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Maintenance and Lubrication Guide



Important Safety Information

Before performing any maintenance or cleaning work, always make sure the trailer is uncoupled and that there is no power running to it. Working on a trailer that is still coupled or powered poses a significant risk of severe injury. For example, if you're cleaning or lubricating a sticking ram while the trailer is coupled, the floor could unexpectedly move forward or backward once the ram becomes unstuck.

Always prioritize safety:

- 1. Uncouple the Hydraulic Hoses :** Ensure the Hydraulic Hoses to the trailer is fully uncoupled before starting any maintenance or cleaning tasks to depressurise the system.
- 2. Disconnect Power:** Verify that there is no power going to the trailer to prevent accidental movements.
- 3. Avoid Unintended Movement:** Be cautious that any stuck components may suddenly shift once they are freed, leading to potential injury.
- 4. Door prop:** Always manually prop the rear door before any cleaning or maintenance.

BE CAREFUL
SAFETY
FIRST

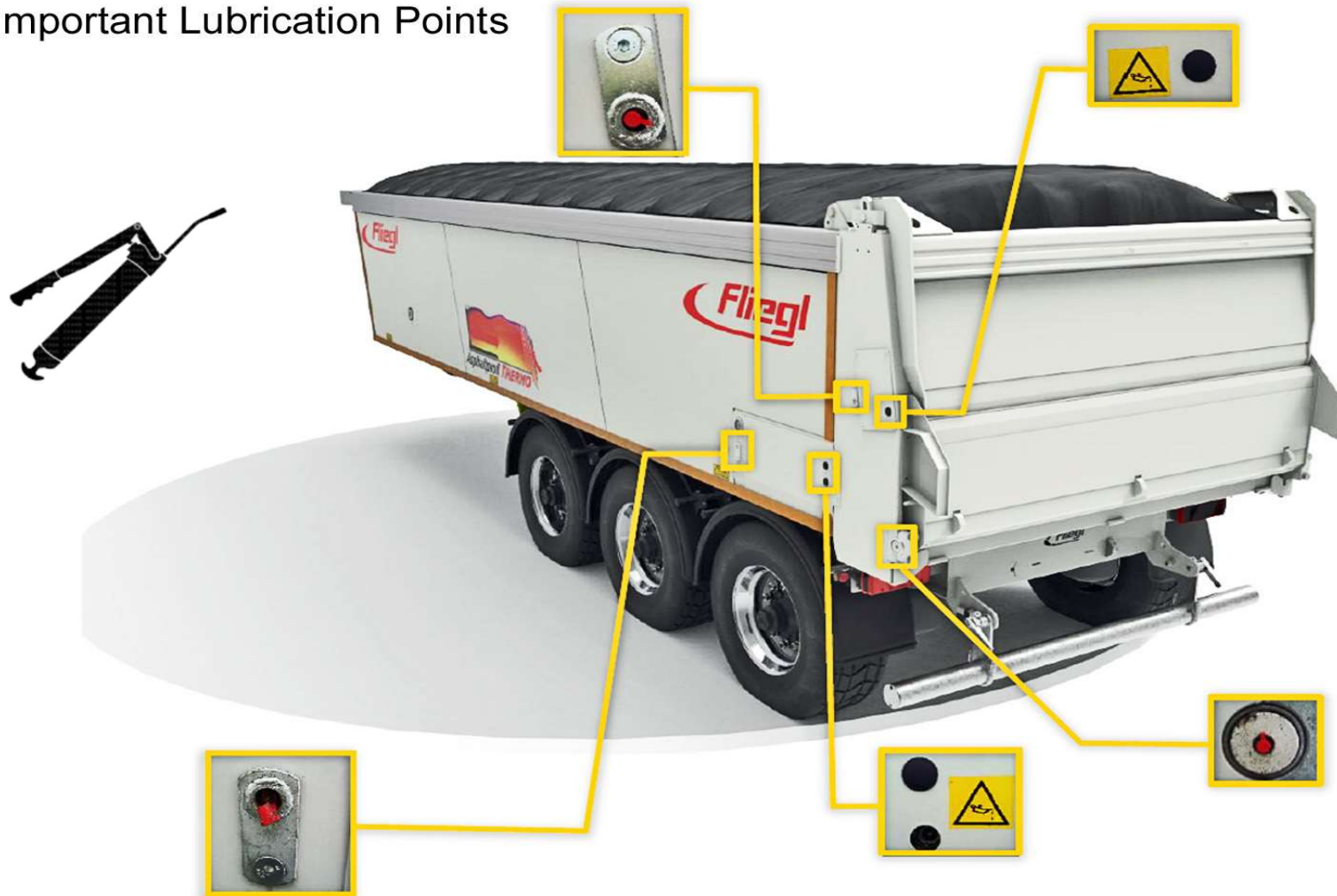


Lubrication Schedule

	Prior to Operational Use	Daily	Every 8 Operating Hours	Every 40 Operating Hours	Every 50 Operating Hours	Every 100 Operating Hours	Every 500 Operating Hours
Guide Rails Of Sliding Unit	X		X				
Parking Brake (on pneumatically operated vehicles)	X					X	
Ratchet Clutch	X		X				
Actuating Device Of the Manual Parking Brake	X						X
Brake Linkage	X					X	
Spring Bolts	X					X	
Wheel Hub Bearings	X						X
King Pin and Fifth Wheel Plate	X				X		
Pivot Point Of Steered Trailing Axle						X	
Pivot Point Of Hydraulic Rear panel						X	
Lubricating Nipple - Supporting Mechanism	X				X		
Lubricating Points - Chassis	X						
Adjust and Lubricate the Guide Bars HIGH IMPORTANCE				X			

The following points must be lubricated with medium-soft multi-purpose grease.

Important Lubrication Points

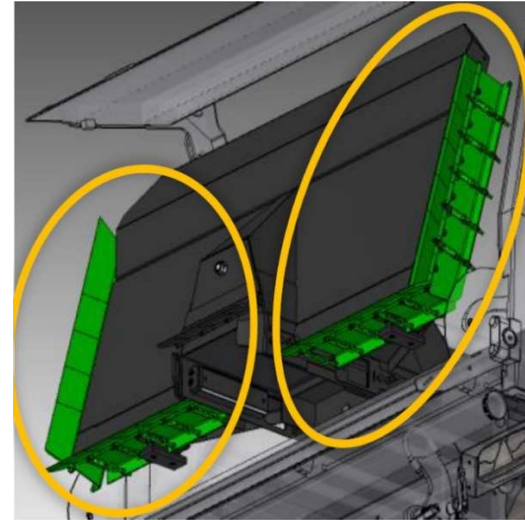


Inspecting the Seals on the Moving Panel and Sliding Floor

Look over the fingers on the moving panel and the sliding floor to see if they're damaged. If they are, you'll need to replace them. To do this, first remove the old fingers by taking out the screws or fasteners. Then, attach the new fingers using the same screws or fasteners. Finally, check the guide rails on both the moving panel and the sliding floor to make sure they're in good condition.

Cleaning the Rear Panel

Before you close the rear panel, you need to clean it with a trowel. If you don't remove the asphalt right away, it will be much harder to clean later. To make cleaning easier, move the carriage about 200mm forward. Then move it back so that any leftover residue is cleaned off.



newton trailers
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Adjusting and Lubricating the guide bars.

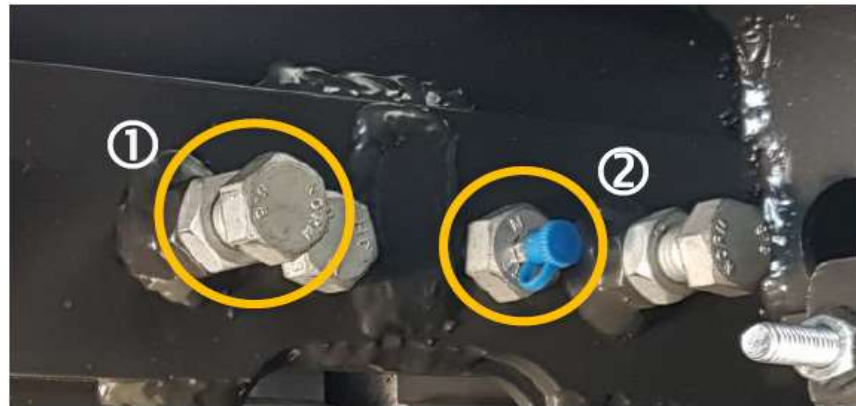
The guide bars must be checked and re-adjusted every 40 operating hours.

Procedure

Have a feeler gauge with a thickness of 1mm on hand. Loosen the locknuts (1) and insert the 1mm gauge before tightening the adjusting screw until the sensor plate is clamped in place. Do this along the entire length of the bulkhead guide on both sides. Two lubricating points (2) are provided for lubrication in each case. This process must be carried out with dry loads . Asphalt is self-lubricating.

When working with filling, cement, or lime, regularly clean the guide bars to prevent buildup and hardening. Use a broom and dustpan to sweep off loose material. Then, rinse the guide bars with a pressure washer to remove any remaining residue.

This is particularly important in the case of extended downtimes such as holiday periods.



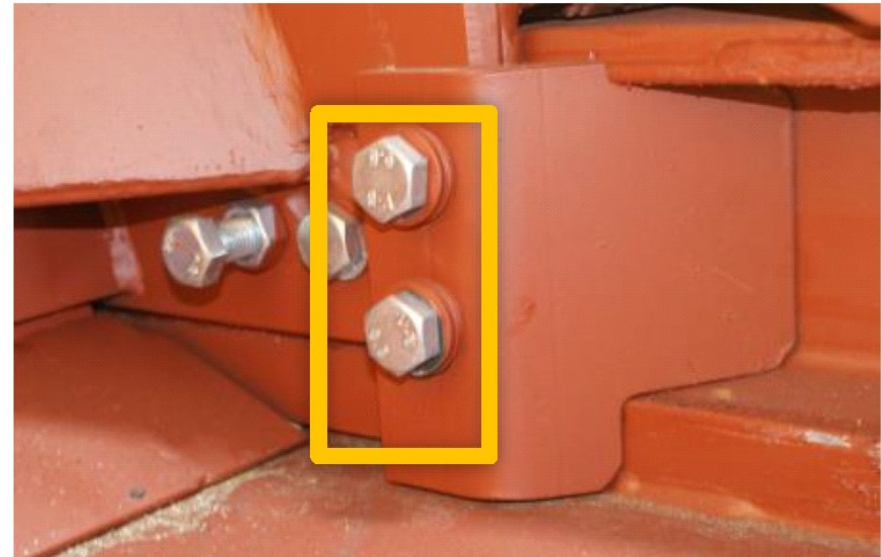
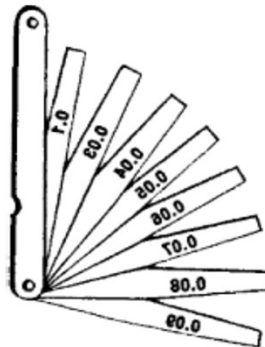
Adjusting the scrapers.

The scrapers on either side must be checked for wear on a regular basis (at least weekly) and re-adjusted by tightening the spring loaded screws.

The scrapers on either side must be checked for wear on a regular basis (**at least weekly**) and re-adjusted by tightening the spring loaded screws.

Gently tighten the screws so that the scaper has some spring in it. Then secure the screws with Loctite or a threadlocker.

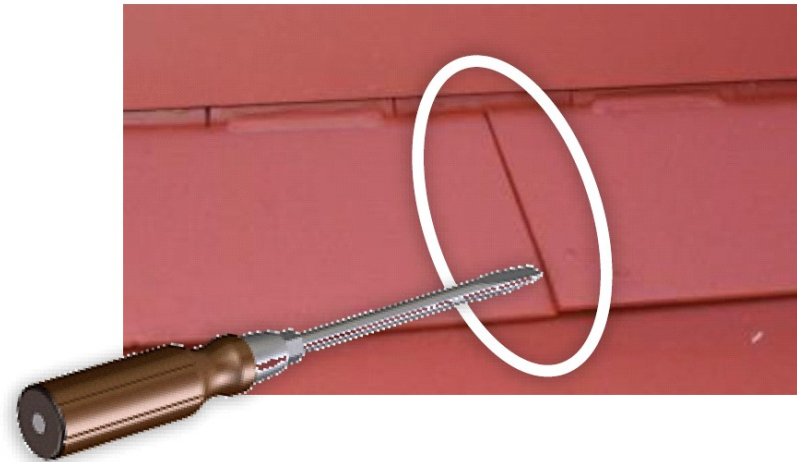
The spacing must be no longer than 1mm.



Checking the Scrapers

The movement of the scrapers can cause them to press too tightly against the contact surfaces, which limits their ability to move freely. To fix this, you can use an angle grinder to shape the scrapers so they form a V-shape.

To work on the contact surfaces, use a lever (like a screwdriver) to lift the scraper up, giving you better access for adjustments.



Checking the scrapers