

TECHNICAL DOCUMENTATION

# WARRANTY CERTIFICATE

OPERATION AND MAINTENANCE MANUAL  
OF THE AGADOS TRAILERS



**TOTAL WEIGHT  
300 KG – 3500 KG**

- **SINGLE-AXLE**
- **DOUBLE-AXLE**
- **BRAKED**
- **UNBRAKED**
- **PLATFORM TRAILERS**
- **PLATEAU TRAILERS**
- **BOX AND CARGO ALU TRAILERS**
- **TILTING TRAILERS**
- **CAR TRANSPORTERS**
- **MOTORBIKE TRANSPORTERS**
- **MINI-EXCAVATOR TRANSPORTERS**
- **ANIMAL TRANSPORTERS ...**

**AGADOS trailer advantages:**

- **Robust structure**
- **Design**
- **Structure solution and exquisite workmanship**
- **Long operating life**
- **Metal parts completely zinc-coated**
- **High-quality water-resistant multilayer glued plywood is used**
- **Rubber spring-suspended axles with single-wheel suspension**
- **High-quality components from prestigious companies, such as AL-KO  
Kober, Knott, Winterhoff, Jokon**
- **A wide range of accessories**
- **Wide-spread distributor networks**
- **Warranty**
- **Servicing**

**OPERATION AND MAINTENANCE MANUAL  
TECHNICAL DOCUMENTATION  
WARRANTY CERTIFICATE**

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AGADOS – manufacturer of freight trailers for all types of cars

## 1. General provisions, technical description

The trailer is a product of AGADOS, spol. s r.o. Velké Meziříčí. The type plate with the serial number is attached on the right side of the platform. The serial number is also stamped on the trailer frame.

The data of the technical description of the trailer, such as total length, width, height, total weight, loading area dimensions, type of tyres, operation weight and the speed limit are stated in the Vehicle Registration Document supplied together with the trailer.

The Agados trailers are intended for transportation of various types of materials, goods or animals. They are designed for coupling to passenger cars which are equipped with the approved towing device of the diameter of ISO 50 mm or with a peg for the DIN 40 drawbar lug and were approved by the Ministry of Transport for this purpose. The trailers can be coupled to the vehicle of categories M and N.

The structure of the trailers and their simple shape solution guarantee an excellent operation ability and reliability in use. The design corresponds to the production documentation and technical conditions for individual parts purchased which are valid at the time of production. All the rules concerning coupling of vehicles in vehicle trains can be found in applicable national regulations or you can ask the national representative - dealer for them.

The design of the AGADOS trailer and of all its parts is in accordance with the design according to the ČSN standards or applicable guidelines of the countries which the AGADOS trailers are certified in.

While driving, handling and/or replacement of parts of the trailer it is necessary to proceed always in accordance with road traffic rules and work safety principles, as well as other related regulations.

## 2. General Operation Manual

### 2.1. Trailer preparation before driving

- Connect the trailer by using the coupling to the towing vehicle. It is necessary to check correct coupling before driving. If the trailer is equipped with a drawbar lug, it is necessary to check, after the trailer connection, the locking of the peg of the towing device at the towing vehicle. If your trailer is a braked trailer, secure it to the towing vehicle by means of the tear cable.
- Plug in the electrical connection and check functionality of all lights and illumination of the number plate.
- Check whether the tyres are inflated to the right pressure, whether the wheel screws are properly tight and whether the load is correctly distributed and secured.
- **Before the first drive with the trailer read carefully this Operation Manual.**

### 2.2. Driving with a trailer

Driving with a trailer is not difficult. With regard to the fact that your vehicle does not feature the same acceleration with a trailer as a vehicle of the same type without the trailer, it will feature a longer braking distance, and it is necessary to adapt the driving style to these facts. If you are driving behind a vehicle, you must keep a longer safety distance than in the case of driving without a trailer. If you are overtaking other vehicles, do not forget that your vehicle features a reduced acceleration. We recommend you to choose such a driving mode so that you avoid frequent braking and frequent acceleration. By doing so, you will achieve not only a fuel-efficient drive but also an increase of travel speed and driving safety. Reversing with the trailer requires more experiences, and therefore we recommend those who are not so experienced, to reduce reversing and if possible to disconnect the trailer and turn it separately. If, during the transport of a load, movable parts of the vehicle are not fixed in a usual

position for the use, and cover more than 50% of the lighting signal equipments, the vehicle user must warn other road traffic participants of the vehicle presence on the road by using other means, such a warning triangle or other ones according to applicable national regulations for road traffic.

### **2.3. Loading and securing of the load**

It is only possible to load cargo on the trailer if it is coupled to a towing vehicle or if it is otherwise protected (for example by using supporting legs) from tilting and spontaneous move or turning over.

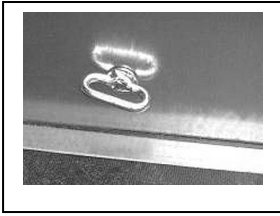
The trailer user himself is responsible for secure loading and protection of the cargo loaded (materials, car, machines, animals, ...) from all influences (moving, loss, damage, etc.) with regard to fixation materials and strength structure of the trailer.

The trailer user is responsible for secure loading and fixation of the cargo.

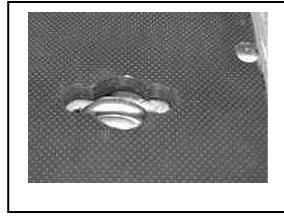
- It is necessary to check the fixed load , as well as the fastening straps during the drive.
- The gravity centre of the distributed load is situated above the wheel axis. The user is responsible for the load weight distribution. The pressure on the towing ball must not exceed the value stated in the Vehicle Registration Document of the trailer.

#### **2.3.1. Helpful fixation elements of the trailer**

- a) Fixation eyes on the bolt (inner part of the side boards, e.g. the NP, Handy, VZ series)**
  - Fixation eyes are used for fixation cords or rubber rope nets with a low-force load. Fixation eyes cannot be used as an anchoring element, e.g. for fastening straps. During fixation, the user must respect the structure of the fixative material and the structure of the trailer itself because if larger forces are used, individual parts of trailers may get deformed and the material transported could be fixed insufficiently.
- b) Embedded "U" eyes**
  - Embedded "U" eyes serve for attachment of the fastening strap. The force load must not exceed 750 kg.
- c) Small anchoring eye folding**
  - The small anchoring eye folding serves for attachment of the fastening strap. The force load must not exceed 750 kg.
- d) Large anchoring eye folding (imbedded into the floor)**
  - The large anchoring eye folding serves for attachment of the fastening strap. The force load must not exceed 1500 kg.
- e) Railing**
  - The purpose of the railing is to increase side boards of the trailer, possibly to apply the canvas construction. With regard to the side strength it may serve for fixation cords or rubber rope nets with a low tensile force. Railing cannot be used as a fixation element, e.g. for fastening straps.
- f) Fixation with the help of the trailer frame**
  - Some trailers are equipped, from the lower frame side, with round hooks welded on. They are used for fixation cords or rubber rope nets with a low tensile force. The frame cannot be used as a fixation element, e.g. for fastening straps.



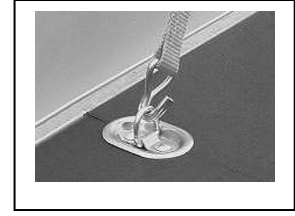
a)



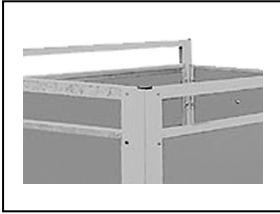
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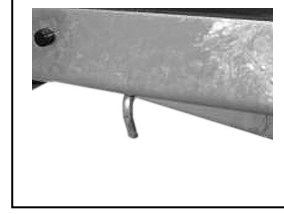
c)



d)



e)



f)

In general, it is possible to use such a fixation material that corresponds to the strength structure of the trailer, or to the loading stress applied on the fixation point. Agados recommends using fastening straps for the load fixation, with a capacity corresponding to the trailer and particular fixation points. These fastening straps are available from the Agados sales network. The professional staff members will recommend suitable fixation materials according to the particular trailer.

## 2.4. Maintenance of the trailer and of its components

We recommend you to carry out, on a running basis, general treatment and to protect the trailer from general consequences of the operation.

- a) Carry out a general inspection of the trailer.
- b) Check the quality and quantity of grease in wheel hubs with taper roller bearings and replace or replenish the grease (SP 4) as necessary.  
You can obtain the information whether the wheel hub is equipped with taper roller bearings or not at a request from the manufacturer of the axle or trailer, or from an authorized dealer.
- c) Check the ball bedding of the coupling before every drive and clean and grease if necessary (grease A 00).
- d) Check the tightening of all screw connections.
- e) After driving, especially in winter, it is necessary to treat the trailer in such a way that the aggressive material spread on the road shall not uselessly reduce anticorrosion protection (hot-dip galvanisation or zinc-coating). We recommend treating the trailer with car wax before the winter season.
- f) At least twice a year, before and after the winter season, it is necessary to treat all electrical connections and contacts with a suitable preparative intended for this purpose.

## 2.5. Wheels and tyres, wheel screws, tyre inflation

Tyres deserve your special attention. Their condition influences, in a significant extent, suspension and driving characteristics of the trailer. Their maintenance affects their lifetime, as well as the lifetime of the trailer. Too fast driving in curves, uneven load distribution, insufficient inflation of tyres can cause uneven or premature abrasive

wearing of tyres.

While cleaning tyres, avoid using petrol, oil and other substances having aggressive effects in contacts with tyres. During repairs, follow the same principles as in the case of tyres of the towing vehicle.

### 2.5.1. Tightening and testing of wheel screws

Before putting the trailer into operation it is necessary to check tightening and correctness of the wheel screws.

After the first 50 km it is necessary to check the tightening by using the torque of 110 Nm.

The exchange or replacement of wheel screws can only be checked by the specialized servicing centre (see the Annex).

### 2.5.2. Table of inflation and loading capacities of selected wheels

Wheel type	Pressure
195/50 B10	613 kPa
165/70 R 13	270 kPa
165 R 13 C	450 kPa
155 R 13 84N	450 kPa
155 R 13 C 90/88N	450 kPa
155/70 R 12 C	625 kPa
185 R14	260 kPa
185 R14 C	450 kPa
195 R14 C	450 kPa

\* Wheel pressure should be checked before each drive. Through correct inflation it is possible to achieve optimum drive characteristics and minimisation of wear and tear.

### 2.5.3. Rules for wheel exchange out of the servicing centre

- Protect the trailer from a spontaneous move.
- Use the (possibly socket) spanner no. 17 or 19 to loosen wheel screws by turning the wheel screw in a counter-clockwise direction.
- Put the lever-jack under the axle, at the attachment bracket (i.e. as close as possible to the wheel hub), the lever-jack must correspond to the total weight of the trailer .
- Lift the trailer up to such a height that the wheel to be exchanged is 5 cm above ground.
- Prepare the spare wheel next to the wheel being exchanged.
- Screw out all the wheel screws of the wheel being exchanged and remove them from the wheel hub.
- Install the spare wheel on the wheel hub and tighten the wheel screws.
- Lower the lever-jack to its initial position and put it on the transport place.
- Tighten the wheel screws with the torque of 90-150 Nm in a clockwise direction. Tighten the opposite screws in an alternating way.

**ATTENTION: When you are replacing the wheel, the lever-jack must be on a firm ground!!!**

### 2.6. Electrical installation of the trailer

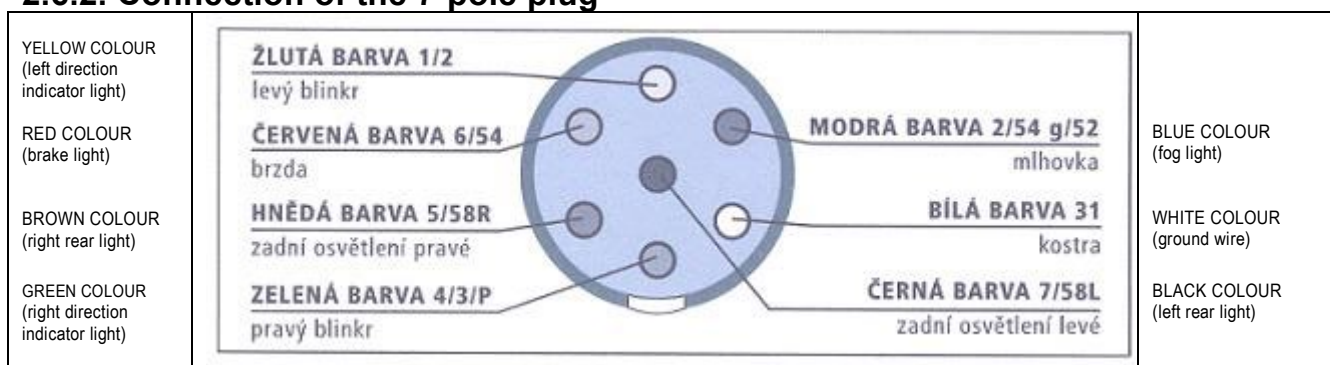
The trailer lighting is formed by rear (group) lights which include end, brake, direction lights, rear fog light, number plate lighting and a red triangle. Certain trailer categories are equipped with front white and side lights (orange or red-white) and rear

red lights (e.g. box and cargo ALU trailers). Lights are fitted with lamps for 12V or 24V voltage. Electrical installation complies with the EEC Regulation no. 48.

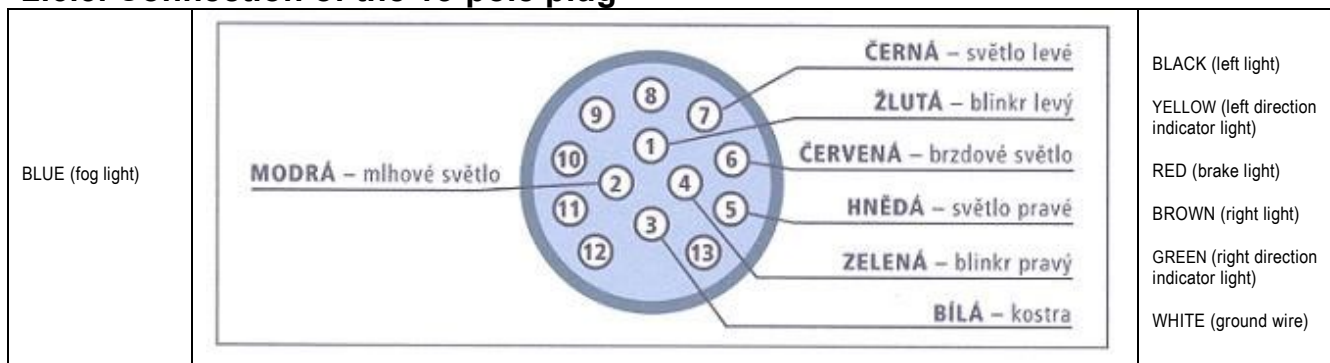
### 2.6.1. Identification of lamps for the rear group lighting

1 pc 12 V or 24 V 21 W lamp	– direction indicator light
1 pc 12 V or 24 V 21 W/5 W lamp	– brake light, rear lighting
1 pc SUFIT 12 V or 24 V 5 W SU 8,5 lamp	– number plate lighting
1 pc 12 V or 24 V 21 W lamp	– fog light
1 pc 12 V or 24 V 21 W lamp	– reversing light (according to the trailer type)

### 2.6.2. Connection of the 7-pole plug



### 2.6.3. Connection of the 13-pole plug



### 2.6.4. Instructions for bulb replacement

Replacement of a defective bulb in the group lighting unit:

1. Disconnect the trailer electrical installation plug (it must be disconnected from the towing vehicle).
2. Remove the cover of the light so that it is not damaged.
3. Remove the damaged bulb and replace it with a functioning one. During the bulb replacement it is necessary to respect the bulb marking which is usually stated on the metal bulb base.
4. Reassemble the light cover.
5. Reconnect the electrical installation plug to the towing vehicle.

Note: The trailer can be equipped with lights with the LED technology, where no lamp exchange is carried out. In the case of a defective light it is necessary to replace the complete light.



## **2.6.5. Manufacturer's recommendation to electrical installation**

- In the case of any failure of electrical installation it is necessary to visit the servicing centre.
- Keep a replacement bulb set for the Agados trailer available in the towing vehicle during driving.
- Check the lighting for proper functionality, including the cabling system, before each drive.
- Check the condition of the towing vehicle electrical installation plug and socket before each drive.

## **2.7. Most frequently used materials**

### **2.7.1. Zinc-coated parts**

Metal parts of the trailer are protected through hot-dip or galvanic zinc-coating process of their surface. One of the zinc-coating process characteristics is a gradual oxidisation when the part surface gets grey and loses its brightness. This is a natural chemical process which may ensure, in its consequence, a full efficiency of the protection from weather influences. Therefore, the anticorrosion protection of the parts is not attacked by oxidisation.

The zinc-coated parts are not resistant to acids, aggressive chemicals and certain colouring agents. It is therefore recommended that metal parts should be cleaned with clean water and preserved with car wax after driving on chemically treated roads, after transport of fertilisers or other aggressive substances or after the use in otherwise aggressive environment.

Any possible optical changes in zinc-coated parts (e.g. on metal bordering, frames, etc.) are not a symptom of poor quality but only a consequence of the above mentioned influences.

### **2.7.2. Side boards and plywood floor**

Some trailers may be equipped with side boards and with the floor made of water-resistant multilayer plywood in a smooth or anti-slip design. Due to the environment influences (UV radiation, etc.) the surface film may change the colour tone, which does not affect the bearing properties of the plywood. A change in the colour tone may be suppressed by using a suitable preservation preparative with UV filter (e.g. wax for cars).

### **2.7.3. Aluminium profiles**

The trailer may be equipped with aluminium profiles (e.g. body posts, side boards), which are without any surface treatment or they are anodised. We recommend using preservation preparatives (e.g. waxes) for their protection. Never clean aluminium profiles by using strong alkali cleaners! There could arise reactions with aluminium.

## **2.8. Axles and overrun brake**

All interventions in axles, overrun brake and the complete braking system of the trailer can be carried out solely by the manufacturer of the axles, manufacturer of the trailer or by an authorised servicing centre.

## **2.9. Canvas with construction**

Some types of trailers can be equipped with canvas with construction of various heights. The canvas with the construction serves only for covering and protection of the material transported from adequate weather conditions and in no case does it serve for cargo protection from movement, damage, loss and other similar situations.

### **2.9.1. Principles applied to the use of the trailer with canvas and construction**

- It is recommended that the construction and canvas should be installed on the trailer at a specialized servicing centre, or the customer should have this procedure demonstrated at such a centre in order to eliminate any damage to the trailer, construction, canvas, transported materials, goods, animals,... due to an unsuitable assembly or in order not to cause damage during operation.
- While driving the trailer with a canvas, it is especially necessary to respect weather conditions during driving and to adapt the driving style and speed with regard to the higher total height of the trailer coupled.
- If the trailer with canvas is garaged outdoors, it is necessary to prevent the canvas from sagging due to the weight of rainwater or snow. Such a sagging could lead to damage to both the canvas and construction. Before driving, it is always absolutely necessary to remove rainwater or snow from the canvas roof.
- If the canvas construction is equipped with attachment straps, these straps form an integral part of the construction and prevent any construction movement during the drive, and they must be kept in a tensioned state.
- The canvas construction cannot be used as a support for transported materials, goods, etc. This could result in its damage.
- It is not allowed to operate a trailer with canvas construction without the canvas being installed.

### **2.9.2. Canvas characteristics**

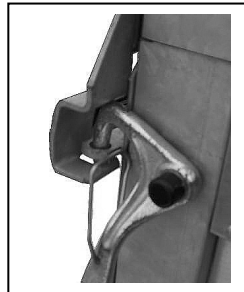
- Canvas is supplied in the quality ensuring watertightness (but not protection from the loading area being moist) and colour stability according to technical parameters supplied by the manufacturer.
- Canvas is not resistant to mechanical damage.
- Carry out any maintenance of the canvas after consulting the dealer.
- Before and while driving, it is necessary to check the correctness of the canvas installation on the construction, its safe attachment to the trailer so that it cannot get released spontaneously. Besides this, it is necessary to check vertical and horizontal lacing of canvas and integrity of safety elements (belts, hooks, lugs, flexible cables).

## 2.10. Plastic cover

- Plastic cover serves for the covering of the loading area of the trailer body and at the same time reduces air resistance when the trailer is towed behind the car.
- Plastic cover is made of a laminated material (thickness 5 mm). If the plastic cover includes a metal carrier, the weight of the evenly distributed transported material must not exceed 25 kg.
- The lockable cover will not provide a full protection of the cargo from thefts.
- The use of the cover will not ensure full water resistance (e.g. water spraying from the road,...)
- In spite of rigidity and flexibility, laminated covers are not resistant to mechanical damage. During maintenance it is not possible to use acids but only car polishes.
- The cover must be locked during travel.
- While handling the trailers provided with glass-laminated covers, it is necessary to respect weather conditions. During the handling in strong wind, there is a danger of damage in the case of opening or lifting of the cover (cover tearing off, self-movement of the trailer, overturning or damage of the trailer).

## 2.11. Side board extension

Some types may be equipped, on demand with removable side board extension which increases the loading height of the trailer.



Caution!!! During disassembly and subsequent reassembly at the NP series trailers it is necessary to ensure its correct installation - see the picture

## 2.12. Jockey wheel, supporting legs

Some trailers may be equipped with jockey wheels. Jockey wheel serves only as a support when the trailer is put aside and not as a rolling or sliding component of the trailer during movement. Some trailers may be equipped also with supporting legs. They serve only as a support during the loading of material, entering of various mobile means onto the platform of the trailer or for the guaranteeing of the trailer stability during operation of a special body (for example a power generating unit).

### 2.12.1. Tasks to be carried out before driving

- Jockey wheels or supporting legs must be set in such a way they to be locked into their upper transport position or tilted down, in order to avoid their contact with the road.
- Jockey wheels or supporting legs must be secured in such a way that they are not loosen during drive and subsequently lost, damaged or that they themselves shall not cause any damage.
- If you buy a trailer with this equipment, it is necessary to have the function of the jockey wheel (or supporting legs), including the locking, explained by the dealer.

## 2.13. Hydraulic tilting platform

- Some Agados trailers may be equipped with a hydraulic tilting platform (e.g. the Athos, Atlas, Porthos, Adam, Panter series). The hydraulic system of the Agados trailer is formed by the single-acting hydraulic circuit which consists of a hydraulic unit, pressure hose and a single-acting hydraulic motor or straight-line telescopic hydraulic motor.
- Servicing and maintenance of the hydraulic system should be entrusted to a competent specialised servicing centre.
- Suitable operation fluids are mineral oils for hydraulic mechanisms of the HM class with purity class 18/15 according to the ISO 4406 standard.
- Some trailers may be equipped with an electrical-hydraulic system (to be installed by the manufacturer or authorised servicing centre only) for the purpose of a comfort control of mechanical parts of the trailer. The above described hydraulic circuit is extended with a hydraulic pump driven by an electromotor. This system is powered by the system's own battery.

### 2.13.1. Inspection before putting into operation and during subsequent operation

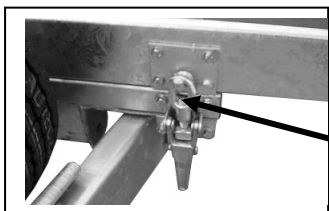
Please check:

- Tightening of all screw connections.
- Tightness of hoses and all elements of the hydraulic system.
- State of the oil filling in the case of leakage.

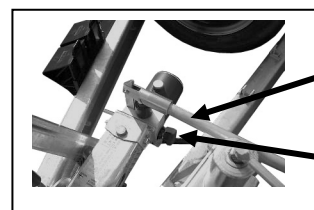
If there are any troubles concerning the hydraulic system, please entrust troubleshooting and parts replacement exclusively to specialised servicing centres, the same applies also to maintenance.

### 2.13.2. Tilting procedure for ADAM, PANTER trailers (car transporters)

- Loose the closures holding the platform to the trailer chassis.
- With the help of the lever, pump up the tilting platform up to the stoppers.
- After the car entry (engine ahead) loosen the hydraulic bypass valve, the platform will start to tilt back to the initial position. By using the valve you can regulate the tilting speed.
- Secure the trailer platform back to the chassis with the help of the latch.



Platform excentric latch

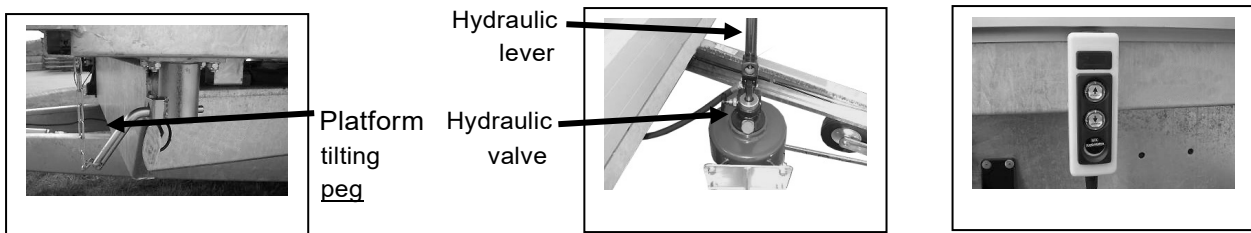


Hydraulic lever

Hydraulic valve

### 2.13.3. Tilting procedure for ATHOS, ATLAS, PORTHOS trailers

- Loosen the latches holding the platform to the trailer chassis (ATHOS) or 2x peg on the opposite tilting side, the remaining two pegs must not be loose (ATLAS, PORTHOS)!!!
- With the help of the lever or electrical control, pump up the tilting platform.
- After the tilting of the cargo unclose the hydraulic bypass valve, you can use the valve for tilting speed regulation (mechanical control of the hydraulic system) or tilt the platform down by pressing the pushbutton on the controller (electrical control of the hydraulic system). The platform will start to tilt back to the initial position.
- Secure the trailer platform back with pegs.



Electrical controls of the hydraulic system

### 2.13.4. Principles for handling the hydraulic system

- No person may stay within the distance of 5 m from the trailer!!!
- The operators of the trailer, namely of its hydraulic system, must stay out of reach of all movable parts of the trailer, in such a way that there is no danger to health and life!!!
- During repair or other handling under the movable parts of the trailers, the movable part must be protected from spontaneous movement, and the trailer platform must be empty. A support bar intended for this purpose is supplied in series to the trailers with the hydraulically tilting system.

### 2.14. Winch

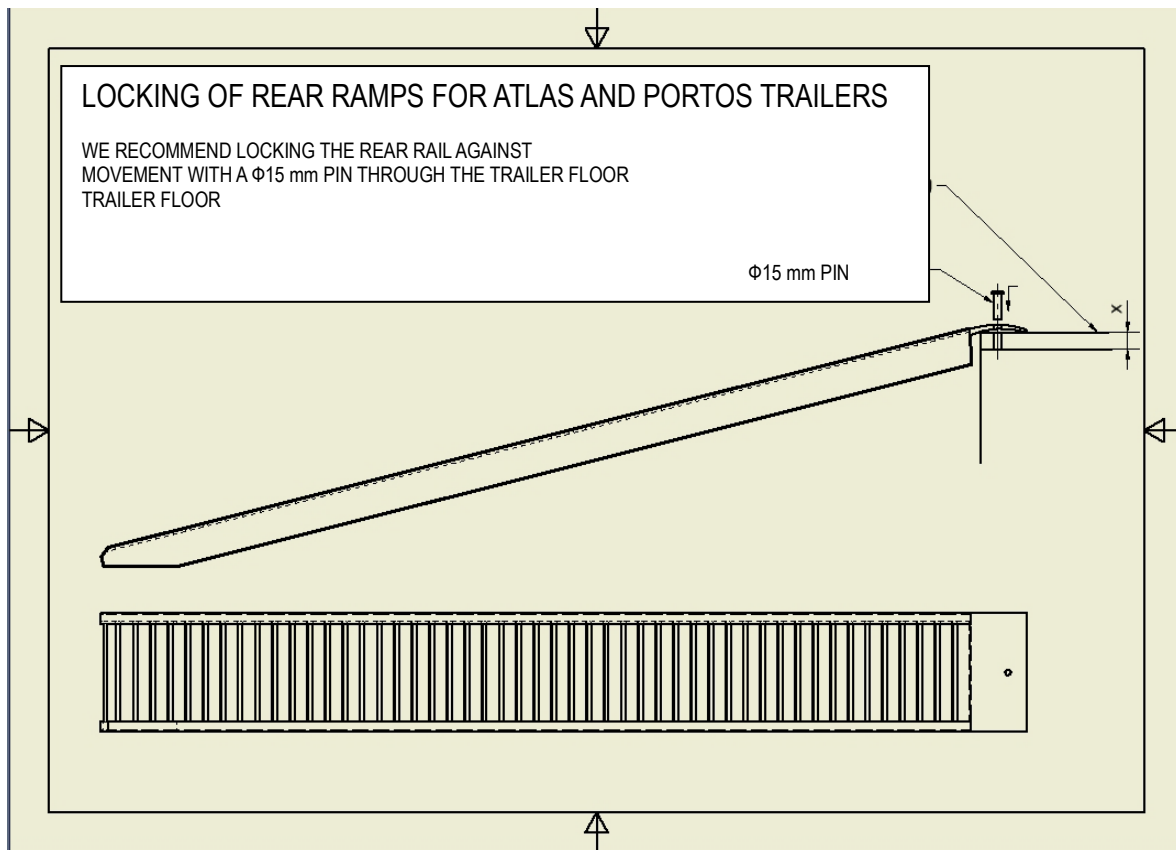
The "Winch Operation Manual" is supplied to the rope winch. The rope winch installed on the platform trailer (ADAM, DONA, PORTHOS, ATLAS) is operational only in configuration with the opening front board. In the case that the trailer is equipped with a canvas, it is necessary to roll up the canvas by 0,5 m in order to ensure a trouble-free use of the winch.

### 2.15. Rear ramp

The trailer may be equipped with special rear ramps (e.g. for car transporters) or with a rear ascending rail (e.g. for the motorbike transporters).

### 2.15.1. Correct use of rear ascending rails

- Connect the trailer before its use to a towing vehicle and in the case of necessity secure it with supporting legs.
- Before using, attach the rear ascending rail sufficiently to the loading platform of the trailer in such a way that any spontaneous movement of the rear rail and subsequent damage can be avoided (according to the type of the ascending rail, secure the hooks at the trailer edge, or secure with a pin to the trailer platform).



## 3. Warranty conditions

### 3.1. Warranty content, bearer of warranty obligations, warranty duration

3.1.1. The content of the warranty is liability for the fact that the trailer supplied has, at the time of delivery, and will have, for the warranty period, characteristics specified by technical acceptance conditions and standards binding on the manufacturer, or that the trailer has usual properties, unless a change in these properties is a natural consequence of the use.

3.1.2. The liabilities for possible deviations from the characteristics specified, i.e. for the defects which are discovered on the trailer after its takeover, during the warranty term, and the rights of the customer (consumer) corresponding to these liabilities consist especially in the obligation of a free-of-charge elimination of the defect. The bearer of this liability is the manufacturer, i.e. AGADOS, spol. s r.o. Velké Meziříčí. It

can get rid of its liability through a free-of-charge elimination of the defect at the manufacturer's representative (dealer).

3.1.3. If the matter concerns a defect which cannot be eliminated and which obstructs the trailer from being able to be used properly as a faultless product, the customer (consumer) has the right to cancel the contract. The same right will be applied in the case of eliminable defects if due to the recurrent occurrence of a defect after repair or due to a large number of defects the customer cannot properly use the trailer. If the matter concerns an irremovable defect which, however, does not obstruct the trailer from being properly used according to the purchase order, the customer (consumer) has the right to obtain an adequate discount.

3.1.4. The bearer of other possible obligations from the liability for defects is the sales organisation. In the case of a direct sale of the trailer by the manufacturer, the manufacturer is the bearer of these possible obligations as well.

3.1.5. The warranty period for the trailer is determined in accordance with European law regulations.

3.1.6. The warranty period does not include the time for which the customer (consumer) could not use the trailer during the warranty period, namely: if the trailer is provably immovable or unusable due to a defect, the time period from the date of application of the warranty claim, i.e. delivery of the claim, in other cases the time period from the delivery of the claim parallelly with the transport of the trailer to the authorised repair shop, seller's establishment or manufacturing plant at the same time, to the time of announcement of the repair completion.

## **3.2. Warranty conditions**

3.2.1. A warranty condition is that the trailer is used in the way and for the purposes and under conditions for which it is intended. This means that the term “warranty defects” shall not include any defects, damage and extraordinary wear and tear which arose through insufficient care or negligence of apparently unimportant defects, failure to fulfil the obligations of the driver, driver’s inexperience, or reduced driving abilities, failure to observe the regulations stated in the “Operation Manual”, trailer use for purposes for which it is not intended (e.g. competitions, off-road training drives, etc.). Also, the term “warranty defects” shall not include any damage to the trailer as a consequence of its overloading, unsuitable and incorrect distribution of useful load, damage caused by the customer or by a third person, accident or force majeure. And finally, the term “warranty defects” shall not include any natural wear and tear of the trailer or of its individual parts either.

3.2.2. The claim for possible application of a warranty defect (complaint) must be applied at the manufacturer’s plant or at the seller’s shop immediately without any useless postponement after the revealing of the defect.

3.2.3. During the claim, the customer (consumer) must submit the warranty certificate, Vehicle Registration Document and if the customer (consumer) refers to a warranty term extension according to point 3.1.6 of these warranty conditions, then it is necessary to submit also the claim sheets relating to previous warranty repairs. The authorized repair shop, seller or production plant shall issue a confirmation in the form of the Claim Report to the customer (consumer) relating to the fact that the customer (consumer) has applied the right of claim. Such a report shall not be considered as admission of the claim justification.

3.2.4. The date of warranty claim application, the date of takeover of the trailer for repair, the date of announcement on the repair completion and the date of handover of the trailer after repair shall be marked by the authorized repair shop, seller or production plant in the warranty certificate. The customer (consumer) is obliged to pick up the trailer repaired after the receiving of the announcement on the repair completion according to the conditions agreed upon. If the customer (consumer) fails to pick up the trailer, the storage fee shall be charged.

3.2.5. The risk connected with transport of the trailer to the repair shop and back after the repair, or the transport to the repair shop and back will be at the customer’s (consumer’s) costs, even though the bringing or picking up of the trailer shall be carried out upon the invitation of the authorized repair shop or production plant. The customer (consumer) has the right to reimbursement of necessary expenses which were incurred by them in connection with the application of the right from liability for defects. This right must be applied at the sales organisation not later than within one month after the expiration of the time by which it is necessary to apply the right from liability for defects, otherwise the right will become ineffective.



### 3.3. Warranty termination

The warranty claims will expire to exist:

- If they are not applied during the warranty period.
- In the case of accident, except of the accident caused by a provable warranty defect, in the extent of the damage connected therewith.
- On the repair performed out of an authorized repair shop or production plant, with the use of non-original parts, as well as with non-performance of conditions stated in Section 3.2., point 3.2.1. of the Warranty Conditions.
- On a non-performance of provisions of Section 3.2., point 3.2.2. of the present Warranty Conditions.
- On a breach of or failure to comply with paragraph 2.4. "Maintenance of the trailer and its components".
- On a failure to comply with the warranty inspection within the deadline agreed upon.

**We would like to draw your attention to the fact that all the tasks connected with activities concerning the servicing and/or inspection intervals can only be carried out by the workplace authorized to do so (see the List of servicing centres).**

**In the case of contrary, the customers lose their right for warranty claims.**

Date of sale: .....

Trailer type: .....

Serial number: .....

.....  
Stamp and signature

#### 4. List of the Agados servicing centres

Servicing in the export countries is provided by national sellers whose contact data you can find on [www.agados.cz](http://www.agados.cz) in the section “Dealers” or by their contractual authorized servicing centres.

#### 5. Warranty inspections

The 1<sup>st</sup> WARRANTY INSPECTION must be carried out after driving 2000 km, or max. after 6 months from the day of purchase of the trailer.

The inspection was carried out on: .....

.....  
Stamp and signature

The 2<sup>nd</sup> WARRANTY INSPECTION must be carried out after driving 15000 km or max. after 12 months from the day of purchase of the trailer.

The inspection was carried out on: .....

.....  
Stamp and signature

The 3<sup>rd</sup> WARRANTY INSPECTION must be carried out in the 24<sup>th</sup> month from the day of purchase of the trailer.

The inspection was carried out on: .....

.....  
Stamp and signature

- All warranty inspections shall be paid for by the customer.

**6. Description of the repairs carried out**

**1<sup>st</sup> REPAIR**

Description:

.....  
.....  
.....

The repair was carried out on: .....

.....  
Stamp and signature

**2<sup>nd</sup> REPAIR**

Description:

.....  
.....  
.....

The repair was carried out on: .....

.....  
Stamp and signature

**3<sup>rd</sup> REPAIR**

Description:

.....  
.....  
.....

The repair was carried out on: .....

.....  
Stamp and signature





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