



User Handbook

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Thank you for choosing to buy an Atlas trailer. Atlas Trailers strongly recommend that the guidelines in this handbook are read carefully before using your trailer. To maximise the use of the trailer and to ensure safety at all times, the recommendations should be read and followed by all users.

Important

Keep this handbook in a safe place and in the event of the sale of your trailer please ensure this handbook and the registration card are passed to the new owner

Used carefully and maintained in accordance with the guidelines outlined in this handbook, your Atlas Trailer should provide the owner with safe and reliable service. In cases of uncertainty, do not hesitate to contact Atlas Trailers at the contact details above.



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Atlas Trailers Golden Rules

To ensure safe use of your trailer please observe the following rules -

ALWAYS

- Use an approved towing bracket and coupling ball/jaw on the towing vehicle
- Follow all recommendations for maximum trailer weights given in the handbook of your towing vehicle
- Check tyre pressures before every journey
- Check wheel bolts before every journey
- Check lighting equipment before every journey
- Use the breakaway cable
- Leave the handbrake on or chock the wheels when the trailer is parked
- Ensure the bed of the trailer is level when coupled to the towing vehicle
- Secure all loads in your trailer

NEVER

- Exceed the maximum gross weight shown on your trailer plate (See Sect. 11 for weight details)
- Exceed the recommended towing speeds
- Unhitch a loaded trailer (unless in an emergency)
- Exceed the maximum recommended nose weight
- Tow loads that are not evenly distributed
- Detach the breakaway cable before uncoupling the trailer
- Make structural alterations to your trailer. The integrity/stability of your trailer could be seriously impacted by any welding and/or drilling operations.
- Carry out any activity that involves working under your trailer in the raised position. Always ensure the safety prop is secured in place when the trailer is in the raised position. See Fig. 1

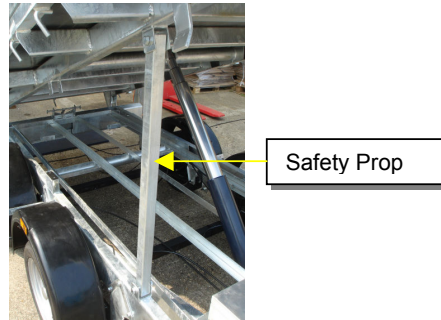


Fig. 1 Safety Prop in place when bed in raised position

2.0 Using your Atlas Trailer

2.1 Coupling 50mm Ball – Sequence of Operation

- Check the condition of the breakaway cable. If frayed or kinked replace before using trailer
- Ensure both the trailer and the towing vehicle are on level ground
- Check the cleanliness of the ball
- Check the coupling head is well greased
- Ensure the trailer handbrake is fully applied
- After ensuring the jockey wheel clamp handle is tight, using the jockey wheel jack handle, raise the coupling to a height greater than that of the coupling ball
- Reverse the towing vehicle up to the trailer so that the coupling head is directly over the towing ball. Fully apply the towing vehicle handbrake.
- Grasp locking handle on top of the coupling and pull the trigger backwards with your thumb. Then lift the handle until the automatic coupling mechanism engages and holds the locking handle in open position. You can now release the handle and trigger.
- Attach the breakaway vehicle to the towing vehicle
- The practice of wrapping the cable around the stem of the coupling ball is not recommended
- Press the release button on the coupling head and lift the handle. Lower the coupling head by means of the jockey wheel jack handle until the coupling head is in place over the towing ball and release the handle. At this point the mechanism should be fully locked onto the ball.
- Test the ball is fully engaged by attempting to lift the coupling off the ball with the jockey wheel
- Retract the jockey wheel, taking care that the wheel is wound up fully and positioned well clear of the brake linkage as follows:
- Before releasing the clamp, wind up the wheel until the forks are tight against the stem. Release the clamp, lift the stem and tighten the clamp with the wheel facing forward and in contact with the inside of the drawbar channel



Attach the electrical plug and check that all lighting is operating correctly

Release the trailer handbrake

2.2 Eye Coupling - Sequence of Operation

- Check the condition of the breakaway cable. If frayed or kinked replace before using trailer
- Ensure both the trailer and the towing vehicle are on level ground
- Release the jockey wheel clamp and drop the wheel to the ground
- Clean the towing eye and jaw and apply grease to the pin and eye
- Ensure the trailer handbrake is fully applied
- Tighten the jockey wheel clamp handle and by turning the jockey wheel jack handle, raise the coupling eye to the height of the towing jaw opening
- Dependent on the device fitted, remove the safety clip or release the safety catch on the towing jaw and remove the pin. The specific manufacturer's instructions must be followed to ensure safe/correct operation.
- Reverse the towing vehicle up to the trailer so that the coupling eye is in position within the towing jaw. Fully apply the towing vehicle handbrake
- Attach the breakaway vehicle to the towing vehicle
- The practice of wrapping the cable around the towing pin is not recommended
- Retract the jockey wheel, taking care that the wheel is wound up fully and positioned well clear of the brake linkage as follows:
 - Before releasing the clamp, wind up the wheel until the forks are tight against the stem. Release the clamp, lift the stem and tighten the clamp with the wheel facing forward and in contact with the inside of the drawbar channel
- Attach the electrical pug and check that all lighting is operating correctly
- Release the trailer handbrake

2.3 Towing / Parking

Speed Restrictions

A 60 mph speed limit is only permissible on motorways and unrestricted dual carriageways. On other unrestricted roads the limit is 50mph.

However, when transporting unevenly distributed loads, we recommend the towing speed must be reduced to suit the particular circumstance.



Parking - Trailer on level ground or facing downhill

Sequence of Operation

- Fully apply the towing vehicle and trailer handbrakes
- Remove the lighting plug and stow in a safe position
- Release the jockey wheel clamp and lower the jockey wheel to the ground
- Firmly re-tighten clamp by hand
- Uncouple the trailer using the jockey wheel to raise the coupling free of the coupling ball. For eye couplings, remove the pin from the towing jaw ensuring the towing jaw manufacturers instructions are followed at all times.
- Detach the breakaway cable

Parking - Trailer facing uphill

Sequence of Operation

- Fully apply the towing vehicle and trailer handbrakes
- Return to the towing vehicle and release the handbrake. The trailer should roll back a few inches as the handbrake applies the brakes, overriding the auto-reverse system.
- Re-apply the towing vehicle handbrake
- Check the trailer handbrake is fully applied
- Remove the lighting plug and stow in a safe position
- Lower the jockey wheel and clamp securely
- Uncouple the trailer using the jockey wheel to raise the coupling free of the coupling ball. For eye couplings, remove the pin from the towing jaw ensuring the towing jaw manufacturers instructions are followed at all times.
- Detach the breakaway cable

Parking for Extended durations

If your trailer is parked for long durations, it is recommended that the wheels are chocked up and the handbrake released to avoid the possibility of the brake shoes binding to the brake drums.



3.0 Brake Adjustment

Sequence of Operation

- Check that the hitch drawshaft is fully extended, this is most important.
- Jack up the wheels clear of the ground and release the parking brake
- Spin the wheels in a forward direction to ensure the brake shoes are in the correct running position
- NOTE! During brake adjustment the drum must be rotated in a **Forward Direction only**. Rotating the drum backwards can activate the reversing mechanism and thus prevent correct adjustment
- Check the linkage is free and adequately lubricated
- Locate the brake adjuster on the back plate directly opposite the cable entry point. Rotate the adjuster in a clockwise direction whilst also rotating the wheel until the wheel nut locks
- Before proceeding to the next stage of brake adjustment check the brake linkages are free from slack. To achieve this pull the central brake rod forward to take up all the free play, at the same time push the brake rod trunnion on the hitch back to its rear position. In this position there should be minimum clearance between the rear of the nut and its trunnions. Adjust the nyloc nut and domed nut to remove excessive clearance.
- Return to the wheels to adjust the brake by turning the adjuster anti-clockwise until the wheels spin freely just catching the brake shoe. It is advisable to gently tap the adjuster to ensure that it has seated correctly.
- Note! This adjustment will then automatically set the correct amount of play in the brake linkage.
- Lower the jacks. These adjustments correctly applied should provide a smooth braking condition.
- It is recommended that the brakes are re-adjusted after the first 500 miles.

4.0 Wheels

4.1 Fitting

When changing a wheel after a puncture always ensure that you tighten the wheel nuts and re check tightness again after 100 miles.

Following standard practice, tighten every other wheel nut to get an even tightness. i.e - tighten wheel nuts in sequence 1, 3, 5 then 2 and 4.

4.2 Tyres

Regularly inspect tyres for damage. Only replace tyres with the same or equivalent specification. Increases in size can affect safety and handling of loads, especially when cornering.

Always check inflation levels, as this will dramatically affect fuel economy and tyre life. Follow the inflation guide marked on the side of the tyre wall as this information varies from brand to brand.



5.0 Pump Operation/Maintenance

The hydraulic pump which is used to raise the bed of the trailer has a 10 litre reservoir. You should only use a suitable hydraulic fluid when topping up the reservoir. We recommend the use of a high viscosity hydraulic oil which is suitable for operation in a wide range of ambient temperatures. Initially your system is filled with Q8 Handel 46. But there are many equivalent products on the market which will work equally as well.

It is important to keep the battery well charged, however, the manual pump can be used to raise the trailer bed if the battery fails.

To lower the trailer bed, turn the purple knurled button at the rear of the pump (See Fig. 2) anti-clockwise and the button will pop out approx. 10mm. By depressing the button the lowering of the bed will cease. You can do this as often as you like to control the speed that the bed descends.

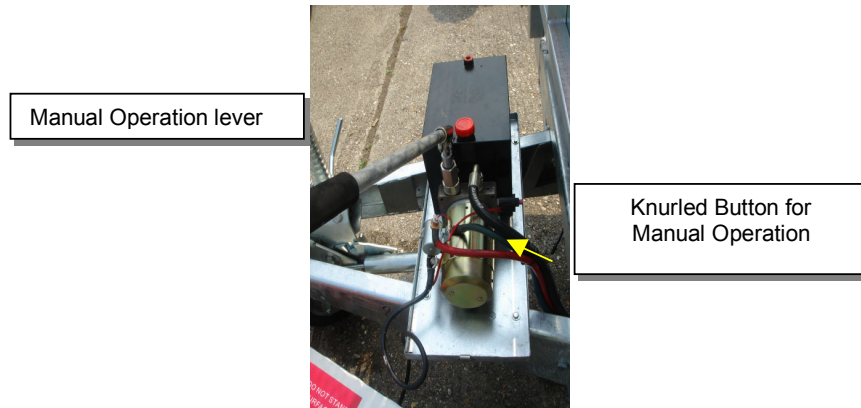


Fig.2 Manual Pump Operation

IMPORTANT

Following manual operation you must always remember to push the button back in and turn it clockwise to lock it back into position. If you leave it out both the remote controller and the hand pump will not work. It may be convenient to use this function if you want to isolate the pump raising operation, for example to eliminate tampering by unauthorised persons.

6.0 Lubrication

Periodically check that the draw shaft of the tow coupling is greased. This may involve removing rubber gaiter. If the gaiter is split replace it using genuine Bradley double lock parts.

Lightly grease the inside of the tow coupling where the coupling has contact with the ball hitch. This will help to prevent wear of both parts.

7.0 General Maintenance

Periodically carry out the following maintenance checks -

- Brake cables for wear and tear
- Condition of light bulbs and lenses
- Condition of leads and hoses
- Bearing and brake shoe wear and adjust if necessary



This User Handbook is not exhaustive in its maintenance guidelines and it is recommended that you take your trailer for regular services at an National Trailer and Towing Association approved service and repair centre.

8.0 Security

You should take every precaution to immobilise the trailer when left unattended. The lockable barrel in the Bradley coupling should always be used whether the trailer is attached to a vehicle or in a free standing location. We recommend you register your key numbers with Bradley Doublelock. See Section 10 for Contact Details.

Thieves have been known to release the two securing bolts that fix the ball hitch to the vehicle. The trailer can then be taken away by means of another trailer or low loader. Fitting a good quality wheel clamp to your trailer can help prevent this.

The trailer lighting system is connected to the towing vehicle by means of a double-ended 7-pin lead. When the trailer is parked up this lead should be removed, making it more difficult for thieves to tow the trailer without lighting at night.

Note

Removal of the lead helps prevent the 7-pin connector from corroding in damp conditions.

9.0 Registration

Your trailer comes with a unique card registration scheme. By keeping Atlas Trailers updated with all sale transfers that are linked to your card number, we can all help to limit the demand for stolen trailers

The registration card number matches the chassis number on the VIN plate. The chassis number can be found on the left hand of the 'A' frame as you face the front of the trailer. It is located above the hydraulic pump on the lower trailer frame and immediately above in the same position on the upper trailer body.

If you transfer ownership of your trailer please pass the plastic registration card to the new owners.

10. Spares and Parts

For spares relating to the HU12 Coupling contact Bradley Doublelock on Tel. No 01274 516760 or by visiting their website www.bradleydoublelock.co.uk

For running gear spares contact Peak Trailers on Tel. No 01789 778041 or by visiting their website www.peaktrailers.com

For body and chassis components contact Atlas Trailers direct.

11. Trailer Weights

Subject to weighing and manufacturing tolerances, the basic Atlas Trailer assembly consisting of drop down sides and tailgate, wire mesh in-filled ladderack and hydraulic pump weighs 985 Kg.

Additional weights of Accessories -

- Ramps with supporting prop stands - 70 Kg.
- High Side Mesh Kit – 76 Kg.
- Partitions – 12 Kg per partition
- Spare Wheel – 12 Kg.
- Battery – Variable due to make and size
- Winch – 11 Kg



It should be noted the total laden weight of your trailer shall not exceed 3500 Kg.
 i.e. Basic Trailer + Additional Accessories + Load = 3500 Kg maximum.

12. Ownership Transfer Records

If you are in possession of this handbook and have purchased your trailer second hand, please complete this form and return to Atlas Trailers at the address shown. This will help Atlas contact you in the event of product recall and to assist police enquiries in the case of theft.

.....Cut here.....

Ownership Transfer Details			
Trailer Serial No		Registration Card Transferred (Y or No)	
Registered Owner			
Address			
Date of Purchase		Please return this form to: Atlas Trailers, Total Logistics Building Fulfood Rd. Leigh Park, Havant, Hants PO9 5AX	
Tel. No.			

.....Cut here.....

Ownership Transfer Details			
Trailer Serial No		Registration Card Transferred (Y or No)	
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