



SARIS

**Guarantee conditions
&
Maintenance manual**

WWW.SARIS.NET



 Works for you since 1959

Enjoy your purchase!

Thank you for choosing a SARIS trailer. Read this brochure carefully before use. It contains useful information about guarantee conditions, legal regulations, daily use and regular maintenance.

We hope that you enjoy using your SARIS trailer.



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Enjoy your purchase!

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PLEASE NOTE: In order to be eligible for our extra guarantee, you have to register your SARIS trailer online within 4 weeks after your purchase.

Guarantee Conditions

Online registration

Saris Trailers gives provides a standard guarentee of 3 years consisting of 2 years standard and 1 year extra.

In order to be eligible for our extra guarantee, you have to register your SARIS trailer online within 4 weeks after your purchase and agree to receive information from Saris.

This can be done at the same time as you register for the standard SARIS guarantee. You can do this via www.saris.net



* Please find the promotiol conditions on: www.sarisforyou.

Register guarantee online

- Go to 'service and guarantee' and click on 'register guarantee online'.

What do you need to complete your registration?

- The guarantee registration code. This code starts with a D followed by 5 characters. You will find this code at the top of the Certificate of Consent (COC) form. See the example opposite.
- The chassis number of the SARIS trailer. You will find this on the COC form at point 0.10 and on the model plate of the trailer. This number starts with XLG followed by 14 characters. You will need the last 6 digits for registration.



PLEASE NOTE: Please read our Guarantee Conditions carefully. You can find these conditions on pages 6 to 9. The maintenance instructions on pages 26 to 28 are a part of the guarantee scheme as well.

SARIS

CVO

PARTIE 1

The undersigned, Mr. Henricus Adrianus Saris, o
0.1. Make
0.2. Type
Variant (a)
Version (a)
0.2.1. Commercial name
0.4. Vehicle category
0.5. Company name and address of Manufacturer
0.6. Mounting location of the statutory plates
Location of the vehicle identification number
Method of attachment of statutory plates
0.9. Name and address of the eventual manufacturer's representative
0.10. Vehicle identification number
conforms in all respects to the type described in
and can be permanently registered in Member States having right/left (b) hand traffic and using metric/imperial (c) units for the speedometer (d).

PARTIE 2 **VEHICLE CATEGORIES 01 and 02**

General construction characteristics

1. Number of axles:	2	and wheels:	4
1.1. Number and position of axles with twin wheels:	N/A		
Main dimensions			
4. Wheelbase (mm):	3620		
4.1. Axle spacing (mm): 1-2:	2770		
Axle spacing (mm): 2-3:	850		
5. Length (mm):	4920		
6. Width (mm):	1820		
7. Height (mm):	1070		
10. Distance between the centre of the coupling device and the rear end of the vehicle (mm):	4885		
11. Length of the loading area (mm):	3300		
12. Rear overhang (mm):	1255		
Masses			
13. Mass in running order (kg):	598		
13.1. Distribution of this mass among axles 1 (kg):	282		
Distribution of this mass among axles 2 (kg):	282		
13.2. Actual mass of the vehicle (kg):	598		
16. Technically permissible maximum masses			

Miscellaneous

50. Type-approved according to the design requirements for transporting dangerous goods:	-yes/else(es)-/ no
51. For special purpose vehicles: designation in accordance with Annex II Section 5:	N/A
52. Remarks manufacturer:	

Congratulations on your purchase of your SARIS trailer!

You have received these guarantee conditions because of a contractual SARIS guarantee that is included in the purchase agreement with your SARIS dealer (hereafter: your 'dealer'). In these guarantee conditions we will explain to you the provisions and terms and conditions of the SARIS guarantee (hereafter: the 'Guarantee').

It is important that, in the event of any repairs and/or service provision, you first contact your dealer. In every case, your dealer is your first point of contact. This also applies if you bought your SARIS trailer online.

Guarantee Conditions

1. The warranty of three (3) years applies from the proven date of purchase if you register online within 4 weeks of purchase. If this is not done, the guarantee will be valid for a period of two (2) years.

2. All claims under the guarantee must have reached Saris within one month after the fault or defect has been reported in writing by your dealer. All claims under the guarantee must have reached Saris Aanhangers B.V. before the end of the guarantee period. Saris Aanhangers B.V. may demand submission of the original purchase invoice before fulfilling the guarantee. This must be kept in a safe place.

3. The guarantee only covers possible construction faults, made by Saris Aanhangers B.V. The Guarantee furthermore does not concern wear-and-tear parts of your trailer, unless there are construction, manufacturing or material faults in these wear-and-tear parts.

4. Should damage occur during the guarantee period, other than through a construction fault and not caused by a road accident or crash or collision, you should contact your dealer. It is not possible to contact SARIS directly. Your dealer will handle your notification in relation to the Guarantee. Your dealer is also your first point of contact for service provision and any repairs.

5. The guarantee lapses as explained in article 1:

- if the guarantee registration is not sent back in time.
- if you sell the trailer on to a third party;
- in the event that the trailer is altered, adjusted or repaired without written permission from Saris Aanhangers B.V.;
- in the event that the trailer's Chassisnumbers are altered, disfigured or removed;
- in the event that accessories or spare parts are used which are not originally from Saris Aanhangers B.V.;

- if the trailer has not been correctly maintained and the maintenance instructions have not been complied with
- by a/another recognised repairer. In this respect, SARIS has the right to demand the submission of the applicable invoices;
- if the trailer has not been correctly maintained and the maintenance instructions have not been complied with, for example if parts or lubricants have been used that are of a lower quality than the original parts or lubricants supplied by your dealer (see pages 26 to 28);
- if defects in and/or wear to the trailer are not remedied in a timely fashion, as a result of which the defect has been (partly) caused; and/or
- as soon as the term of the Guarantee as referred to in point 1 expires.

6. The guarantee also lapses:

- as soon as when the trailer is attached to a lorry or bus;
- in all cases outside the control of Saris Aanhangers B.V. (accidents, lightning, fire etc.);
- When there is no fully completed and signed guarantee registration received by Saris.
- if the trailer is loaded more heavily than permitted;
- if the 'towing vehicle' used has or had a deviating towbar height. The trailer may exclusively be used in combination with towing vehicles that have a towbar height with a distance of at least 38 to a maximum of 45 cm between the centre of the tow ball and the road surface;
- if and for as long as the trailer is used for rental to a third party/third parties; and/or
- if the trailer is used by a driver who is not in the possession of the required drivers licence.

7. Should damage occur during the guarantee years as the result of a construction fault, we will decide to either preform the repair or to replace a part of the trailer or the entire trailer.

8. Saris Aanhangers B.V. will assure whether the guarantee is applicable in that particular case.

9. A claim under the Guarantee shall under no circumstances entitle the owner to compensation. In addition, consequential damage – such as the towing away of the trailer and/or renting or replacing the trailer – is explicitly excluded from the Guarantee.

10. Batteries are never covered by the Warranty.

11. In no case does SARIS provide a (contractual) manufacturer's guarantee. A claim under the Guarantee can exclusively be made through your dealer. It is not permitted to repair defects or to have them repaired under the Guarantee through a seller other than your dealer, unless SARIS has given prior written consent for such repairs.

12. Should it not or no longer be possible – for whatever reason – for you to go to your dealer for the maintenance of your trailer or for notifications on the basis of the Guarantee, you should contact SARIS about this matter. In consultation with you, SARIS can determine in what manner and for what period a guarantee will (possibly) be granted in relation to the trailer.

13. If SARIS decides to repair or replace one or more parts of your trailer or have them repaired or replaced on the basis of this Guarantee, this explicitly does not constitute an acknowledgement by SARIS of any defect, fault and/or liability on the part of SARIS.

14. Any liability on the part of SARIS and your dealer (jointly) shall under no circumstances exceed the purchase price of the trailer paid or payable by you to your dealer, increased by the amount paid or payable by you for the repair(s) and/or work(s) carried out by SARIS and/or your dealer.

15. Your dealer is also the contact person for repairs and service if you purchased a SARIS product through the SARIS website. SARIS's Internet platform does not count as a selling party, as the platform itself does not offer articles but only provides the referral to your dealer. The Internet platform therefore acts exclusively as an intermediary.

16. These guarantee conditions are governed by Dutch law.

For craftsmen and made by craftsmen

A SARIS trailer works for you!

The needs and wishes of experts and users require ever better and more innovative trailers. Trailers that time and again prove capable of fulfilling any transport requirement and that do the work for you. At SARIS, we understand these requirements. That's why – also thanks to our customers – our trailers have remained the chosen workhorse of experts for many years.



How to recognise a SARIS trailer

As well as the specific features that you want to see in the ideal trailer, such as height and width, there are many other requirements that a trailer must meet. SARIS trailers meets all European guidelines, including Swiss regulations, which diverge somewhat from the European guidelines.

Your trailer has the necessary basic equipment. Through regular consultation with the various authorities, the construction and finishing meets all current European requirements and sometimes anticipates the regulations to be expected in the future.

In the production of SARIS trailers, we work according to the ISO-9001 standards. Each trailer undergoes a comprehensive inspection before it leaves our factory. By using relatively light but durable materials in trailer construction, SARIS achieves an unladen or empty weight that is as low as possible, without impairing the trailer's robustness or design.

SARIS offers you the right transport solutions

Trailers are used intensively, both for commercial and private purposes. Naturally – because that's what they are for. As the owner of a SARIS trailer, you can say goodbye to transport problems.

For a surprisingly reasonable price you have bought the loading space you need for removals, travel, hobbies and commercial transport. There is hardly a load imaginable that cannot be transported with a SARIS trailer: waste paper, machines, tools, building materials, bags of sand and cement, barrels and drums, bicycles, camping equipment, the furniture of children who are moving out or music equipment.

A SARIS trailer takes up little space.



You can find more tips in our blogs on
www.sarisforyou.net



Legal registration

Every trailer has to be registered

European type-approvals are important for another reason: only trailers with European approval can be registered. If you have bought a trailer in the Netherlands with a total weight exceeding 750 kg, registration is mandatory.

The Netherlands: registration card with chip

- The registration card gives the details of the vehicle and those of the registered owner.
- When the vehicle is registered in the owner's name, the owner is given a registration code. This code is needed if the vehicle changes owner or is deregistered, scrapped or exported.
- The registration certificate is produced and issued centrally at the Netherlands Vehicle Authority (RDW). You can transfer registration certificates to another owner digitally (from home). This can also be done at a post office or at a registration service point.

Belgium

For trailers with a total weight exceeding 750 kg, you have to fill in a 705 form. You send this to the Vehicle Registration Service (DIV), after which you will receive a number plate. With the number plate, trailer and COC, you have to go to your local Vehicle Inspection Centre for approval. This inspection must be carried out once a year.

Safety



Guaranteed quality

For SARIS, the safe use of every trailer is as important and self-evident as quality and long-lasting reliability. At SARIS we see it as our responsibility to deliver a quality product that is safe in the interest of your passengers, your fellow road users, your car, your load and of course yourself.

European type-approval

All SARIS trailers that leave the factory are built in accordance with the European type-approval that SARIS has filed with the Netherlands Vehicle Authority (RDW). The RDW has checked and approved SARIS's European type-approvals in accordance with European legislation and regulations. The EU approvals are also filed in our neighbouring European countries, so that authorisation in other European countries is not a problem. Our factory also has a 'COP' (Certificate of Production) for the assembly of trailers.



All SARIS trailers are supplied with a European type-approval

Carefree use

Before you hit the road

As the owner of a SARIS trailer, you can enjoy carefree driving. However, there are a few things that you must take into account.



Driving licence In some cases, driving with a trailer requires a different drivers licence.



Number plate required Your trailer must always have a clearly legible, official number plate in accordance with the regulations in your country. The plate should be firmly attached to the rear of the trailer and the number plate light should illuminate the whole number plate.



Which number plate on which trailer?

- In the Netherlands, trailers that are heavier than 750 kg have to carry a yellow number plate. This number plate has a yellow background, black lettering and on the left there is a light-blue bar with the letters NL. The issue and collection of this type of number plate is subject to checks.
- Trailers weighing less than 751 kg must carry a white number plate with black lettering in the Netherlands (number plate of the towing vehicle) if they are connected to a towing vehicle. A white number plate is also required for bike racks.



Reflectors Reflectors must always be visible, including during loading and unloading, and if the trailer is parked on the road. For this reason, place the necessary signs in dangerous situations. Replace damaged reflectors before departure.



Use of a cover on a Tipper If you use a cover on a tipper, the tipping part of the trailer must be secured.



Drive-on ramps Secure the drive-on ramps after use by locking the tailgate.



Tipping cylinder To prevent the formation of rust on the cylinder, it is a good idea to keep the cylinder closed as much as possible when not in use.



Doors and tailgates Before driving away, check whether all doors, tailgates and panels are properly closed and/or locked.



Snow - Rain After snow (formation of ice) or rain, the top of a closed box body trailer or a trailer with cover, which is parked outdoors, must be cleared of snow, ice and water. This way, you will avoid accidents with vehicles approaching from behind, water puddling on trailers with covers or damage to the roof of a closed box van trailer. It is best if you do not place a trailer that is stored outdoors completely horizontally, so that rainwater can run off the roof or cover. Check regularly for water, snow or accumulations of ice and remove these before you use the trailer.



Lighting Your trailer is equipped with the legally required lighting. If your trailer is equipped with LED lighting, it may occur in exceptional cases that the towing vehicle incorrectly gives an error message that the spring lighting of your trailer is defective. This is caused by the lower power that LED lighting consumes compared to halogen lighting. If this occurs, you can have special resistance boxes fitted by your SARIS dealer.

Loading of your trailer

The construction and strength of the materials used in the trailer are decisive for the load capacity. As the manufacturer of the trailer, we therefore indicate the maximum load. This guideline is based on trials in which road holding, handling and durability of the trailer are tested.

Weight empty + load capacity = total weight

The max. load is expressed in total weight:

Weight empty: is the weight of the trailer in running condition, with spare parts and tools which belong to the normal equipment of the trailer, but without the load.

+

Load capacity: the maximum weight you can load

=

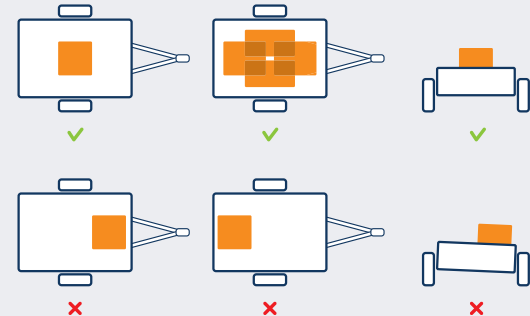
Total weight: the weight of the maximum loaded trailer, which may not be exceeded (you can find the number of kilograms of these provisions on the identification plate of your trailer).

If you have any doubts about the weight of the load, check this by weighing the load beforehand.



How to load your trailer

- Be convinced that the center of the gravity of your load will be right above the axle as much as possible. Because of this your car will be driving much calmer, the road holding is optimal, and gives the best braking efficiency.



- The load must be secured in such a way that under normal traffic conditions it cannot slide, tip over, roll, fall from the trailer or cause the trailer to overturn. Traffic conditions include sudden braking/emergency stops, evasive manoeuvres and uneven places in the roadway, such as a poor road surface or speed bumps. The use of a load net is also required.

With an inaccurate loaded trailer there will be a bigger risk of skidding and zigzagging.

- Incorrect and improper actions should of course be avoided. Adapt your speed to the condition of the road surface and to the load. This is particularly the case for rounding bends. A car reacts very differently when towing a trailer, so you should take this into account.
- Make sure the tyre pressure is correct. This also has a major influence on the handling of a car with a trailer in tow (see sticker on front of trailer).
- The lashing points we use have a strength of 400, 800 or 1000 daN (kg):



400, 800 or 1000 daN (kg)



- Always close the front and rear tailgates and secure them with the safety cables, if available.

Weight max on the ball of the coupling



Also check the jockeywheel weight if the trailer is loaded. The jockey weight is the force that your trailer exerts on the car's towbar. Pressure that is too low or too high has major consequences for handling and comfort. On the model plate of the towbar or in your car's instruction book, you will find which jockey weight (usually the maximum) is prescribed.

Total weight in kg of the trailer	Maximale jockey weight
0 - 750 kg	50 kg
751 - 1500 kg	75 kg
1501 - 3000 kg	100 kg

Take care to comply with these values, because there are legal provisions that apply to the jockey weight. SARIS indicates the maximum jockey weight for a trailer on a sticker or on the model plate (see the warning sticker on the trailer). You can buy special meters for measuring the jockey weight, for example from your SARIS dealer. If the jockey weight is not optimal, you can increase or decrease it by shifting the load further to the front or the back of the trailer. If the trailer is loaded with the centre

of gravity above the axle, the jockey weight will usually be correct. Provided, of course, that the load does not exceed the maximum weight.

Be careful to comply with these tips and regulations, including legal provisions. In this way, you will ensure your own safety and that of other road users, you will maintain your trailer/car in good condition and you will ensure that your car/trailer combination can be handled in a controlled fashion on the road.

Maximum speed

In most European countries, there are speed limits for cars with trailers. Such limits exist to deal with the fact that a car with a trailer handles differently on the road. In some countries, little or no distinction is made with respect to maximum speeds between a private car on its own and the combination of car and trailer.

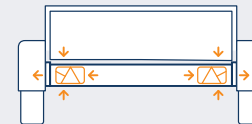
When driving downhill with a loaded braked trailer, it is important to limit your speed to 20 km/h. Consider the speed limits not as targets but as absolute maximum speeds! Just taking your foot off the accelerator a little can have a very positive effect on the road handling and controllability of the car and trailer.

Practical tips for use and operation

Before every journey If the trailer has a jockeywheel, the wheel must be folded away and secured. Make sure that the jockeywheel is always in the driving direction.

For unbraked and braked trailers

1. Secure the breakaway cable to the towbar of the towing vehicle.
2. Push the coupler firmly onto the tow ball. The coupler must take place automatically, with the operating handle returning to its initial position by itself.
3. The coupler housing must enclose the tow ball completely and securely. By forcefully pulling up the towbar, you can check whether the coupling is really secure.
4. Put the plug of the trailer into the car socket.
5. Check the lights on the trailer.





After every journey

- Remove the plug from the car socket and fix the plug in the holder on the towbar.
- Detach the secondary coupling (for unbraked trailers) and/or the breakaway cable.
- Next, remove the coupler from the tow ball.
- When lowering the trailer, take care that the interior of the coupler does not become dirty.

Long-term storage

If you do not use the trailer for an extended period, for example during the winter, it is a good idea to jack it up.



Electrical operation of Tipper

Manual for electric tipper trailers

A number of SARIS Tippers are electric as standard. The other models can be ordered with the electric option.

For more information about the SARIS Tipper series, see www.saris.net.



Important points for tipping

Applicable to Transporters and Tipplers.

1. Tipping in the various directions:

- tipping backwards: fix the 2 pins in the 2 rear holders.
- tipping to the left: fix the 2 pins in the 2 holders on the left;
- tipping to the right: fix the 2 pins in the 2 holders on the right.

2. During tipping, always leave the trailer coupled to the towing vehicle.

3. Make sure that during tipping, there is no one standing behind the Tipper, or next to it in the case of sideways tipping. A shifting load can cause serious injury!

4. It is forbidden to climb onto the Tipper during tipping. The shifting load can cause serious injury!

5. During tipping, place the Tipper on an even and firm surface. Otherwise, the Tipper could overturn!

6. To tip the load from the trailer, press button 'A'. When you press button 'B', the Tipper will descend again.

7. Let the Tipper descend completely before driving away and secure the lock, if available.

8. The tip function can be locked with a key. If the Tipper is locked, it is impossible for unauthorised persons to use it. Always lock the Tipper after use!

9. Ensure that the panels are open while tipping. Sideways tipping should be done with great care. There are situations in which the centre of gravity can shift so that it lies outside the trailer, which could cause the trailer to overturn!

10. Regularly check the legibility of the warning sticker on the front of your Tipper.

11. For a backwards tipper (K1 or TP), make sure that your tipper is locked with the lock on the front of the trailer before driving with the tarpaulin frame erected or before using ramps to drive onto the trailer.



Tips

Below are a few tips for maintaining a Tipper.

Warning

Maintenance of an electric Tipper must be carried out by qualified staff at a SARIS dealer. While doing maintenance work under the loading surface, qualified staff will always support the loading surface.

Some general checks of the hydraulic system

- The oil level in your Tipper's hydraulic system must be checked before use. In the event of significant oil loss, the system must be checked for leaks by your SARIS dealer.
- For topping up or replacing the oil, only ISO 46 hydraulic oil or ISO VG 32 at lower ambient temperatures.

PLEASE NOTE: For work to be carried out under the tipped loading surface, ensure that the loading surface is securely supported. Have the work carried out by qualified staff at your SARIS dealer.

Recharging the battery

Electric Tippers are equipped with a charging plug as standard. This is for charging the battery (including if the Tipper is lowered).

Position of socket and charging plug.

The socket is mounted on the right side of the lower frame assembly when looked at from the rear, at the height of the towbar mounting.

Connecting the charging plug

PLEASE NOTE: The thick pole must be connected to the '+' and the thin pole to the '-'. It is not possible to put the plug into the socket incorrectly.

The battery can be recharged by putting the plug into the socket and switching on the battery charger.

PLEASE NOTE: DO NOT operate the tipping system during charging!

PLEASE NOTE: Always charge the battery using a battery charger!

Recommended battery charger

To ensure the durability of the Tipper battery, it is important to use a good charger with a capacity of a max. 10A. We would advise you to use only a SARIS battery charger.



Warning

No smoking and no open fire near the battery while it is charging.

Breakdowns and malfunction

On pages 27 and 28, a number of checks are described that you can carry out yourself. These are checks on wheels, tyres, lights, jockeywheel spindle, overrun brake and handbrake, and the plug. In case of malfunctions in the electric or hydraulic parts of your Tipper, always contact your SARIS dealer. The dealer has qualified staff to solve your problems.

Check whether the tyre pressure corresponds to the pressure prescribed for the relevant load (see warning sticker on the trailer).

Garantiebepalingen en onderhoudsvorschriften: zie handleiding


Garantiebedingungen und Wartungsvorschriften: siehe Anleitung

Conditions de garantie et prescriptions d'entretien: voyez manuel

Warranty and maintenance instructions: see manual

Max. 50 kg		Max. Bar		Max. Bar	
	145/80R13	2.8		175/70R13	2.8
	155R13	2.8		185/70R13	2.8
	165/70R13	2.8		185R14C	4.5
	165R13C	4.5		195/50R13C	6.5

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 Works for you since 1959

Warning sticker for jockey weight and tyre pressure



Warning

Never stand under the tipped loading surface of your trailer. You risk becoming trapped between the lower and upper frame assemblies of the chassis. Always have work under the loading surface carried out by qualified staff from your SARIS dealer.

Connection diagram plug



13- pole plug

- 1 (L) Left direction indicator
- 2 (54G) Rear fog lamp
- 3 (31) Earth for terminal 1 until 8
- 4 (R) Right direction indicator
- 5 (58R) Right tail lamp and
license plate right
- 6 (54) Brake lamp right & left
- 7 (68L) Left tail lamp
- 8 Reversing lamp
- 9 Power supply interior lighting
- 10 Power supply for caravan battery/
refrigerator
- 11 / 12 Spare
- 13 Earth for terminal
9 t/m 12







Maintenance Instructions

For your best interest

Your trailer will be delivered in perfect condition. In order to keep your trailer in good condition and allow a claim under the guarantee (see the guarantee conditions), it is essential to comply in full with the maintenance instructions, including times, given below. The times given are based on use of the trailer on roads in a normal condition and with an average style of driving. Under other use or abnormal circumstances, the maintenance work must be performed at correspondingly shorter intervals.

Maintenance: In your own interest

Following and complying with the maintenance instructions are in your own interest. Only regular maintenance guarantees a longer life and optimum traffic safety for your trailer. Furthermore, the Saris guarantee only applies if the maintenance instructions have been followed. You can rely on a well-maintained trailer. You can rest assured of safety on the road: for yourself, all other users, your trailer, car and load.

Maintenance of the hot-dip galvanized parts

1. Hot-dip galvanized elements of your SARIS trailer are galvanized in accordance with ISO 1461.
2. Galvanized elements are subject to attack by acid and saline solutions. It is therefore necessary to clean your trailer regularly and, in the case of salt, brine and the like, to clean your trailer even after every ride. It is possible that traces or drops Your trailer will be delivered in perfect condition. To keep your trailer in good condition and to be able to make a claim under the warranty (including the 1 year extra warranty) (see the warranty conditions), it is necessary to strictly comply with the following maintenance instructions and times. The specified times are geared to use of the

trailer on roads in normal conditions with normal driving behaviour. In case of deviating use or otherwise abnormal circumstances, the maintenance work must be carried out in proportionately shorter time units. Maintenance instructions Zur rpunkte1000 daN (Kg)DIN Zur rpunkte1000 daN (Kg)DIN26 of white rust appear. These are normal and only superficial. They do not affect the protection of your trailer and are not a valid reason for a warranty claim.

3. The appearance of the zinc coating can change during the first few months, but this has no consequences for quality.

4. All zinc coatings become matt.

5. The formation of grey patches cannot be prevented, but this has no effect on the rust-resistant properties.



Regular Maintenance you can perform yourself

The first and simplest form of maintenance is of course cleaning your trailer, and keeping it clean.

You will notice when the water and brushes need to be used. Cleaning or spraying with water removes a lot of dirt, salt and grit (note: never spray directly on the cylinder of a SARIS trailer!). You can also use a good quality car cleaner

and protect the metal and wooden parts with a maintenance product you also use for your car. The latter is not really necessary, however. As far as other maintenance is concerned: in order to promote the safety and proper functioning of your trailer, the following points must be checked and, if necessary, work performed. The inspections must be made at least once a year, unless stated otherwise. A number of inspections you can carry out yourself:

Wheels

Check that the bolts are tight. This check must in any event be performed before the first trip and after the first 50 kilometers. If necessary, tighten the wheel bolts (see tightening torques on page 31). Also examine the wheel for cracks and damage.

Tyres

Regularly check the tyre pressure. There is a table with the suggested tyre pressures with a full load at the end of this booklet (p. 31). See also the sticker on the trailer. Also check the tyres for tears and age. SARIS recommends replacing the tires every 6 years.

Lights

Check that all lights are working properly and that the glass and reflectors are not damaged and do not contain moisture.

Ball coupler

All sliding and bearing points must be regularly cleaned and greased. At the same time it must be checked that the coupler is working properly and all parts move smoothly.

Jockeywheel spindle

Check that this is working by turning the wheel out completely. If necessary, have the spindle greased.

Overrun brake and handbrake

The overrun brake must be greased. All moving parts, such as the hinge points of the handbrake and overrun brake, should be greased. If shocks can be felt in the car during braking, it is possible that the shock-absorber in the overrun mechanism is defective. This can be checked by pushing in the coupling by hand and pulling it out again. If this goes easily, the shock-absorber is probably defective. To be sure, contact your dealer; he can carry out a safe repair.

Plug

Check the plug for dirt, corrosion and damage.

Battery

You can find information on maintenance and battery charging of electrically operated Tippers on pages 22 and 23.

Tipping cylinder

Check the oil level weekly and lubricate all moving parts. Check the hydraulic system for leaks every month. Have the hydraulic oil changed by your SARIS dealer during the annual check.

Electrical components

Before using the tipping functionality, check whether all electrical components of the tipping installation still function in accordance with the instructions.



Your SARIS dealer will check all these points during the service.



Maintenance by Saris dealer

The large-scale maintenance of your trailer and the (at least) annual inspection, should - also for reasons of guarantee - be conducted by the Saris dealer.

Go to your nearest SARIS dealer or to www.saris.net.

Schedule

Good maintenance extends the life of a trailer and promotes road safety.

A well-maintained trailer also ensures that you do not face unpleasant surprises. It is therefore important for every trailer to be checked by your SARIS dealer once a year or after 15,000 km.

For every check or service (inspection), the dealer has a fixed schedule, which sets out all the points to be checked, work to be done, adjustments and actions. A service takes a thorough look at safety and the requirements relating to, among other things, the frame, tyres, overrun brake, body, lights, and accessories.

On this page, you will find an extensive list of all the maintenance points that your SARIS dealer will check during the service.

After the annual check and/or service (inspection), you can have the service registered, as mentioned on pages 32 and 33. Your dealer will calculate a fee for checking your trailer based on the type of trailer that you have.

Checking all parts and minor work, such as lubrication and adjustment of the brakes are included. If something needs a repair or needs to be replaced, your dealer will give you this information beforehand.



→ **Your SARIS dealer will check all these points during the service.**

Maintenance points

Undercarriage

- Coupler
- Secondary Coupling
- Unbraked Axle, axle body and sprung arm
- State of tyres
- Wheel nuts and bolts
- Weld joints
- Brake lining + brake drumel
- Chassis and towbar
- Tipping mechanism

Tires

- Size
- Profile
- Profile depth
- Pressure
- Rims
- Wheel bearings and seal
- Wheel nuts and bolts

Overrun brake

- Sliding bearings
- Shock absorbers and overrun brake
- Dust cover
- Handbrake
- Brake rod
- Brake cables
- Brake adjustment
- Break-away cable + ring

Body

- Floor
- Front panel
- Side panels
- Rear panel
- Locks and hinges
- Rear panel cables
- Safety cables
- Mudguards
- Splash guards
- Stickers

- Type plate
- Chassis weld joints

Lights/reflectors

- Rear lights
- Indicators
- Brake lights
- Number plate light
- Fog lamp
- Width lighting
- Width reflectors
- Side reflectors
- Long-vehicle warning
- triangles
- 13-pin plug
- Wiring

Accessories


- Jockeywheel
- Spare wheel
- Prop stand
- Cover
- Roof-rack
- Flat vinyl cover
- High vinyl cover
- Rack
- Front rack
- Leavesrack
- Tail ramps
- Mudguards
- Winch
- Anti-theft lock
- Van body
- Battery
- Set-up sides
- Electric control
- Motorcycle ramp/stand

Survey optimal tyre pressure

Description	bar	load capacity	Description	bar	load capacity
145/70R13	2.8	425 kg	185R14C8C	4.5	900 kg
145/80R13	2.8	425 kg	185/60R12C	6.0	900 kg
155/80R13	2.8	480 kg	185/70R13C	6.0	950 kg
155/70R12C	6.5	900 kg	195/70R14	2.8	710 kg
165/70R13	2.8	500 kg	195/50B10C	6.25	750 kg
165R13C	4.5	710 kg	195/55R10C	6.5	750 kg
175/70R13	2.8	530 kg	195/50R13C	6.5	900 kg
175R14C8C	4.5	775 kg	195/60R12C	6.5	1000 kg
185/70R13	2.8	650 kg			

Tightening torque of wheel bolts

Rim type	Key width	Screw thread	Prescribed tightening torque
Steel	19	M12 x 1,5	90 to 100 Nm
Alloy (aluminium)	19	M12 x 1,5	120 Nm

A man wearing a blue jacket and glasses is loading a silver utility trailer with firewood. The trailer is parked on a grassy lawn in a residential yard. In the background, there is a wooden fence, a large tree, and a brick house. The trailer is filled with logs and branches. The man is holding a log and is about to place it on the trailer. The trailer has a single large tire and a smaller front wheel. It is a flatbed style trailer with a metal frame.

If you have your trailer properly maintained and regularly inspected, it will last for years and you will obtain a high trade-in value. You can use the maintenance sheets opposite to schedule the maintenance of your trailer. Have these sheets filled in and stamped after each inspection. Keep this booklet in a safe place, so that you can produce it if you want to trade in your trailer or make a claim under the guarantee.

Overview of services and inspections

Trailer Type:

Chassis number:

Construction year:

Date of purchase:

Delivery inspection (free)

Stamp of SARIS dealer
Date and signature

Inspection after 1 year or 15,000 km

Your SARIS - dealer
Date and signature

Inspection after 2 years or 30,000 km

Stamp of SARIS dealer
Date and signature

Inspection after 3 years or 45,000 km

Stamp of SARIS dealer
Date and signature

Inspection after 4 years or 60,000 km

Stamp of SARIS dealer

Date and signature

Inspection after 5 years or 75,000 km

Stamp of SARIS dealer

Date and signature

January 2023 edition

This edition contains a representation of data as known to us at the time of publication. It is possible that certain information may no longer be up to date after time has elapsed. SARIS Aanhangers B.V. is therefore not liable for the consequences of activities undertaken on the basis of this edition.

You can find the latest edition of this booklet on www.saris.net.



Works for you



Commitment

Commitment is embedded in every part of the production process of our trailers. We are continuously working on further improving our trailers, based on experience, expertise and craftsmanship. Reliable products, built by a reliable company. That has been a key part of our culture for over 60 years - leading to top quality products and clear agreements with our customers and suppliers.

Cooperation

SARIS builds trailers and aims for longterm relationships with suppliers, dealers and end-users. We listen to these partners and we trust them. This cooperation leads to innovative products which support the businesses of our partners. SARIS focusses on customers and dealers, who can always count on the best service and quality.

Craftsmanship

SARIS trailers are built by craftspeople, for craftspeople. It all starts with a carefully considered design, developed through sophisticated detailing to deliver visual appeal. We only use the best materials and produce high-quality products using certified processes. SARIS trailers are built to help you move mountains.

Your SARIS-dealer:

