forward slightly. This ensures that the brake shoes have returned to their normal running position.

In the event of the shoes adhering to the drum it will be necessary to release them using the following procedure.

1. Turn the adjuster bolt anticlockwise by approximately half a turn.
2. Tap the bottom of the backplate using a soft faced or wooden mallet.
3. If the brake shoes have not released jack up the trailer in accordance with paragraph 2 (page 10).
4. Remove wheel assembly.
5. Tap brake drum with mallet.
6. Once the brake shoes have released, readjust the brakes.

Running gear maintenance (cont'd)

BEDDING IN & TESTING PROCEDURE (CONT'D)

Please note that there may be corrosion within the drum that has been a contributory factor to the brake linings sticking. It is recommended as good practice to therefore remove the drums and clean them before the trailer is once again parked. Frequent use of the overrun brakes should ensure that the drum surface remains free of corrosion.

After the initial adjustment at 500 miles, brakes should be readjusted as often as is necessary. There is no set time or distance limit but suggested intervals are stated on the record card. Users should check the slack in the system before each journey and readjust accordingly. The simplest way to check the slack on most systems is to push the bottom of the coupling brakelink forward. Most couplings have 90 or 100mm of travel through the drawtube (connecting rod) and damper during operation, thus the top of the brakelink would also move up to 90 or 100mm. However, if you can move it more than half of that whilst checking, i.e. 45 or 50mm, it is recommended that the brakes are readjusted.

A service should also be performed on the braking system at regular intervals. The timing of this may depend on the use of the trailer, in terms of distance and driving style. Trailers that are for occasional use only should also be checked at least annually to ensure that no parts have seized. During these service checks the drums should be removed and the brakes checked for damage and wear. Linings should be replaced if there is less than 2mm lining thickness left on the shoe. This should ensure that the linings do not wear out before the next service.

Running gear maintenance (cont'd)

HOW TO REPLACE THE BRAKE CABLES

1. Chock the trailer wheels. Strap the hand brake in the off position.
2. Remove the lock nut on the forward end of the cable attaching it to the balance bar. Retain the cup washer.
3. Release the lock nut securing the cable to the axle beam and release the cable through the slot in the bracket.
4. Draw the outer cable cover away from the brake back plate.
5. Remove the top half of the cable bracket and unlock the end of the cable from the eyelet.
6. Refit the new cable in the eyelet, replace the cover and slide the shroud on the cable back over the bracket.
7. Reconnect the linkage and adjust the brakes.

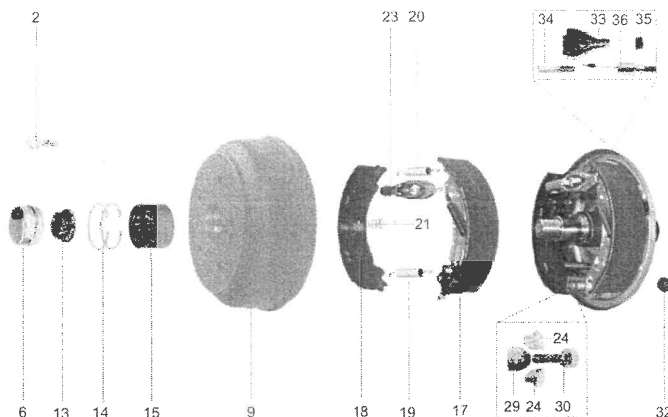
HOW TO REMOVE AND REFIT THE HUBS

1. Chock the wheel. Strap the brake lever in the off position.
2. Jack up the trailer, support on stands and remove a wheel.
3. Slacken the brake adjuster if necessary.
4. With a screwdriver blade inserted between the flange of the grease cap and the hub, remove the cap.
5. The axle nut is a lock nut and should be renewed after each removal.
6. Remove the nut anti-clockwise and draw the hub off complete with the sealed bearing assembly.
7. Check the condition of the brake linings and the operation of the brake expander.
Inhalation of the brake dust can be harmful.
8. Replace the brake shoes if necessary.
9. Examine the condition of the wheel bearing assembly. This is a sealed unit and cannot be adjusted or greased. Replace if necessary.
10. Refit the hub and replace the lock nut. **A new lock nut should be fitted and tightened to the torque figure supplied with the lock nut.**
11. Adjust the brakes as previously described.

Brake assembly

SPARES FOR TWIN AXLE - 440P

CHASSIS 530071 - AXLES 6A7398.001 X 2 - BRAKE 200X50 - WHEEL BOLTS 4 x 139.7 PCD

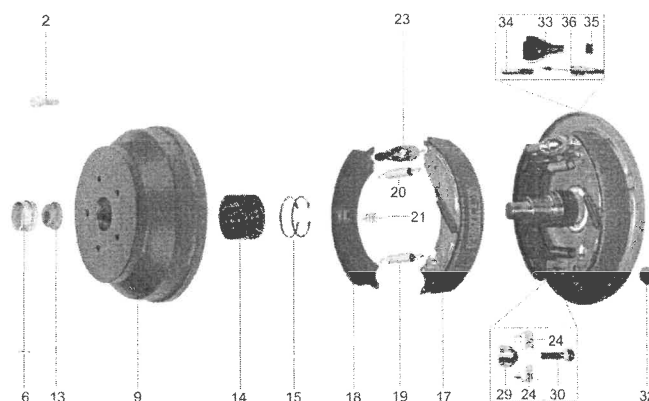


ITEM NO.	DESCRIPTION	PART NO.
2	Conical wheel bolt	43696.01
6	Hub cap	47151
9	Brake drum	6A2267.016
13	Hub nut	44738
14	Circlip (64 x 2)	D472.005
15	Bearing	45887.10
17	Sliding shoe assembly	34905.06
18	Fixed shoe	33802.06
19	Tension spring - next to adjuster	42126
20	Tension spring - next to expander	42903

ITEM NO.	DESCRIPTION	PART NO.
21	Shoe steady spring	42861.02
23	Expander	45309
24	Adjuster shoe post	45200
29	Re-adjustment wedge	44826
30	Bolt	45229
32	Plug	44569.03
33	Half shell	36341
34	Eyelet	45207
35	Protective sleeve	44877
36	Cable (x2)	33921.1.07
36	Cable (x2)	33921.1.14

SPARES FOR SINGLE AXLE - 250P

CHASSIS 530061 - AXLE 6A7512.001 - BRAKE 200X50 - WHEEL BOLTS 5 x 140 PCD



ITEM NO.	DESCRIPTION	PART NO.
2	Conical wheel bolt	43696.01
6	Hub cap	47117
9	Brake drum	6A2582.018
13	Hub nut	44738
14	Bearing	45887.11
15	Circlip (72 x 2.5)	D472.006
17	Sliding shoe assembly	34905.06
18	Fixed shoe	33802.06
19	Tension spring - next to adjuster	42126
20	Tension spring - next to expander	42903

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32	Plug	44569.03
33	Half shell	36341
34	Eyelet	45207
35	Protective sleeve	44877
36	Cable (x2)	33921.1.06

TRAILER EQUIPMENT (SITE USE) - Running gear maintenance

UNBRAKED TRAILERS

Unbraked trailers are often known as **Site Tow Trailers** as they are only designed to be used off the highway - i.e. on site.

These trailers are fitted with solid beam axles without suspension, and are limited to a maximum speed of 20 mph (30 km/h).

The following routine maintenance is suggested.

MONTHLY

Check tyre pressures

Check wheel nuts are tight

(See below for specification)

Additionally, every 2000 Kilometres -

Check axle mounting bolts are tight

Check bearing play

Re-grease wheel bearings

Grease screwjack

WHEEL BEARING REPLACEMENT

Jack up the trailer and check the wheels turn without any side movement. If any movement is noticeable, the bearings need to be replaced. If bearing adjustment / replacement is required, use the following procedure (refer to drawing on next page).

Remove the hub caps (6), remove the split pin (5) from the crown nut (4) and tighten the nut until the wheel rotation is slightly braked. Unscrew 2/12th of the turn of the nut (about 30°) until the hole is aligned for the insertion of the split pin. It is recommended a new pin is fitted, which should be inserted and opened up. Refit the hub cap.

CARE

An over-adjustment of the bearings can cause damage.

TYRE PRESSURES

185 R14 - 4.5 BAR

10.0/75x15.3x10 - 3.9 BAR

TORQUE - WHEEL NUTS

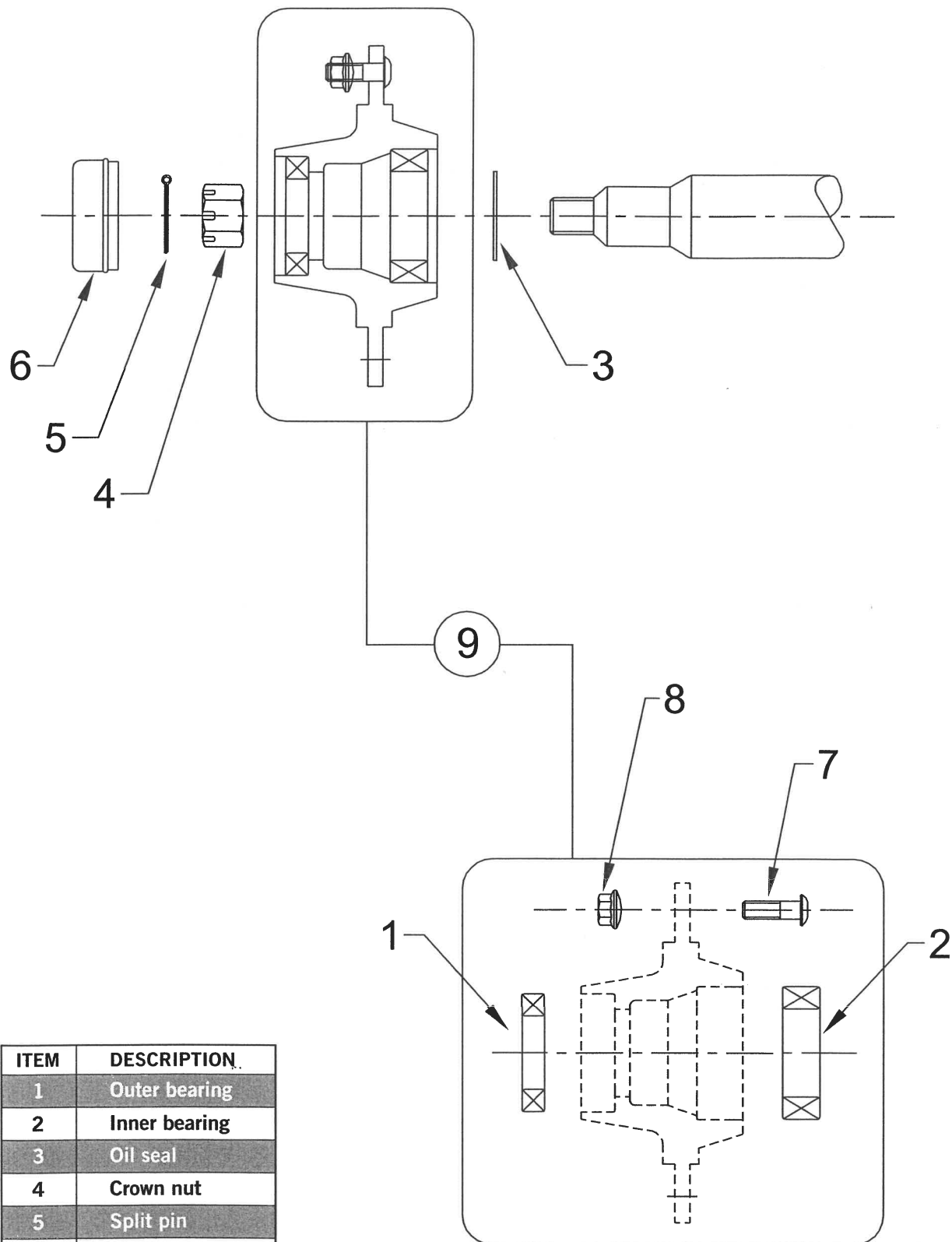
M12 90Nm

M18 310Nm

GREASE

Multi-purpose Lithium No.2 Grease.

Unbraked axle and stub-axle spare parts



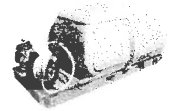
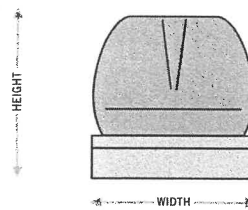
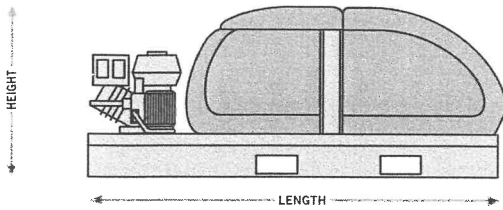
ITEM	DESCRIPTION
1	Outer bearing
2	Inner bearing
3	Oil seal
4	Crown nut
5	Split pin
6	Hub cap
7	Wheel stud
8	Wheel nut
9	Hub assembly

SPECIFICATION SHEET

WATERER PW - PLANT WATERER PW - DRINKING WATER R31

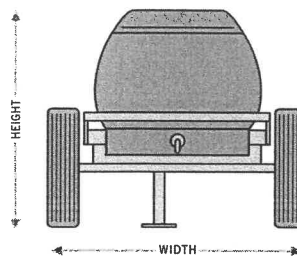
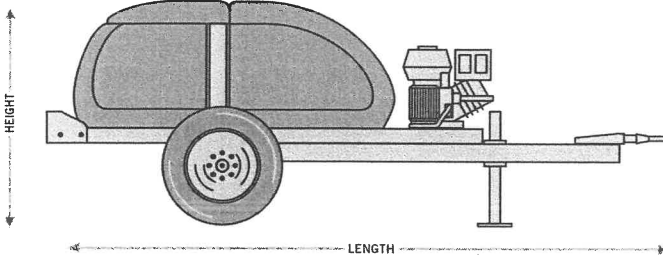
PRESSURE WASHER WW - PLANT WATERER PW - DRINKING WATER R31

SKID



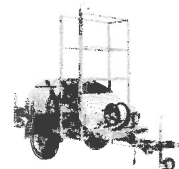
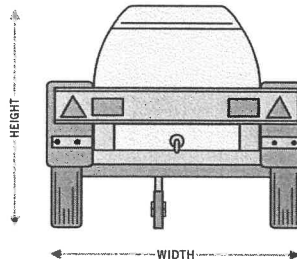
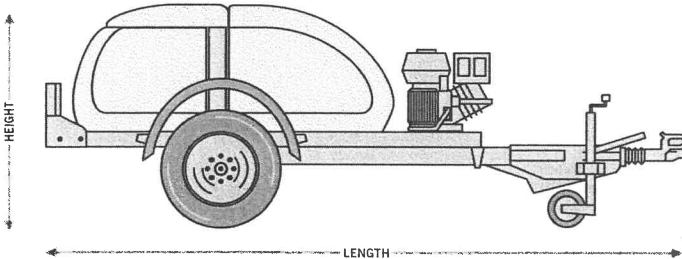
POLY
SK250PPW

SITE TOW



POLY
SS/EXT250P

HIGHWAY TOW



POLY
H250PPW
(shown with walk over frame)

POLY SPECIFICATIONS

MODEL	CAPACITY		DIMENSIONS (mm)			WEIGHT (Kg)				WHEEL / TYRE SIZE
						UNLADEN			LADEN	
-	LITRES	GALLONS	LENGTH	WIDTH	HEIGHT	STD/R31	WW	PW	MAX	
SK110P	500	110	2125	860	800	100	135	125	635	-
SK250P	1100	250	2325	1100	1050	175	280	200	1380	-
SK440P	2000	440	2640	1400	1200	290	395	315	2395	-
SK600P	2700	600	2970	1350	1200	346	450	370	3150	-
S250P	1100	250	2760	1650	1350	249	349	274	1500*	185R14
S/EXT250P	1100	250	3500	1650	1350	325	425	350	1500*	185R14
SS/EXT250P	1100	250	3500	1800	1430	350	450	375	3000*	10/75x15.3
S440P	2000	440	4250	2200	1608	484	584	514	3000*	10/75x15.3
H110P	500	110	3100	1340	1100	235	265	260	900*	165R13
H250P	1100	250	3500	1700	1340	350	456	375	1500*	185R14
H440P	2000	440	4200	1900	1550	524	630	550	2600*	165R13 TWIN AXLE

SK = Skid S/SS = Site tow H = Highway tow

*Maximum axle laden weight

NB: Exact weight of product depends on options fitted

RECORD CARD - Highway trailer service record

OWNER:

MODEL NO:

SERIAL NO:

CAPACITY:

DATE OF
MANUFACTURE:

OWNERS REF:

PUMP TYPE:

HIGHWAY TRAILER SERVICE RECORD

	1 MONTH	2 MONTHS	3 MONTHS	4 MONTHS	5 MONTHS	6 MONTHS	12 MONTHS
Lights							
Tyre pressure							
Wheel nuts tight							
Hub cap damage							
Sign							
Print							
Date							
Brake adjusted							
Lubricate linkages							
Brake cables free							
Tyres legal							
Coupling greased							
Lubricate jockey							
Check axle and hitch bolts							
Sign							
Print							
Date							
Check brake linings							
Check wheel bearings							
Sign							
Print							
Date							

RECORD CARD - Highway trailer service record

(PHOTOCOPY AS REQUIRED)

OWNER:

MODEL NO:

SERIAL NO:

CAPACITY:

DATE OF
MANUFACTURE:

OWNERS REF:

PUMP TYPE:

HIGHWAY TRAILER SERVICE RECORD

	1 MONTH	2 MONTHS	3 MONTHS	4 MONTHS	5 MONTHS	6 MONTHS	12 MONTHS
Lights							
Tyre pressure							
Wheel nuts tight							
Hub cap damage							
Sign							
Print							
Date							
Brake adjusted							
Lubricate linkages							
Brake cables free							
Tyres legal							
Coupling greased							
Lubricate jockey							
Check axle and hitch bolts							
Sign							
Print							
Date							
Check brake linings							
Check wheel bearings							
Sign							
Print							
Date							