

IDENTIFICATION

About this documentation:

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Wagenbouw HAPERT

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About the trailer:

This user documentation is intended for all HAPERT trailers.
For further information, see the type plate on the trailer.

About the manufacturer:

The trailer was manufactured by:

Wagenbouw HAPERT BV (in short: HAPERT)
Handelsweg 13
5527 AL Hapert
The Netherlands
Tel: +31 (0) 497 38 68 68
Fax: +31 (0) 497 38 68 82
Internet: www.hapert.com
E-mail: info@hapert.com



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FOREWORD

This user documentation describes how to use a trailer delivered by HAPERT and how to perform periodic maintenance. It is applicable to all HAPERT trailers.

It does not include details of work carried out on the trailer by the personnel of HAPERT or an official HAPERT dealer.

This documentation should be considered an integral part of the trailer!

You should, therefore, store it in a safe place. It contains information that will be useful or necessary in the future, for example for repairs and maintenance. This documentation is included as part of the delivery of the trailer.

Besides the provisions stated in this documentation, statutory regulations for the use of trailers, for example, number plate registration, maximum driving speed, etc. must also be observed. The statutory regulations may differ per country and may change over time. Make sure you observe the latest regulations!

USING THIS DOCUMENTATION

This documentation describes various trailer models. The descriptions of parts only apply to the respective types or models on which they are actually fitted.

The instructions in this documentation are categorised according to the type of user. Chapter 2 contains details of the requirements that different users have to meet.

The following definitions are used in this documentation:

User:	The collective name for anyone who works with or on the trailer.
Operator:	The daily user of the trailer. Chapter: Introduction, Safety and Operating Instructions.
Service personnel:	People with the training, experience and tools required to carry out the described work. Chapter: All
Safety officer:	The person who is responsible for safety in the company that owns the trailer. If nobody is appointed as such, it will be the employer. Chapter: Safety and Specifications

Work that is not included in this documentation must be carried out by the personnel of or in consultation with HAPERT or the official HAPERT dealer.

The figures included in the text of this documentation are purely illustrative. They are only intended to clarify the respective text sections, for example, to indicate the location and function of operating mechanisms or components. The actual design and dimensions may differ.

TEXT CONVENTIONS

Except for the text in the “Safety” chapter, text segments that are important for personal health and safety are printed in **bold**.

The following warnings may be placed on the trailer:



Attention!

This pictogram warns of possible damage to the load or the trailer.



Warning!

This pictogram is a warning for the risk of personal injury.

WARRANTY AND LIABILITY

WARRANTY

Unless agreed otherwise in writing, the manufacturer issues a warranty to the first user for a period of 12 months after delivery.

The warranty conditions given below are applicable.

GUARANTEE PROVISIONS.

General information

These are the (guarantee) conditions that Wagenbouw Hapert BV, located and with registered office at the Handelsweg 13 in (5527 AL) Hapert, the Netherlands (hereinafter referred to as: "Hapert") applies to the guarantee provisions during the first year after delivery of trailers manufactured by Hapert and delivered by its dealers to the first registered owner/holder of the Hapert Trailer (hereinafter referred to as: "the Buyer").

Subject to the terms, limitations and exclusions set forth in these Guarantee Provisions, Hapert guarantees that Hapert trailers as delivered by Hapert (hereinafter the "Trailer"), for the first calendar year after the date of delivery of the Hapert Trailer (the Delivery Date) is free from construction, manufacturing and/or material faults subject to the conditions stated below and with the restrictions and exclusions listed below.

Claims:

1. Under this guarantee, the Buyer may (solely) claim free repair or replacement of faulty parts by Hapert or (on behalf of Hapert) by a Hapert dealer if (i) the fault or faults have occurred within one year after the Delivery Date, have been reported to a Hapert dealer and have been investigated by the latter (and/or Hapert), as well as, (ii) in Hapert's opinion, being solely due to construction, manufacturing and/or material faults (hereinafter referred to as: "Faults") and (iii) not (partly) due to other causes, (iv) all (other) guarantee conditions have been met and (v) no exclusions or restrictions apply.

Guarantee conditions:

1. The Guarantee is valid for a period of one year after the Delivery Date. The Delivery Date must be demonstrated by means of an original sales invoice of a Hapert dealer. If the registration date of the Trailer and the delivery/invoice date stated on the sales invoice do not correspond, the Trailer is deemed to have been delivered on the earliest mentioned date and this date constitutes the Delivery Date.
2. The guarantee applies only if the Trailer is used exclusively in the EEA (EU + Liechtenstein, Norway and Iceland) and/or Switzerland.
3. The guarantee applies only to Faults that occur during normal use of the Trailer fully in accordance with Hapert's instructions (as included in the User Manual).
4. Any faults of the Trailer must be reported to an official Hapert dealer in writing as soon as possible, but no later than eight days after they have been discovered or could have been discovered. If a Fault is reported after the last-mentioned period, the Buyer will no longer be entitled to repair, replacement or compensation.
5. In order to enable the official Hapert dealer and Hapert to respond adequately, the Buyer's report must contain a description of the Fault that is as detailed as possible.
6. In case of Faults in which further use aggravates the Fault such that additional repairs or replacements are required or damage is caused to other parts of the Trailer, the Buyer will immediately suspend such use. Additional repairs or replacements that arise from further use in Hapert's opinion are not covered by the guarantee.

Exclusions:

1. No claim to this guarantee exists if (in Hapert's opinion):
 - a. the Trailer has not been used and maintained in accordance with Hapert's instructions (as included in the User Manual) (for example, it has not been inspected annually and/or spare parts or lubricants have been used that are of a different or lesser quality than original Hapert spare parts);
 - b. the Fault is the result of an accident, (attempted) theft or vandalism, collision or other external cause (such as but not limited to fire, water pollution, stone chippings, chemicals, corrosive maintenance and cleaning products, etc.) or damage caused by loading;
 - c. the Fault is caused by a use other than intended or by loading above the maximum permitted load;
 - d. the Trailer has been declared total loss;
 - e. the Fault has arisen due to normal wear and tear, inexperienced or improper use, improper treatment, use of consumer items other than prescribed or improper or incorrect maintenance or repairs;
 - f. the Fault occurs after modifications or repairs carried out by the Buyer or by third parties or to a part, accessory, additions or installation that was not present on the Trailer when originally delivered by Hapert;
 - g. the Trailer's chassis number has been changed or removed.
2. Tyres, lamps and other wear parts that wear out during use and/or may become defective during the guarantee period without there being any case of construction, manufacturing and/or material errors are excluded from the guarantee.
3. If a repair or replacement requires more time and/or more spare parts due to a feature not installed by Hapert and/or installed after Delivery, the related costs will be borne by the Buyer who is required to pay them in advance to the repairing Hapert dealer or Hapert.
4. All costs associated with transport and repatriation of the Trailer, including transportation from and to Hapert or a Hapert dealer, are not covered by the guarantee. If the Hapert dealer has incurred such costs, these are payable by the Buyer and will be paid by the latter to the Hapert dealer. Other costs to claim guarantee costs, such as telephone charges or costs of replacement transportation and accommodation costs, are also excluded.

Other stipulations:

1. Replacing or repairing one or more parts implies no recognition of any fault, error or liability.
2. If the Buyer incorrectly makes a claim on this guarantee, Hapert may recover inspection costs and other costs incurred in that respect from the Buyer.
3. If repair or replacement of a part or parts in Hapert's opinion is disproportionately expensive compared to the depreciation of the Trailer as a result of the Fault, Hapert may choose to offer the Buyer compensation instead of replacement or repair in the amount of the depreciation that the Trailer has undergone in Hapert's opinion as a result of the Fault. The Buyer must accept this compensation, which replaces any claim to replacement or repair.
4. Replacement or repair of parts under this guarantee does not extend the guarantee period. The guarantee for repaired or new parts (installed to replace faulty parts) ends (likewise) one year after Delivery of the Trailer.
5. Parts replaced under this guarantee will become Hapert's property and will not be delivered to the Buyer.
6. In the event of sale or (other) transfer of the Trailer within one year after the Delivery Date, the Buyer may pass on this guarantee to a third party for the remaining period of the guarantee, provided that the sale or (other) transfer is reported to Hapert within five working days by completing the relevant transfer form online or in writing, and that it is evident from this that the new owner agrees to these Guarantee Provisions. Should the above conditions not be met, the guarantee ends when the Trailer is sold and/or transferred to the new owner/user.

7. In the event of a fault in the Trailer, the Buyer may only claim free replacement, repair and/or compensation from Hapert under the above conditions, exclusions and restrictions. Hapert has no other obligations. Any other or further liability is expressly excluded and the Buyer will waive all claims insofar as required. Hapert is therefore never liable for any damage suffered by the Buyer as the result of a fault. All claims for compensation for damage including consequential damage or damage resulting from not being able to use the Trailer are expressly excluded. This exclusion does not apply if there is a case of intent or gross negligence on the side of Hapert or if and insofar as the Buyer can claim compensation from Hapert under mandatory law (including legislation for the implementation of Directive 85/374/EEC).
8. This guarantee applies in the event of a consumer purchase, notwithstanding the rights that the law affords the Buyer as a result of Directive 1999/44/EC.

Applicable law and competent court

1. Solely the law of the Netherlands governs this guarantee. All disputes arising from or related to this guarantee agreement will be heard in first instance exclusively by the competent court in the district of East Capybara in the Netherlands.

Liability:

The manufacturer **cannot be held liable** for unsafe situations, accidents or damage that are caused by ignoring warnings or regulations placed on the trailer or included in this documentation, such as:

- Incompetent or incorrect use, or poor maintenance.
- Using the trailer for purposes or under conditions other than those given in the documentation.
- Using components other than those prescribed in this documentation.
- Performing repairs without permission from the manufacturer.
- Making changes to the trailer, such as:
 - ✓ Changes to the control system.
 - ✓ Welding, mechanical treatment, etc.
 - ✓ Adding items to the trailer or its control system.
- If the buyer of the trailer has not fulfilled all his obligations (financial or otherwise) to the manufacturer.
- For consequential damage caused by defects or the malfunctioning of the trailer (for example damage to products (to be processed), interruption of work in progress, delays, etc.).

EXTENDED WARRANTY

HAPERT offers you the option to extend the guarantee. All you have to do to get a guarantee period of 10-years on the chassis + 2-years manufacturer's guarantee, is enter into a guarantee agreement with us by registering your trailer on WWW.HAPERT.COM/REGISTER. Registration must take place within 5 working days after delivery / registration of the trailer

To have the assurance that any guarantee claims you may have will be handled as efficiently as possible, please check the information you filled in carefully before sending the registration form of your trailer.

If you have received the guarantee certificate from us, your trailer has successfully been registered for the 10-year warranty on the chassis + 1-year extra manufacturer's warranty. It is important that you have your trailer serviced every year by your HAPERT dealer. Only then the guarantee will remain valid. After every service, the HAPERT dealer registers this in our system, so that your guarantee remains valid.



***** The AMIGO is excluded from the extended warranty. *****

1. INTRODUCTION

1.1 PURPOSE AND FUNCTION OF THE TRAILER

The trailer is intended to be used to transport both bulk goods and individual items. The trailer consists of a chassis with a single axle, tandem axle or tridem axle on which a cargo bed is fitted. For types COBALT HB and the INDIGO HT the cargo bed can be tipped backwards by means of a hydraulic pump and cylinder. For type COBALT HM and COBALT+, the cargo bed can be tipped to the left, right or backwards, as desired by the user, by means of a hydraulic pump and cylinder.

1.2 MODELS AND ACCESSORIES

The (technical) specifications of all the HAPERT models and types are available in the *Media* section of WWW.HAPERT.COM.

2. SAFETY

2.1 INTRODUCTION

The trailer has been designed in such a way so that it is safe to use and maintain. This applies to the uses, circumstances and guidelines described in this documentation. Everybody who works with or on the trailer **must**, therefore, read this documentation and follow the instructions it contains.

In the case of professional use, it is the employer's responsibility to ensure that the user is familiar with the instructions and that they are observed.

Additional safety measures may apply in the company or country in which the trailer is used. These measures mainly relate to the working conditions. This documentation does **not** describe how these measures must be complied with. It does, however, contain all the information you will need about the trailer. If you have any doubts, ask a relevant government official or your safety officer.

In this documentation, a distinction is made between **normal use** (see chapter 3: Operating Instructions) and **other work** (see chapter 4) carried out on the trailer. The reason for this is that service personnel have to meet different requirements than the operator, particularly with regard to safety.

Simple maintenance work described in the operating instructions can be carried out by the operators.

Work that is not described in the operating instructions may only be carried out by people who are qualified to do so. The accessories that are supplied with the trailer to restrict access to specific sections or functions (such as the key to the main switch) may not be stored on or near the trailer. These accessories may only be entrusted to people with the required qualifications.

2.2 SAFETY REGULATIONS

- Ensure unauthorised people, such as children, cannot operate the tipping system. The key must be removed from the main switch/emergency stop control when the trailer is left unsupervised.
- People may only use the trailer if they have read and understood the operating instructions.
- The tipping system may only be operated when the trailer is stationary, the brake has been applied and the trailer is connected to a towing vehicle.
- Do not climb on the trailer when the tipping system is being used.
- Do not climb on the trailer if it is not connected to a vehicle.
- When tipping the load off the trailer, make sure nobody is in the area where the load is to be tipped.
- Safety devices may not be removed or put out of operation.
- Keep the workplace neat and tidy, and free of obstacles.
- Make sure the surroundings are adequately illuminated.
- Be aware of the risk of becoming trapped between the cargo bed and the frame or the front, side and rear flaps.
- A trailer must be on a stable surface (not to sink into gravel or sand) during tipping. Trailer may fall.
- Using the tipping system on an incline is dangerous. Trailer may fall.
- When using tipping system always use the mounted supports. (For instructions, see Section 3.2.2)
- Do not exceed the maximum permitted load (see name/type plate).
- Do not exceed the maximum permitted ball thrust (see name/type plate).
- Do not exceed the maximum load of the tie rings
- Only use the remote control after reading the operating instructions (see 3.1.2).

2.3 UNAUTHORISED USE

The trailer is especially **not suitable** for:

- Transporting people or animals.
- Using the tipping system to unload individual items.
- Lifting people or goods.

2.4 USERS

2.4.1 OPERATORS

The trailer may be used by any adult who is familiar with and observes the instructions in the “Safety” and “Operating Instructions” chapters. Special training is not required. However, a relevant driving licence is required to drive a vehicle while towing a trailer.

2.4.2 SERVICE PERSONNEL

Special knowledge/experience and/or training is required. For the driving section: knowledge and experience with regard to the maintenance of motorised vehicles. For the hydraulic section: knowledge and experience with regard to the maintenance of hydraulic systems.

2.5 WORK AREA

A work area of 100 cm around the trailer must be kept clear in order for the tipping system to be operated.

2.6 WARNINGS ON THE TRAILER

The warning signs placed on the trailer must be clearly legible. If necessary, replace them or have somebody else do this for you.

The text of the warning signs placed on the trailer are listed in the “Markings on the trailer” chapter. The respective hazards are described in further detail in the operating and maintenance instructions.

2.7 SUBSTANCES THAT ARE HAZARDOUS TO HUMANS AND THE ENVIRONMENT

2.7.1 GENERAL INFORMATION

The following substances that are used when working with the trailer require special attention:

- Hydraulic oil
- Battery acid

2.7.2 STORAGE

Always store hazardous substances in a location that is not accessible to unauthorised people. The storage of hazardous substances may be subjected to legal regulations. Contact the relevant authorities for the applicable regulations and the required permits.

2.7.3 PROTECTION OF THE ENVIRONMENT

Risks of environmental pollution are present in the form of:

- Hydraulic oil
- The battery (may contain lead)
- Battery acid
- Battery (the remote control)

Dispose of these substances in accordance with locally applicable regulations and environmental legislation.

2.7.4 DISPOSAL OF THE TRAILER

If the trailer is dismantled, the local waste disposal regulations applicable at the time of dismantlement must be observed. The battery unit fitted on the trailer and the oil must be treated as chemical waste and be processed accordingly. This also applies to the tyres.

The handbrake is spring-mounted. When disposing of the trailer, the energy stored in the spring must be released safely.

Apart from this, the trailer only consists of common materials. At the time of construction, these materials could be disposed of safely without the people carrying out dismantlement work being exposed to any special or undue risks.

See 2.7.3 "Protection of the environment".

3. OPERATING INSTRUCTIONS

Anyone who wishes to use the trailer must first be familiar with the information in the “Safety” chapter.

As specified in 2.4.1, this chapter is intended for operators.

Work that is not specified in this chapter may only be carried out by service personnel (see chapter 4).

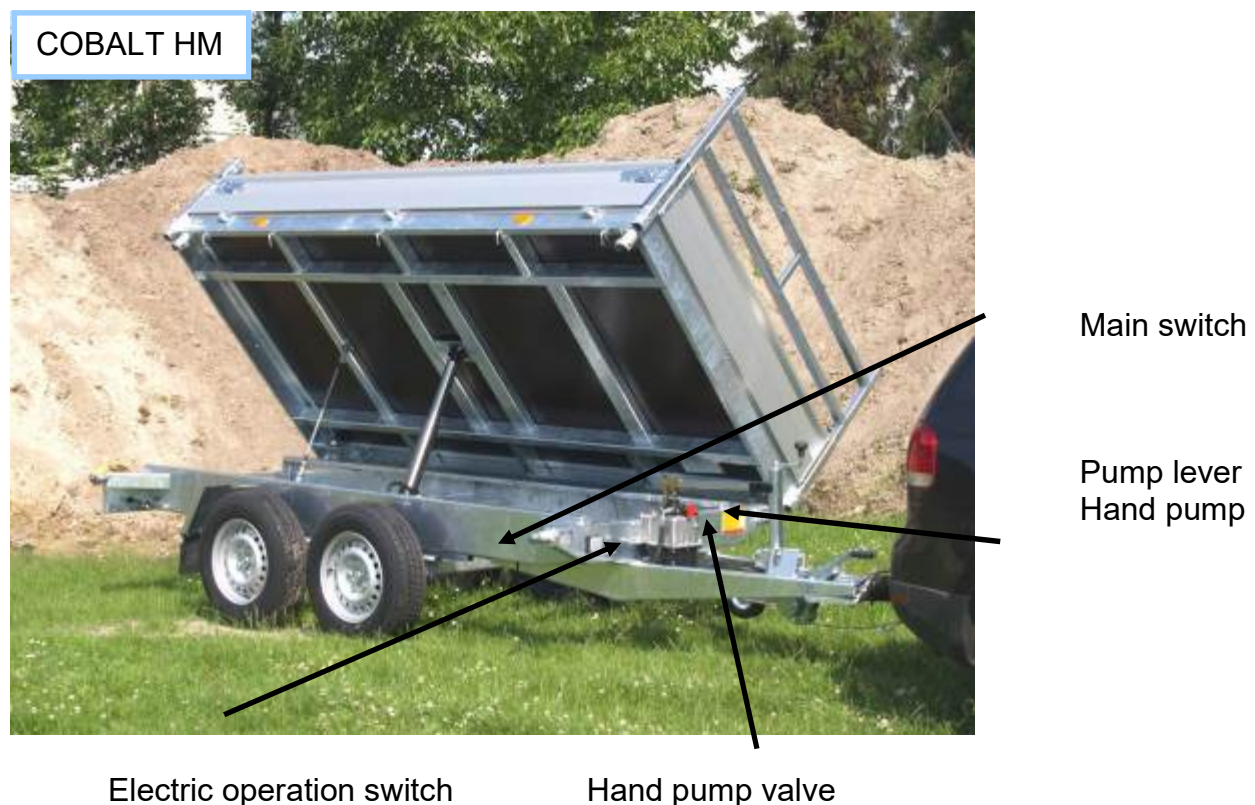
3.1 CONSTRUCTION AND OPERATING DEVICES

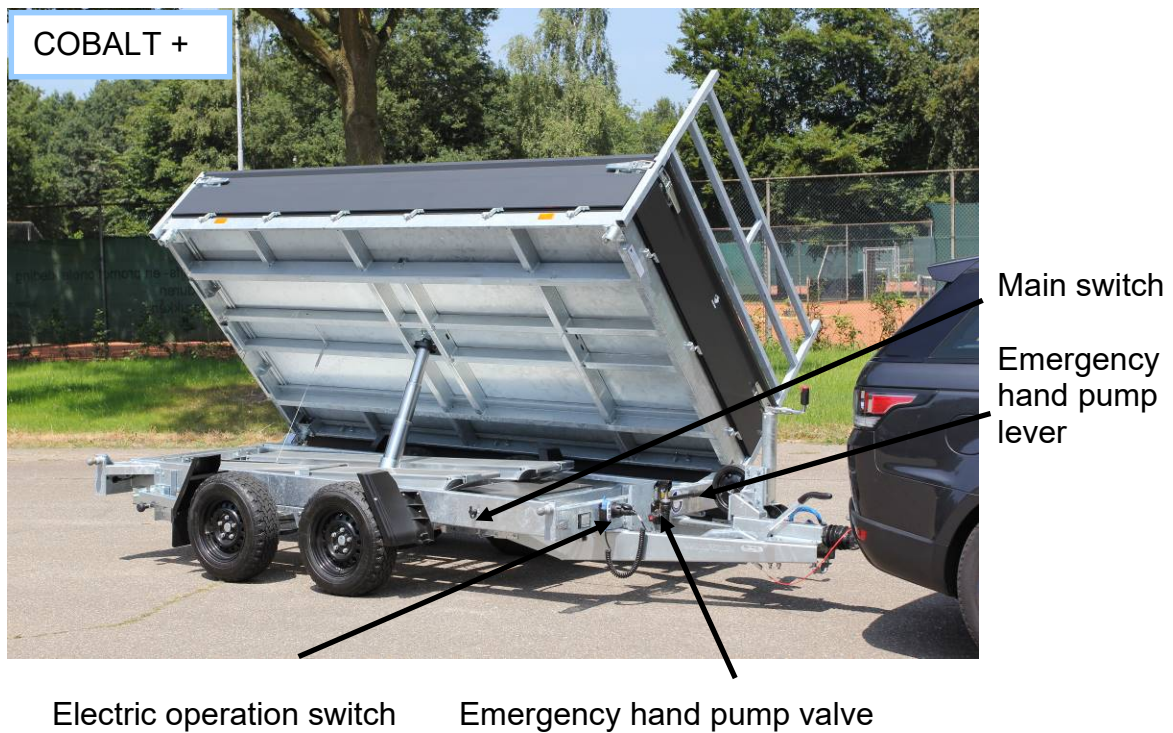
The operating devices for the electrical tipping system are:

- A main switch/emergency stop control.
- A hold-to-run button on the control panel for raising the cargo bed.
- A hold-to-run button on the control panel for lowering the cargo bed.
- A hold-to-run button on the remote control for raising the cargo bed (optional).
- A hold-to-run button on the remote control for lowering the cargo bed (optional).

The remote control for the tipping system includes:

- A valve: a two-position valve for raising and lowering
- A pump lever





INDIGO HT



Hand pump valve

Pump lever for hand pump

3.1.1 REMOTE CONTROL SYSTEM/HAPERT REMOTE CONTROL (OPTIONAL)

The remote control system (see figure 3) works with a hold-to-run system, meaning that raising or lowering stops as soon as the control button is released.

3.1.2 USING THE REMOTE CONTROL SYSTEM

Observe the safety regulations (see 2.2).

Use the main power/emergency stop control switch's red key to turn on the system. By turning the key clockwise, the electrical system is switched on. (See figure 1) Before using the remote control (see figure 3), the on/off button on the control panel needs to be pressed 2 seconds. Now the remote control is ready for use (operation with the control panel is no longer possible in this position).



Figure 1.

- To raise the cargo bed: keep the raise button on the remote control pressed until the desired height is reached.
- To lower the cargo bed: keep the lower button on the remote control pressed until the cargo bed is back in its rest position.
- Turning off the remote control: press the on/off button
- Use the key of the main power/emergency stop control switch to turn off the entire system by turning it anti-clockwise, then remove the key from the main power switch.

**Attention!**

When the system is not in use, always turn off the main power/emergency stop control switch and remove the key. Operation via both the control panel and the remote control is then no longer possible.

Control panel

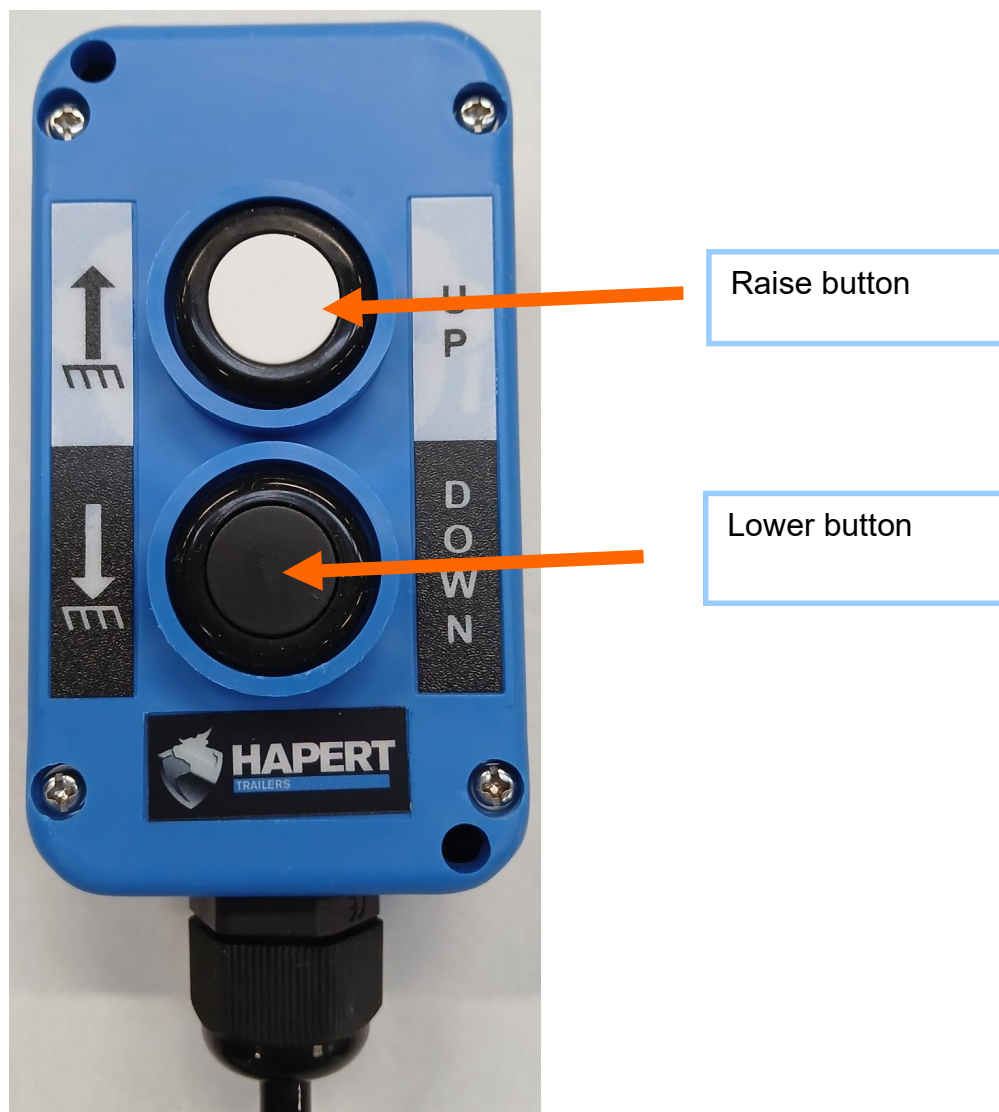


Figure 2.

Handheld remote control



Figure 3.



Attention!

After switching on the remote control, the blue button control panel no longer works.

For detailed operation and installation of the remote control, see the manual: REMOTE CONTROL and INSTALLING SEPARATE MODULE

3.2 USING THE TRAILER

3.2.1 CONNECTING AND DISCONNECTING THE TRAILER

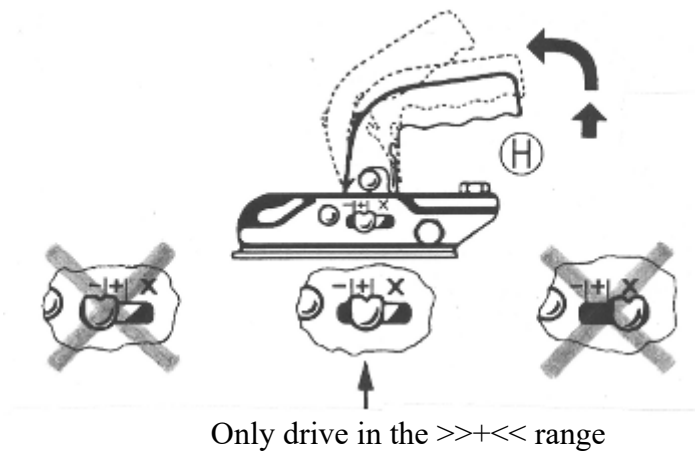


Figure 5.

- **Connecting:**

Open the coupling housing by pressing the locking button on the handle H and moving the handle upwards. Place the opened coupling on the ball of the towing vehicle's tow bar and release the handle. The handle should automatically slide back to the starting position. The coupling is automatically closed and locked in place. Make sure the coupling is in the right position >>+<< (see figure 5). The tow ball must not be visible when the trailer is connected. Fasten the safety cable (see figure 11) and insert the plug in the towing vehicle. Raise the support wheel and secure it in position parallel to the direction of travel (the support wheel must not impede the movement of the brake rod).

Always check whether the lights work before driving.

- **Disconnecting:**

Lower the support wheel. Disconnect the safety cable and the plug. Open the coupling housing by pressing the locking button on the handle H and moving the handle upwards. Lift the coupling off the towing vehicle's tow bar. Pay particular attention when disconnecting on an incline (once the towing vehicle is stationary, apply the handbrake or use the wheel blocker, if fitted)

3.2.2 LOADING THE TRAILER

Maximum load

The maximum load must not be exceeded. The maximum load is equal to the unladen weight of the trailer plus the load capacity.

Maximum load: Unladen weight + load capacity

Unladen weight: The weight of the trailer when ready to be used, i.e. with spare parts and tools that are normally included, but without a load.

Load capacity: The maximum permitted load weight.

Weight distribution:

To ensure the brakes work properly and to have good road handling, the centre of gravity must be as close as possible to the axle.

- Heavy objects must be placed as much as possible above the axle.
- Lighter objects should be distributed evenly across the cargo bed.
- The load should be divided over the right-hand and left-hand halves of the trailer as evenly as possible.
- Avoid point loads.
- The load must always be properly secured. Each country has its own regulations. Make sure the trailer meets the applicable requirements.
- When loading and unloading the trailer, it must always be connected to the towing vehicle.

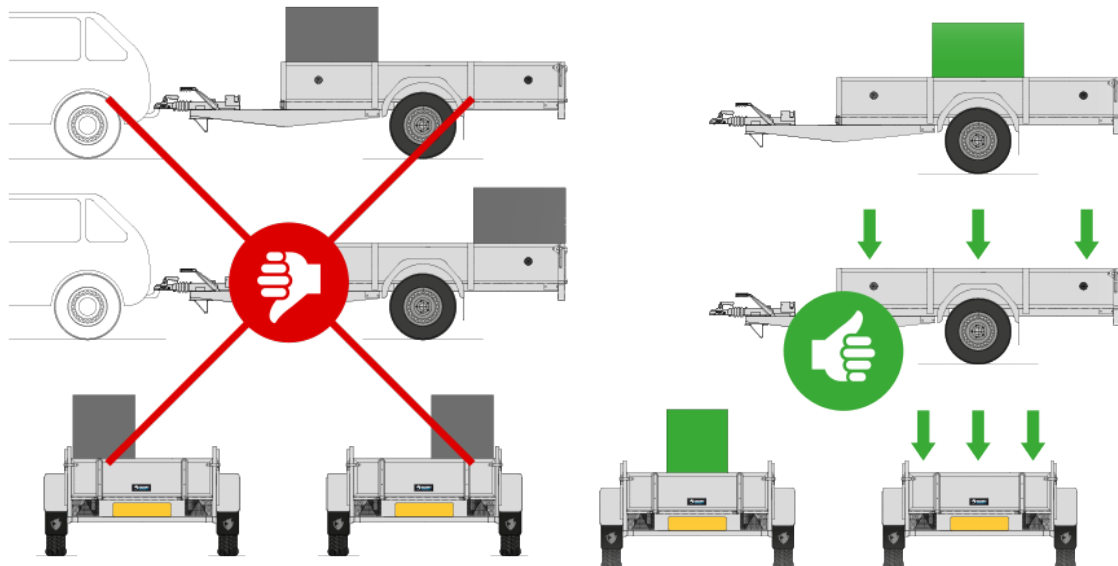


Figure 6

Maximum support wheel load:

The maximum static load for a sliding support wheel is 150 kg. The maximum static load for a foldable support wheel is 250 kg. The maximum load must not be exceeded.



Attention!

The trailer has been designed, constructed and tested for the loads shown in the accompanying documents and on the type plate/construction plate attached to the front of the trailer. Overloading the trailer can result in permanent damage, for which the manufacturer accepts no liability.

Tying down/securing the load:

The load must always be tied down and secured properly on the trailer using binders that are suitable for this specific purpose

The tie rings, which are fitted as standard and are TÜV-certified according to quality mark DIN EN 75410-1, must be used to secure a load.



Figure 7

For tying down the load, only use reliable ropes that are specifically designed for this purpose and that comply with standard EN 12195-2.

The maximum load that the tie rings fitted on the sides of the trailer (see figure 7) can take is 1,000 kg (daN)

Supports

Supports fitted under the chassis can be extended when loading the trailer.

How the supports work: After releasing the locking pin, the supports can be rotated 90°

Rotatable by 90° downwards and re-secured in position with the locking pin. Using the handle supplied with the trailer, the support should be lowered until it is approx. 5 cm above ground level when the trailer is empty (see figure 8).

The 5 cm gap is needed to compensate for the spring of the axles. If the supports are lowered completely, they will take the entire weight of the load and can become damaged. On soft ground, suitable plate material has to be laid under the supports.

Before driving off, the supports have to be secured in their top position and, if necessary, rotated 90° so that they lay parallel to the chassis (see figure 9).



Figure 8



Figure 9

Ball thrust:

The ball thrust is one of the most important criteria for the road handling of the trailer and, therefore, the entire vehicle combination.

The maximum permitted ball thrust (see the specifications of your tow bar or vehicle and the type plate on your trailer) may not be exceeded. The ball thrust can be increased or reduced by moving the load further forwards or backwards, respectively. The optimal ball thrust is close to the maximum ball thrust. A negative ball thrust (i.e. an upwards force applied to the tow bar) is strictly forbidden.

Carelessly loading the trailer may result in a risk of slipping or swerving. Adjust your speed to the condition of the road surface and the load. This is particularly important in corners.

Make sure the wheels do not wobble and the tyres are balanced.

Coupling height (with regard to the towing vehicle):

Another important element which influences the vehicle combination's road handling (particularly for tandem trailers) is the height of the coupling. The trailer's coupling height and that of the towing vehicle must not differ by too much. The vehicle combination's road handling is influenced by the difference in coupling height. A dangerous situation may arise if the towing vehicle's coupling height is considerably lower than that of the trailer, because this results in a negative ball thrust.

Relationship between load, tyre pressure, ball thrust and coupling height:

Poor road handling is unavoidable if a trailer creates a negative ball thrust because it is poorly loaded and if it is connected to a towing vehicle with a lower coupling height. If this is combined with a tyre pressure which is too low (see 5.1.1), then a dangerous situation may arise. For that reason, all the warnings given above must be observed.

3.2.3 BEFORE PULLING AWAY

- Raise the support wheel and secure it in position. The support wheel must always point in the direction of travel (the support wheel must not impede the movement of the brake rod).
- Check the coupling. The coupling housing must completely enclose the ball and must be secured. Make sure the coupling is in the right position >>+<< (see figure 5).
- Attach the safety cable to the towing vehicle (see figure 11).



Figure 11

- Insert the lighting plug.
- Regularly check the tyre pressure (see table 5.1).
- Make sure the load is evenly distributed and properly secured.
- Check the lights: indicators, rear lights, brake lights (the load must never obscure the view of the lights).
- Before driving off, make sure any wheel blockers have been removed and that the handbrake on a braked trailer has been released.
- Check whether the cargo bed is secured to the chassis (only for type INDIGO HT).
- Check whether all the locking pins are fitted and secured in place (only for type COBALT HM and COBALT+).
- Make sure the supports are secured in their top position and, if necessary, rotated 90° so that they lay parallel to the chassis (see figure 9).

The trailer has an auto-reversing mechanism. This means that if you reverse, the overrun brake does not have to be blocked.

3.2.4 TIPPING THE TRAILER

Find out whether the tipping trailer has a hand pump, an electric pump (possibly with a battery) or both.



Warning!

Only turn on the hydraulic system when you have made absolutely sure that nobody is in the danger zones around the trailer. Attention:

- Make sure nobody is in the location where the load is to be tipped.
- Make sure nobody is on the trailer.
- Pay attention to the risk of becoming trapped between the cargo bed and the chassis.



Warning!

Do not use the tipping system on a steep incline.

1. Only use the tipping system when the trailer is stationary and connected to the towing vehicle.
Make sure the trailer's handbrake has been applied.
2. Lower the support wheel.
3. Make sure the load is no longer secured.
4. To tip backwards:
 - Unlock the two locking pins on the two front corners of the trailer (only for type COBALT HM and COBALT+).
 - Unlock the rear flap.To tip to the left (only for type COBALT HM and COBALT+):
 - Fit the two locking pins to the two left-hand corners of the trailer.
 - Unlock the left-hand flap.To tip to the right (only for type COBALT HM and COBALT+):
 - Fit the two locking pins to the two right-hand corners of the trailer.
 - Unlock the right-hand flap.



Warning!

Before tipping, always check that:

- The load is no longer secured.

For type COBALT HM and COBALT+:

- The correct two locking pins are in place.
- The correct side flap or the rear flap is unlocked.

For types COBALT HB and INDIGO HT:

- The rear flap is unlocked.

5.0 Tipping using the hand pump:

To tip the cargo bed: place the hand pump's valve in the "raise" position and use the pump lever to pump until the desired height is reached.

To lower the cargo bed: place the hand pump's valve in the "lower" position until the cargo bed touches the chassis and then place the valve back in the "raise" position.

5.1 Electric tipping:

Use the key of the main power /emergency stop control switch to turn on the system.

(See figure 1) Turn the key clockwise to activate the electrical system. To raise the cargo bed: keep the relevant button on the control panel (see figure 2) pressed until the desired height is reached.

To lower the cargo bed: keep the relevant button on the control panel pressed until the cargo bed has returned to its rest position.

Turn the system off using the key in the main switch/emergency stop control - turn the key to the left and remove it!

See 3.1.1 and 3.1.2 for electric tipping using the remote control.

5.2 Electric tipping in combination with an emergency pump:

Electric operation: See "**Electric tipping**" for additional operating instructions.

Emergency pump operation: To tip the cargo bed: use the pump lever to pump until the desired height is reached.
To lower the cargo bed: rotate the button until the cargo bed rests on the chassis.
After the cargo bed has been lowered, place the rotary button back in the "raise" position.
(Rotate closed/see figure 12)

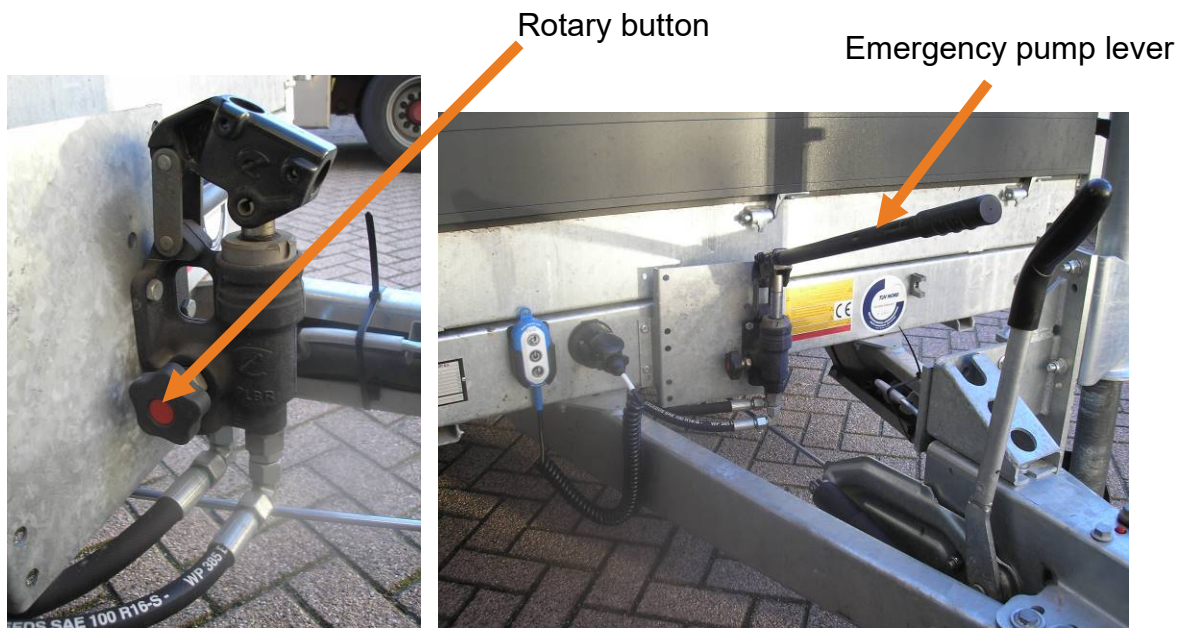


Figure 12

6. Lock the side flap or the rear flap.
Make sure the drive-on ramp is secured (only for type INDIGO HT).
7. Use the two locking pins to secure the cargo bed to the chassis (only for type COBALT HM and COBALT+) or lock the cargo bed to the chassis (only for type INDIGO HT).
8. Raise the support wheel.

3.3 MAINTENANCE



Warning!

When working under the cargo bed:
Always support the cargo bed!

Maintenance by the user/service personnel

- Wheel attachment:
After the first journey, check whether the wheel bolts are still sufficiently tightened. If necessary, retighten them. Use the tightening torques table in the Specifications chapter (5.1.1) to find the correct torque. Check the bolts every time a wheel has been loosened, for example, to change a tyre (tighten the wheel bolts crossways).
- Check the plug and the lights (dirt, corrosion and damage).
- Check the tyres (tyre pressure, wear and damage).
- Ball coupling:
Regularly clean and grease all sliding surfaces and bearing points.

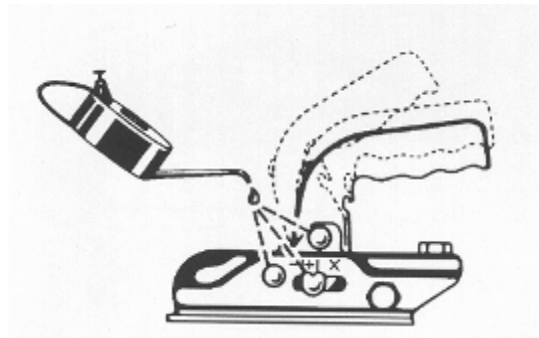


Figure 13

- Hydraulic pump oil level:
Check the hydraulic oil level and, if necessary, top it up.
For an electric pump: when the cylinders are in the highest position, the level must be up to 10 cm below the edge of the cover.
For a hand pump: when the cargo bed is down, the level must be up to 1 cm below the edge of the cover.
- Battery, charge it if necessary:



Attention!

For a correct charging method, always use the battery charger offered by Hapert, which is preset to the correct settings and also contains the correct connection plug. Chargers, unlike those supplied by Hapert, must be connected by qualified service personnel. An incorrectly connected charger can seriously damage the installation.

Charging a battery on a trailer with detachable electric controls.

Make sure that the electrical installation is turned off using the main switch. Remove the 7 pin plug from the control box on the front panel. (blue button box) Connect the charger using the 7-pin plug, the battery will now be connected to the charger via the internal cabling.



Now insert the plug into the 220V network and wait 10 seconds (do not press the power button !!!) The charger will now scan the battery condition and, if necessary, start charging with the correct voltages.

The charger will now start the charging program, let it run completely. The charger is properly connected when the right LED changes from red to green. The middle 3 LEDs will indicate the status of the charging program. (red, orange = charging in progress; green = charging process completed)



The battery is now charged. Remove the charger and connect the button box (blue) using the 7-pin plug. (if the trailer is used immediately)

A disconnected battery should be stored in a dry, frost-free location in your warehouse (this is vital to reduce self-discharge to a minimum).

After a few months, the battery will have discharged itself and its condition should, therefore, be checked. At 12.2 V (this is 80% of its capacity), the battery needs to be recharged with a charger that has a capacity equal to at least 10% of the battery's capacity (e.g. a 90 Ah battery must be recharged with a charger of at least 8 A and no more than 10 A in order to obtain the best results).

This also applies to batteries that are installed in products in your showroom, so please check their condition regularly and, if needed, recharge to 12.7 V (100% battery charge).

If you neglect to do this, battery sulphation will irrevocably occur (lead sulphate that attaches itself to the plates) and recharging will no longer be possible.

Sulphated batteries are not covered by warranty.



Attention!

You should **never** charge the battery with a quick charger. Always use a trickle charger. The battery must be charged on receipt of the trailer and at least weekly. When the trailer is received, the battery will not be full.

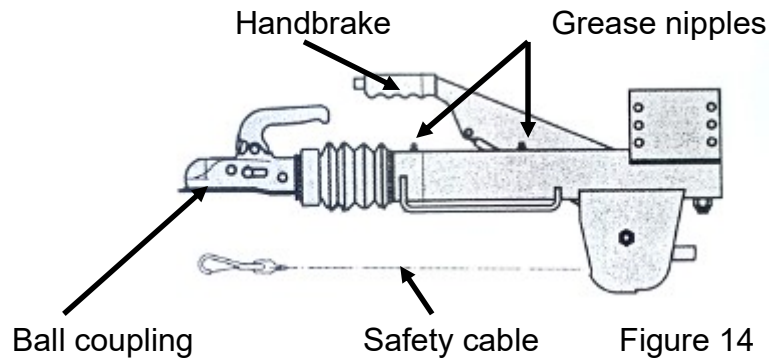


Attention!

With daily use of the tipping system, the battery must be charged at least weekly with the 220V charger, even if a Car 2 Trailer is used. (this is only a RECHARGE system) This is necessary to keep the battery in the right condition. (charger uses a higher starting voltage which prevents sulfation) The Hapert charger may remain connected to the trailer indefinitely and will then automatically charge the battery if necessary. (The charger must be in a dry, dust-free area)

Depending on the type of trailer, it may have a plug socket for a battery charger.

- Lubricating the overrun system:
Lubricate the grease nipples with grease (see figure 14) and the sliding parts with oil.



3.4 CLEANING

The trailer may be hosed down with water. We recommend that you do so if the trailer has been in contact with salt (brine) or acids, as the zinc coating can be permanently damaged by such substances. For new vehicles of which the zinc coating has not yet fully hardened, white spots (white rust) or black spots may appear if the trailer is not cleaned frequently enough. However, the *protective effect* of the zinc coating is not reduced by the spots. To try to prevent these spots on hot-dip galvanised components, you can take measures to ensure there is sufficient air circulation during storage, so no water film develops between the metal surfaces.

Always make sure the electrical components do not come into contact with water or other liquids!

4. OTHER MAINTENANCE WORK

The work specified here may only be carried out by service personnel, as described in 2.4.2.

4.1 REPAIR AND MAINTENANCE

4.1.1 MAINTENANCE INSTRUCTIONS

The trailer must be inspected at least once a year by an official HAPERT dealer. The HAPERT dealer will check and repair the trailer in accordance with the “BOVAG-Aanhangwagenbedrijf” regulations (BOVAG Trailer Company).

If faults arise in the meantime, a dealer must be contacted as soon as possible.

4.1.2 REPAIRING/REPLACING PARTS

During the warranty period, repairs may only be carried out under the supervision of HAPERT or an official HAPERT dealer.

All replacement parts must always have the same specifications as the originals.

All parts can be ordered from an official HAPERT dealer.

The trailer is built from both standard parts (generally available on the market) and specific components (especially made for the trailer).

Standard parts:

Only use original parts.

If you have any doubts about the specifications, ask HAPERT or an official HAPERT dealer.

Specific parts:

Only use replacement parts provided by HAPERT or an official HAPERT dealer.



Warning!

Deviating from the instructions given above may result in damage to the trailer. HAPERT or an official HAPERT dealer cannot accept any liability in this respect.

5. SPECIFICATIONS

5.1 TRAILER AND WEIGHTS

See the Media section at WWW.HAPERT.COM for all the dimensions and weights.

5.1.1 WHEELS AND TYRES

Wheel bolt specifications:

Screw thread	Spanner size	Max. tightening moment
mm	mm	Nm
M 12 x 1,5	17 (19)	80 - 90
M 14 x 1,5	19	110 - 120

Optimal tyre pressure:

The optimal tyre pressure depends on the type of tyre. Any garage can give you this information. Only use Wagenbouw HAPERT tyres or inquire at Wagenbouw HAPERT or an official HAPERT dealer.

TYRE SIZE	TYRE PRESSURE		MAX. LOAD
	BAR	PSI	KG.
155/80R13	2,9	42	500
165R13C	4,5	65	710
185/70R13	3	44	650
175R14C	4,5	65	775
185R14C	4,5	65	900
155/70R12C	6,5	95	900
195/50R13C	6,5	95	900
195/55R10C	6,2	90	750
205/70/R15C	3,8	55	900
145/70R13	3	44	425
18.5x8.5-8	3,4	50	425
185/70R13C	6	85	950

5.1.1.1 MOUNTING BRAKE SYSTEM, AXLES AND DRAWBAR

Screw thread	Spanner size	Max. tightening moment
mm	mm	Nm
M 12 Kl. 8.8	17 (19)	80 - 90
M 12 Kl. 10.9	17 (19)	110 - 120

5.1.2 ELECTRICAL SYSTEM

13-pole plug connection diagram:

Figure 15



INDICATION	COLOUR	NAME
1	Yellow	Left indicator
2	Blue	Fog lamp
3	White	Earth (for poles 1-8)
4	Green	Right indicator
5	Brown	Right rear light
6	Red	Left and right brake lights
7	Black	Left rear light
8	Grey	Reversing light
9	Brown/blue	Continuous current
10	Brown/red	Battery charger (plus)
11	White/Red	Battery charger earth
12		Free
13	White/black	Earth (for poles 9-12)

7-pole plug connection diagram:

Figure 16



INDICATION	COLOUR	NAME
L	Yellow	Left indicator
54G	Blue	Fog lamp
31	White	Earth
R	Green	Right indicator
58R	Brown	Right rear light
54	Red	Left and right brake lights
58L	Black	Left rear light

5.2 TIPPING SYSTEM

5.2.1 TIPPING RANGE

Tipping range, tipping backwards	To the end of the cylinder
Tipping range, tipping sideways (only type COBALT HM and COBALT+)	Until the safety cable is tight or by means of a stop switch (electric operation)

5.2.2 HYDRAULIC PUMP

	Hand pump COBALT HB, HM, and COBALT+	Hand pump INDIGO HT (double-acting)	Electric pump COBALT HB, HM, COBALT+ and INDIGO HT
Nominal pressure	180 bar	250 bar	170 bar
Pressure relief valve setting	220 bar	300 bar	200 bar
Oil reservoir			
Volume	5 litres	1 litre	5 litres
Effective volume	4.5 litres	1 litre	4.5 litres
Hydraulic oil	Tellus 46, Shell HM46 or similar	Tellus 46, Shell HM46 or similar	Tellus 46, Shell HM46 or similar
Battery			
Type	N/A	N/A	12 V starter battery
Capacity			90 Ah
Electric motor capacity	N/A	N/A	2 kW
Maximum sound level	<70 dB(A)	<70 dB(A)	<70 dB(A)

5.3 PHYSICAL CONDITIONS OF USE

Ambient temperature:	
* Working	-5 to +40 degrees Celsius (with hydraulic system)
* During transport/storage	-25 to +40 degrees Celsius -25 to +55 degrees Celsius
Relative humidity (RH)	30% to 95%, non-condensing
Lighting	E4 / normal ambient lighting

The trailer is not suitable for use in an explosion-hazardous environment.

5.4 APPLICABLE DIRECTIVES AND STANDARDS

Trailers with a hydraulic tipping system have CE marking. This CE marking concerns the trailer's tipping system. The CE marking means that the tipping system meets the applicable European guidelines concerning health and safety. The "Declaration of Conformity" (see page 45) specifies the respective directives.

The applicable standards are also specified in the "Declaration of Conformity". The trailer also complies with the provisions of European Directive 2007/46/EC and the Netherlands Road Transport Directorate (Rijksdienst voor het Wegverkeer) has issued the required type approval.

6. MARKINGS ON THE TRAILER

6.1 TYPE/CONSTRUCTION PLATE

The trailer complies with the provisions of European Directive 2007/46/EC and the Netherlands Road Transport Directorate (Rijksdienst voor het Wegverkeer) has issued the required type approval, which means a type/construction plate has to be fitted on the trailer. The type/construction plate lists the following information (see figure 17):

DESCRIPTION	TRAILER DETAILS
Name of manufacturer	See trailer type plate
Approval no.	See trailer type plate
Identification no.	See trailer type plate
Max. total weight	See trailer type plate
Max. ball thrust	See trailer type plate
Max. axle load 1	See trailer type plate
Max. axle load 2	See trailer type plate
Max. axle load 3	See trailer type plate
Max. axle load 4	See trailer type plate
Type	See trailer type plate
Manufacturer	See trailer type plate

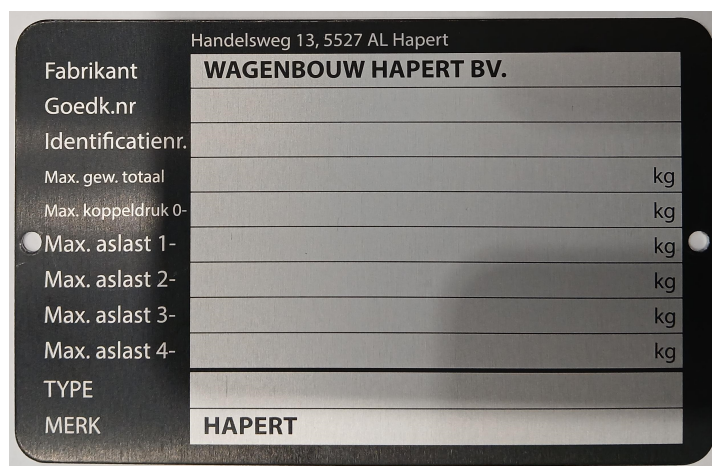


Figure 17

Location of the type/construction plate and chassis number: at the front on the right-hand side (see figure 18).

Type/construction plate

Identification number



Figure 18

Location of the type plate of an ECE-approved tow pole: against the tow pole
For trailers with a pipe tow shaft, it is located on the shaft.
(See figure 19)

Tow pole type plate

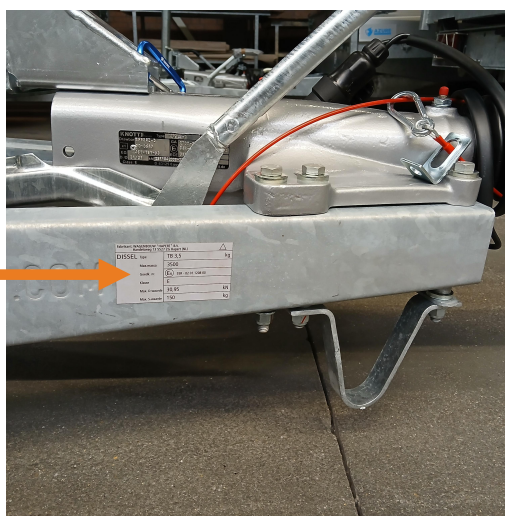


Figure 19

All warning stickers and type plates placed on the trailer must be legible at all times. Replace stickers and type plates that are damaged or no longer legible.

6.2 WARNINGS

The following warnings are placed on the front of a trailer with a hydraulic tipping system:



The following warning is placed on the rear of a trailer with lights that can be obscured:



6.3 VEHICLE DETAILS

Fill in the trailer details below:

Type of trailer : _____	
Trailer dimensions	
Chassis number	
Max. total weight	
HAPERT dealer stamp	

7. SERVICES

This trailer is a road vehicle and has been constructed from parts that require continuous maintenance. Observing the service requirement (performing all the required services for the first 12 months) is compulsory for the warranty to remain valid. Also see “Warranty and liability” in this manual.

To qualify for the 10-year warranty on the chassis + 1-year extra manufacturer’s warranty, you have to register your trailer on WWW.HAPERT.COM/REGISTER. Besides that, it is important that you have your trailer serviced every year by your HAPERT dealer. Only then the guarantee will remain valid. After every service, the HAPERT dealer registers this in our system, so that your guarantee remains valid.

EU DECLARATION OF CONFORMITY

We Wagenbouw HAPERT BV
 Handelsweg 13
 5527 AL Hapert
 The Netherlands
 Tel: +31 (0) 497 38 68 68
 Fax: +31 (0) 497 38 68 82
 Internet: www.hapert.com
 E-mail: info@hapert.com

Hereby declare under sole responsibility:

- 1- We are the manufacturer of the following machine to which this declaration applies: **Trailer tipping system**

Brand: **HAPERT**
Types: **EA, TA, MA**

Function: Tipping a cargo bed with a load.
Serial number: all serial numbers of these types.

- 2- The machine has been designed and built in accordance with the requirements of Regulation 2023/1230/EU.
- 3- The machine also complies, when the occasion arises, with the requirements of the following EU directives: EMC directive 2004/108/EC.
- 4- The object of the declaration under 1- is in conformity with the following Union harmonisation legislation:

NEN-EN-ISO 14118:2018	Safety of machinery - Prevention of unexpected start-up
NEN-EN 1853:2017+C1:2019	Agricultural machinery – Trailers - Safety.
NEN-EN-ISO 4413:2010	Hydraulic fluid power - General rules and safety requirements for systems and their components
NEN-EN-ISO 12100:2010	Safety of machinery - General principles for design - Risk assessment and risk reduction.

Signed in Hapert
Date: September 2025

Signed by: A.J.H. Saris
Position: Director

