TRAILER USER MANUAL AND SERVICE BOOK

tikitreiler.com

FOREWORD

Congratulations on your purchase of a new trailer!

To ensure that the trailer has a long service life and is safe to use, be sure to thoroughly read this manual before you fi rst use the trailer. Pay special attention to the parts of the text marked with the symbol ⚠, since they are particularly important for safety.

Keep this manual as a reminder for the entire life of the trailer! If you have any questions that are not answered in this manual, be sure to contact our sales offi ce or your trailer dealer.

Thank you for choosing TIKI!
We wish you safe and sustainable use!

TIKI treiler
www.tikitreiler.com

1. IMPORTANT DEFINITIONS

Laden mass – the maximum mass of the trailer including accessories and load. Stated in the registration certificate.

Unladen mass – mass of an unloaded trailer. Stated in the registration certificate.

Mass on the coupling point – part of the mass of the trailer and load which rests on the coupling hook of the towing vehicle.

Actual mass – the mass of the trailer at a given time with accessories and load.

Trailer category – the category of the trailer is determined by the maximum mass applied on the road surface via tyres. The mass falling on the coupling point is not taken into account when determining the category. The category is indicated in the registration certificate.

Category O_1 – via tyres on the road surface not over 750 kg.
Category O_2 – via tyres on the road surface not over 3,500 kg.

EC Certificate of Conformity (CoC) – EC the certifi cate of conformity certifi es that the trailer complies with all technical requirements in force in the European Union **at the time of manufacture**. All TIKI trailers in series production are accompanied by an EC certificate of conformity.

2. REGISTRATION, RIGHT TO DRIVE, OTHER LEGAL REQUIREMENTS

Register a trailer participating in the road traffic with the Transport Administration of your country as soon as possible. Late registration may cause problems due to changed technical requirements. An EC certificate of conformity and a purchase document for the trailer are required for registration.

Make sure the driver has the driving license category required to drive a specific combination of vehicles!

In addition, follow the requirements in force in your country of residence, which apply to:

- the use of winter tyres;
- roadworthiness test requirement;
- maximum load dimensions.

The requirements for using a trailer in road traffic may change over time. Check with your local Transport Administration for current requirements.

3. USE OF THE TRAILER

3.1. Coupling

The correct height of the coupling hook (from the centre of the ball to the road surface) should be between 350 and 420 mm when the car is loaded with passengers and luggage.

⚠ **To connect, move the towing vehicle in front of the trailer, as close as possible to the coupling head. Do not pull the heavy trailer behind the vehicle. Pulling a heavier trailer by hand can make it difficult to stop it and there is a risk to cause injuries to yourself or damage the car.**

1. Use the handle and lift the coupling head above the coupling hook of the car so that the coupling head is aligned with the ball mount of the car. If possible, use a support wheel.
2. Attach a safety cable of the coupling head to the ball mount. For a trailer with a brake, attach an emergency brake cable to the towing vehicle.
3. Lower the coupling head onto the ball mount and push it down until the coupling locks automatically.
4. In the locked position the indicator on the coupling head is on the green mark (see Figure 1). Lift the coupling head to make sure that it is locked to the ball mount.
5. Use the crank and turn the support wheel up and make sure that the wheel locks into the groove provided. Open the lock bolt of the support wheel, pull the wheel to the upper position and fix again with the bolt.
6. Connect the mains plug to the towing vehicle. Check that the trailer lights are working.

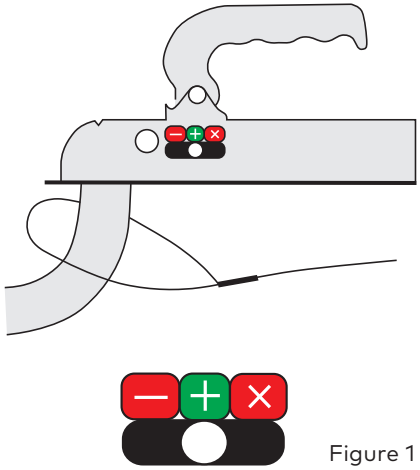

Figure 1

3.2. Uncoupling the trailer

1. To remove the coupling, release the coupling head lock and pull the handle upwards to release the trailer from the ball mount (see Figure 2). If possible, use the support wheel for easier lifting.
2. Remove the safety cable from the coupling hook. For a trailer with a brake remove the emergency brake cable.
3. Disconnect the mains plug. Pull from the plug, not from the cable!
4. Apply the trailer brakes or use wheel chocks to prevent the trailer from moving unintentionally.

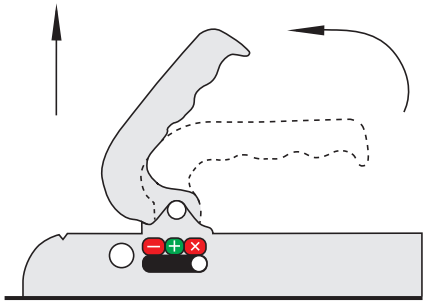

Figure 2

Please note! The support wheel is not intended to move a loaded trailer but as an aid in coupling and uncoupling. Move a loaded trailer only with a connected towing vehicle!

3.3. Loading the trailer

⚠ It is the user's responsibility to determine the weight of the load before loading it onto the trailer and to avoid overloading!

High-density materials such as bricks, sand, etc. are extremely heavy, even with a small volume, and it is easy to overload the trailer with them. Overloading endangers road safety and damages the supporting structure and many other components of the trailer. An overloaded trailer can become uncontrollable.

If the trailer is fi tted with accessories (e.g. plastic cover, extra side panels, spare wheel, etc.), their weight must also be added to the weight of the load.

Please note! The weight of the load must not exceed the load capacity of the trailer!
Here's how to fi nd the load capacity of a trailer:

Load capacity = Laden mass - Unladen mass
(see clause 1)

Also, before you start driving with a load, make sure that you do not exceed the maximum actual mass of the towable trailer permitted by the manufacturer of the towing vehicle. This is indicated in the registration certifi cate of the vehicle.

3.4. Loading and positioning the load

⚠ **Only load the load on the trailer that is connected to the coupling. The parking brake of the towing vehicle must be applied!**

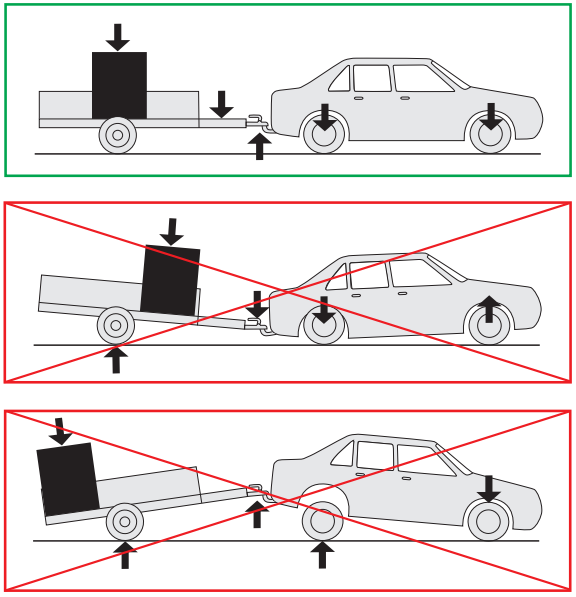

Figure 3

Given to the design of the box trailer, the parking brake is not applied when using the tilt function of the box trailer. Use wheel chocks to secure the trailer!

Position the centre of gravity of the load above or as close to the trailer axle as possible. In the case of a trailer with several axles, place the centre of gravity of the load between the front and rear axle, in the centre.

When positioning the load, make sure that the load on the coupling point does not exceed 10% of the laden mass of the trailer and does not exceed the "S" value in kilograms marked on the coupling head. However, the load on the coupling head must not be negative (see Figure 3).

Observe the dimensions permitted for the load in road traffic. Contact the transport administration in your country for more information on the requirements.

3.5. Securing the load

⚠ **The load loaded on the trailer must be secured to prevent it from moving during transport.** The force exerted by a moving load during braking and acceleration is significantly higher than in the case of a fixed load. Moving loads can make the trailer unstable or even break the trailer and cause a life-threatening situation in traffic.

When transporting objects, fix them to the lashing eyes of the trailer with load straps. Use load straps of the appropriate strength for the weight of the load. The strength of the load strap is indicated on the data plate of the strap. Only use straps with a legible data and without damage or knots.

For loose bulk materials (sand, gravel, etc.) that cannot be secured with straps, it is recommended to cover them with a load cover and select a lower travel speed to prevent dangerous situations.

3.6. Before driving

Before you travel first time with the trailer:

⚠ **Tighten the wheel bolts to 95 Nm. Tighten again after the first journey.**

Before driving, always check the following:

- the coupling head must be properly locked on the ball mount (see clause 3.1) and the safety cable or emergency brake cable (trailer with brakes) must be connected;
- all the lights on the trailer are working properly;
- the tyre pressures of the trailer are uniform and range from 80 to 100% of the maximum pressure marked on the tyre;
- the residual tread depth of the tyre is correct;
- the load is securely fastened;
- hatches, extra side panels and other accessories are attached;
- the support wheel is raised to the upper position and locked in the travel direction;
- the handbrake is released (trailers with brakes).

3.7.Driving

⚠ Keep in mind the dimensions of the load. A load sticking out from the back requires more room for maneuvering.

Choose your speed according to the weight of the load and the road conditions. Slow down when towing a fully loaded trailer or when driving on uneven or windy roads.

Note! Whenever you pull over or park on the curb and open the trailer tailgate (if applicable), the tailgate should be removed to avoid covering brake lights. A trailer with covered brake lights may not be visible to other road users.

3.8. After the journey

- Put the mains plug in the plug holder or in a place where rainwater does not pool into it.
- Park the trailer on a horizontal surface. Apply the parking brake. If you are not going to use the trailer for more than a few days, secure the wheels with wheel chocks and release the parking brake (trailer with brake).
- **If the trailer is dirty or comes into contact with winter road salt, rinse the surfaces of the trailer immediately with water.**

3.9. Accessories

Plastic cover and tent

A plastic cover or tent helps keep rainwater and snow out of the trailer box. However, due to the technical nature of the trailer, neither makes the trailer completely waterproof or dustproof.

⚠ **Keep the plastic cover open only during loading and unloading. Secure the open cover with the wind lock for safe loading! Driving with the cover open is dangerous and therefore strictly forbidden!** Fix the closed plastic cover to the trailer box with the locks while driving. When fixing, i nsert the tongue of the lock into the groove provided.

Use a suffi cient number of support arches to support the tent. A large amount of rain or snowmelt can accumulate on the unsupported tent, which can break the tent and damage the load. Secure the tent with rubber from all the fastening buttons. A suffi ciently tensioned tent will move less in the wind and will last longer. Clean any snow over 10 cm thick that has accumulated on the surface of the tent.

The plastic cover or tent is not suitable for securing objects. Always secure the load to the strap eyes with a suitable load securing device!

The aerodynamics of a trailer with a plastic cover or tent is affected by the shape of the body of the towing vehicle, the travel speed and the weight of the load.

Tilt screw

The load-bearing capacity is marked on the tilt screw. Do not exceed the load capacity of the tilting screw when loading.

3.10. Additional information when using a boat trailer

- The keel rollers, bow and side supports used on boat trailers are selected to be as universal as possible, but may not be suitable for all boat shapes. If you need a special solution, ask your TIKI dealer for options.
- Place the winch in a suitable position on the boat to ensure the correct position of the centre of gravity (see clause 3.5).
- Disconnect the mains plug before driving into the water with the trailer. Make sure that the trailer lights do not get in the water (except for lights with IP67 and higher protection).
- Make sure that the winch strap or cable is undamaged. Do not exceed the towing capacity marked on the winch!
- Adjust the height of the adjustable keel rollers so that the keel of the boat rests on all keel rollers.
- Seawater can damage the brake pads of a trailer with a brake. If you need to drive the trailer hubs into the water, the brake system must be flushed with fresh water through the rinsing holes in the hub after using the trailer. We recommend using an optional washing system.
- When parking a trailer with a wet brake system, use wheel chocks, not the handbrake.

Securing the boat for travelling

⚠ Attach the boat to the trailer both lengthwise and sideways!

- Attach the rear of the boat to the strap eyelets of the trailer with a separate load strap on each side to prevent the trailer from moving sideways. Do the same on the sides toward the front of the boat. (see Figure 4).
- The side supports and rollers are only intended to support the boat when launching and pulling out.
- Secure the boat lengthwise with a load strap using the eyelet on the bow of the boat. The winch is only suitable for launching and towing a boat.

⚠ The winch must not be used as a load securing device!

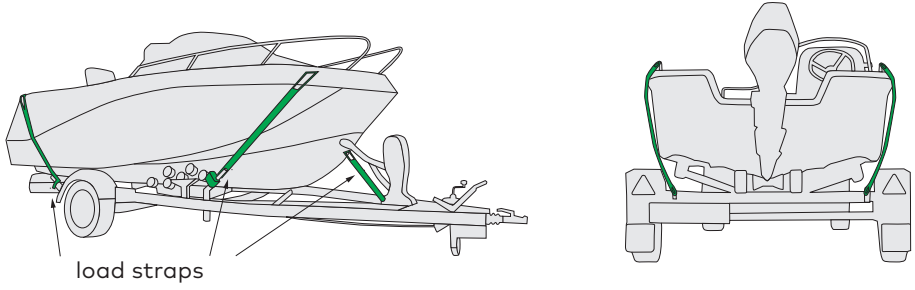

Figure 4

3.11. Additional information for van trailers

- Before loading or unloading, always lower the trailer support legs to the ground.

3.12. Additional information for billboard trailers

- When setting up a billboard trailer, make sure to lower the support legs to the maximum extent possible.
- Make sure the billboard is securely fastened to the frame, as otherwise wind may cause the billboard to wobble and rub against the frame, reducing the effectiveness of the frame's zinc coating against corrosion.
- After setting up the trailer, make sure the trailer can not move (even with strong winds). For special applications, consult your TIKI distributor.

4. SERVICE AND MAINTENANCE

A trailer, like any other vehicle, needs regular maintenance and proper service. Carry out the maintenance schedule thoroughly and routinely, this will help ensure a long service life for the trailer. Record the work performed in the service book at the end of this manual.

4.1. Trailer maintenance

In case you are not going to use the trailer with the brakes for more than a few days, prevent the trailer from rolling with the wheel chocks and release the handbrake.

When leaving the trailer standing for several months, it is advisable to lift it off the wheels and support it under the frame with suitable trusses. Doing so will reduce the risk of deformation of the contact surfaces of the tyre.

Always clean the trailer box after transport, making sure that no dirt has accumulated in the expansion joint between the bottom plywood and the sides of the box. If necessary, clean the expansion joint. The expansion joint fi lled with dirt retains moisture for a long time and accelerates the formation of corrosion.

Bottom plywood is, of course, expanding in contact with water and shrinks when dried, so excessive moisture can temporarily bend its surface. When drying, it returns to its original shape. Wet plywood can also release compounds that accelerate corrosion. To prevent this, we recommend using a plastic cover or tent on the box trailer.

Wash the trailer regularly and before storing. Washing process and suitable products are similar to washing cars.

The zinc layer covering the surface of the trailer protects the metal from normal environmental conditions. However, it can corrode when exposed to substances that react chemically with zinc (e.g. tea salt, certain fertilisers, ammonia, acids, etc.). Keep the trailer in a place where it is protected from rain falling from deciduous trees and buildings. Such water may contain dissolved corrosive substances.

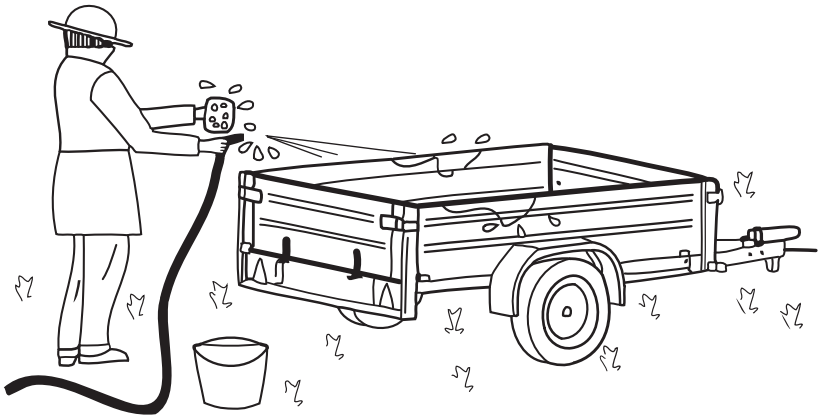

Figure 5

Over time, the galvanised surfaces of the trailer fade and darken. This is due to a natural process that takes place under the infl uence of oxygen and carbon dioxide in the air, during which a protective layer is formed on the surface of the zinc. This protective layer is stronger and more resistant to corrosion than a fresh shiny zinc surface.

Zinc surfaces on the new trailer may temporarily have areas of white oxide that do not aff ect the corrosion resistance of the trailer and will disappear with the formation of the aforementioned darker protective layer. If desired, the oxide layer can be lightly cleaned with a nylon brush.

4.2. About white rust

Despite being a reactive metal, zinc is highly corrosion-resistant due to the formation of an inert film of zinc compounds in air. Once newly galvanized steel is exposed to moisture and air (rain, dew, condensation), a reaction takes place, forming a characteristically voluminous white layer of zinc hydroxide, also known as white rust.

Hot-dip galvanized steel is steel protected by immersion in a bath of molten zinc. This provides long-lasting corrosion resistance, as the zinc forms a protective barrier against the outside environment and acts as a sacrificial anode, corroding before steel itself does.

White rust is highly voluminous - approximately 500 times more so than the zinc it's formed on. This may make the damage look more severe than it really is, as if all of the zinc has corroded away.

In fact, white rust is a surface phenomenon and does not affect the underlying steel. It only impacts the outermost layer of zinc, not the steel itself.

Continued protection

White rust formed on the surface of hot dip galvanized steel has no effect on the protection provided by zinc. Zinc continues to function as a sacrificial anode, meaning that it corrodes in place of steel, protecting steel against corrosion.

It is temporary

White rust disappears over time, as zinc hydroxide is replaced with more stable zinc compounds, such as zinc carbonate, providing even more protection. Here it is important to note that white rust may speed up corrosion of the zinc layer if it is left on the surface of steel parts for an extended time, especially in moist or corrosive conditions or with covered parts. Therefore we recommend that you remove any white rust if possible.

4.3. Road salt and other corrosive agents

Note! Road salt heavily contributes to the corrosion of most metals, including zinc. Galvanized surfaces are susceptible to corrosion when driving on salted roads, especially for brand new trailers, the zinc on which has not yet had time to form a sufficiently thick protective film.

Here are some things you can do to help avoid white rust

- Wash the trailer immediately after driving on salted roads during the winter. It is best to use a pressure washer and warm water. Rinsing should take place as soon as possible after exposure to highway salt.
- Avoid leaving the trailer parked in deep snow or tall grass, where it could be exposed to long periods of moisture without drying out.
- Avoid pools of standing water on flat surfaces of the trailer.

Removing white rust

- Use a pressure washer and warm water, followed by scrubbing with a sponge or soft brush using a mild solution of citric acid or vinegar. Finish with a thorough rinse.
- Never use chemicals to clean hot dip galvanized surfaces. Chemicals may darken and discolour the zinc layer.
- Any white rust formed may also be removed by gently scrubbing with stainless steel wool or a stainless steel brush.

Note that heavy scrubbing may result in scratches on the surface, leading to permanent damage. According to hot dip galvanization standard EN ISO 1461, presence of white rust on hot dip galvanized products is not grounds for claims.

4.4. Tires

Tire pressure

Improper tire pressure leads to excessive wear of trailer tires and increased fuel consumption. A trailer with improper tire pressure is a road hazard, as it can increase braking distance. Make sure to regularly check your tire pressure and adjust the pressure according to the load carried. Always check tire pressure with cold tires. Maximum permissible pressure differs based on tire size. Maximum permissible pressures are indicated on the tires (see the table). Never exceed the maximum permissible pressure indicated on the tire.

Maximum permissible pressure

Tire size	Max pressure (Bar)
145/80 R13	3,40
155/80 R13C	4,50
155/80 R13	3,40
155/70 R12C	6,50
165/80 R13C	4,50
185/70 R13C	6,00
185/75 R14C	4,50
185/80 R14C	4,50
195/55 R10C	6,20
195/50 R13C	6,50

Winter tires

For braked trailers (category O2 trailers with maximum weight 750-3,500 kg), winter tires of the same type as used on the towing vehicle must be used during the winter season (December 1st - March 1st). If the towing vehicle is equipped with studded tires, the braked trailer must also have studded tires. Winter tires are not mandatory for light trailers (category O1).

NOTE! Starting from December 1st, braked (O2) trailers may use winter tyres without studs only if these tires have the three-peak mountain and snowflake symbol. More information on this change my be found on the Transport Administration website: https://transpordiamet.ee/en/news/changes-requirements-winter-tyres

4.5. Maintenance

Trailer maintenance is conducted yearly, based on the date of purchase. Trailers in heavy-duty use must be inspected more frequently. **Maintenance must be conducted in a competent workshop with the necessary know-how and equipment.** We recommend going to a TIKI authorized workshop for maintenance. **Defects caused by failure to conduct planned maintenance are not covered by warranty**.

Contents of annual maintenance

- Visually inspect the condition of the trailer frame and body and the rivet and bolt connections.
- Visually inspect the condition of the lashing eyes.
- Check and, if necessary, tighten the bolted connections of the axles, towbar and ball mount.
- Check the locking of the coupling head and add grease to the coupling mechanism. Replace a worn coupling head.
- Check that the lights are working and that the lamp glasses are undamaged. Check bulb sockets and sockets and clean if necessary.
- Check the condition of the wires and lamp plugs and add contact grease. Connection diagrams can be found on the TIKI website (www.tikitreiler.com).
- For trailers with brakes, check for wearing of brake pads and replace worn brake pads. Check that the brake cable insulation is intact. Add grease to the inertia mechanism. Adjust the brake system as required. Check the performance of the brakes!

- Check wheel bearing play. If there is play, the wheel bearings must be replaced.
- Visually inspect the condition and attachments of the suspension elements.
- Check for uniform tyre wear and residual tread depth. Replace worn tyres. Check tyre pressure.
- Check the correct tightening torque of the wheel bolts (95Nm).
- Check the performance of the winch and add grease to the winch gearwheels. Check that the winch strap / cable is undamaged (for trailers with a winch).
- Check the condition and mobility of the keel and side rollers (on boat trailers).
- Record the work performed and the date in the service book at the end of this manual.

⚠ **Check the correct tightening torque of the wheel bolts (95Nm) after tyre replacement.**

4.5.1. Changing trailer wheels

Before changing a wheel

⚠ Safely park the trailer, making sure it is clear of any traffic.

- Use chocks on wheels to avoid unintended movement of the trailer. For a braked trailer, the trailer's parking brake may be engaged additionally. If the trailer is hitched, engage the towing vehicle's parking brake.
- For a loaded trailer, make sure the load is securely fastened and can not slip or settle. Unload the trailer whenever possible!

Jacking up the trailer and changing the wheel

Note! Make sure the jack is rated sufficiently!

- Before jacking up, loosen the lug bolts counter-clockwise by no more than half a turn, using a 17 mm socket wrench.
- Make sure the ground is suitable for jacking up the trailer. In case of loose or slippery ground, use a firm support base under the jack (a wooden board, for example).
- Place the jack under the axle beam and jack up the trailer. Once jacked up, secure with additional supports if possible.

⚠ **Note! Never leave a jacked-up trailer unsupervised!**

⚠ **Note! Never place any part of your body under the jacked-up trailer.**

- Remove all lug bolts, place them on a clean surface, and remove the wheel.
- Install the new or repaired wheel and fasten the lug bolts, turning them clockwisei.

Note! After a wheel change, check the torque on all lug bolts (95 Nm).

5. RIGHT TO SUBMIT A CLAIM

TIKI trailers are subject to a two-year right of complaint for manufacturing defects under EU consumer protection directives from the date of purchase. In addition, national consumer rights may apply. Contact your regional consumer protection authority for more information on national requirements.

In case you detect a fault

If a fault occurs, stop using the trailer as soon as possible to prevent the fault from aggravating! Submit a claim for a defect at the store that sold the trailer as soon as possible! Attach photos of the defect and a trailer purchase document to the problem description.
Manufacturing defects do not include damage or other issues resulting from:

- ignoring the information in the manual;
- using the trailer in an improper or careless manner;
- non-compliance with road traffic requirements;
- unauthorised conversion of a trailer;
- normal wear and tear of the trailer;
- use or storage in a corrosive environment;
- mechanical damage to the trailer during operation.

Complaints will be resolved in cooperation with the representative of the trailer manufacturer. Expenditure incurred on your own initiative to repair defects will not be reimbursed by the manufacturer.

6. SERVICE BOOK

C - checked **R** - replaced **L** - lubricated **A** - adjusted					
Maintenance according to clause 4.2:	Performed work:				Date:
	C	**R**	**L**	**A**	Notes:
Frame, body, connections					
Axle, towbar, ball mount bolts					
Coupling head					
Lights					
Wires, plugs					
Brake system					
Wheel bearings					
Suspension					
Tyres					
Wheel bolts					
Winch, rope, strap					
Keel and side rollers, rails					
Additional information:					

C - checked **R** - replaced **L** - lubricated **A** - adjusted					
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Lights					
Wires, plugs					
Brake system					
Wheel bearings					
Suspension					
Tyres					
Wheel bolts					
Winch, rope, strap					
Keel and side rollers, rails					
Additional information:					

TRAILER DATA

- Trailer model: _____
- VIN code: _____
- Reg. number: _____
- Dealer: _____ Phone: _____

  Address: _____
- Delivery date: _____ Signature: _____

NOTES

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www.tikitreiler.com