



## *Installation and Operating Manuel*





## **FOREWORD**

This landing gear is not an independent functional unit.

It is designed for mounting on a trailer.

It must not be used until it has been established that the trailer on which the landing has been mounted complies with the national regulations for road traffic.

The landing gear is only allowed to be taken into operation in conjunction with the owner's manual for the tractor unit and trailer as well as for the landing gear.



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## 1 ■ Safety Information

The following safety instructions apply to operation, servicing and installation. The safety instruction of the tractor and trailer vehicle remain in force.

Safety instructions directly linked to the activity are listed again in the individual sections.

Operating instructions for the tractor vehicle.

Operating instructions for the trailer.

### 1.1 Safety information for operation

- \*The landing gear may only be operated by authorised personnel.
- \*When releasing the crank, remember that it may recoil.
- \*When the trailer vehicle is in motion, always place the crank in the crank mounting.
- \*When the trailer vehicle is in motion, the landing gear must be fully retracted.
- \*When supporting the vehicle, ensure that the ground is sufficiently firm and if necessary position a suitable base underneath.
- \*When supporting, the supporting feet must be freely mobile or the castors must be able to spin.
- \*The area of the foot must be clear and flat.
- \*Do not support landing gear, e.g. in order to compensate height differences .
- \*Do not exceed the upper or lower lifting limit of the landing gear.
- \*Driving with damaged landing gear is forbidden.
- \*Being under the trailer during coupling and uncoupling operation is forbidden.
- \*No-one may remain under the trailer vehicle when supported.

### 1.2 Safety information for servicing

- \*Only use the specified lubricats for servicing work.
- \*Servicing must be carried out by skilled personnel.

### 1.3 Safety information for installation

- \*Landing gears must be mounted on the trailer vehicle according to the installation guidelines.
- \*If the landing gear is not installed correctly, all warranty claims against the manufacturer and the supplier of the manufacturer and the supplier of the landing gear will be rendered void.



## 2 .Proper Usage

### 2.1 Choosing proper landing gear

The landing gears' retracted length must be as close as to the axle centre. The landing gears' travelling distance must be 2-3 cm bigger than the distance between ground and the foot when the landing gear retracted.

### 2.2 Choosing cross shaft

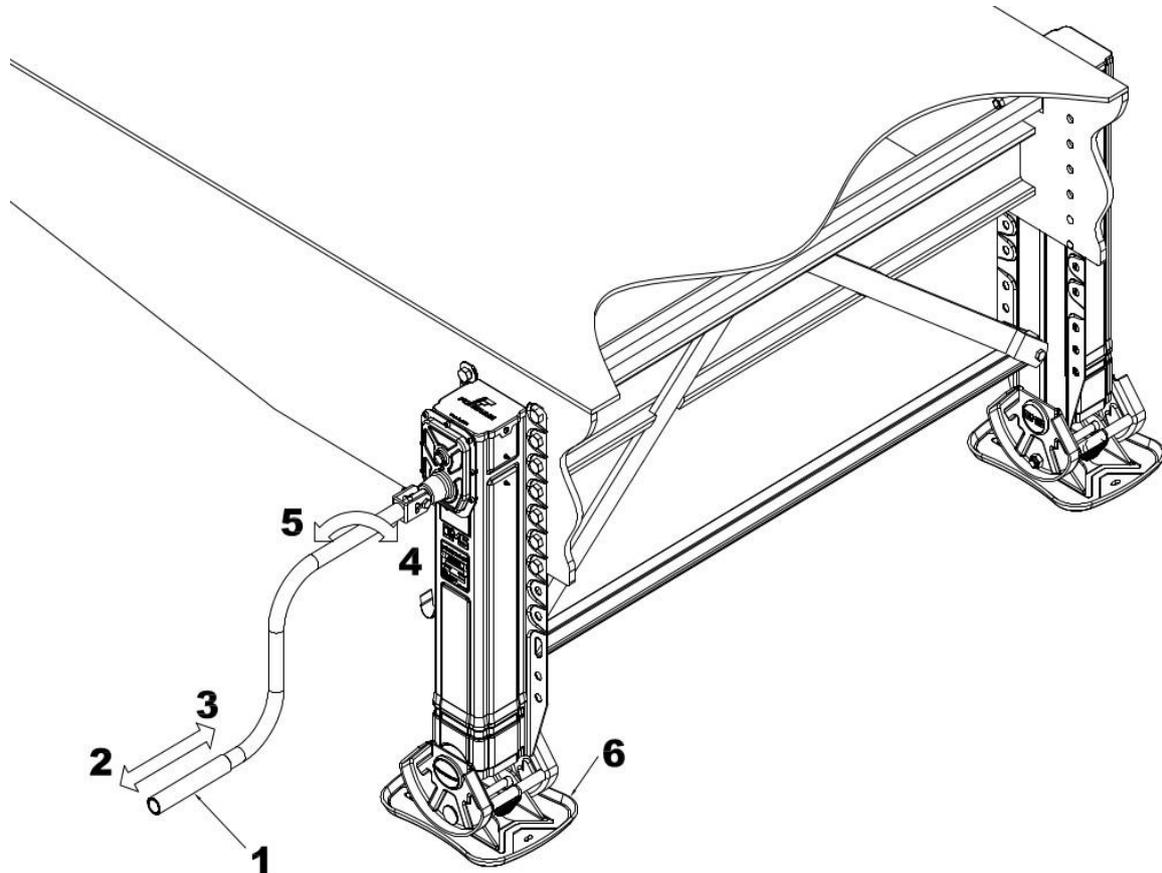
Cross shaft must be chosen considering the distance between the right and left landing gears' input and output shafts. Cross shafts must be put 20mm into the landing gear's input and output shaft. Unnecessary long cross shaft can prevent landing gears operating properly damaging gear box.

### 2.3 Choosing crank handle

Notice that the crank handle is ergonomic and take the chassis spur into account.



### 3 .Operation



#### 3.1 Operating equipment

- 1 Crank
- 2 High gear
- 3 Low gear
- 4 Lift
- 5 Lower
- 6 Landing gear foot



High Gear (2) :To extend and retract the landing gear quickly and to bridge ground clearance. It must not be used for raising and lowering the laden and unladen trailer.

Low Gear (3) : For raising and lowering the laden and unladen trailer.

### **Gear Change** :

High gear (2) :Remove the crank (1) from the parking hook and pull out until the gear engages.A slight turning motions (5,4) will make gear change easier.The gear must engage.

Alçak Devir (3) : Remove the crank (1) from the parking hook and push in until the gear engages.A slight turning motions (5,4) will make gear change easier.The gear must engage.

### **3.2 Disconnecting the semi-trailer**

\* Park the trailer on firm, flat and level ground. Put a suitable base underneath the landing gear if necessary

\* Check the landing gear for damage and have any damage repaired before use.

\* Engage high or low gear and wind down landing gear.

Change over from high gear to low gear before the foot makes contact with the ground.

\* When you have finished turning the crank handle, slowly relieve the strain on the crank. There is the risk of recoil by the crank.

\* Disconnect the tractor vehicle making required adjustment to the fifth wheel.

\* Hook the crank into the crank holder.

The disconnected trailer must not be moved, even with the "R-foot".

### **3.3 Connecting the semi-trailer**

\* Engage low gear and adjust the coupling height

\* Completely retract the landing gear after hitching up.

\* Hook the crank into the crank holder with a gear engaged.

### **3.4 Desteklenmiş treyleri yükleme**

The supported trailer is allowed to be loaded providing the appropriate safety regulations are complied with. The permitted loading work involves:

\* Loading with a crane.

\* Loading with a forklift.

Do not exceed the centre of gravity otherwise the trailer will tip.



## 4 .Servicing

### 4.1 Cleaning

The landing gear is cleaned along with the vehicle. No special cleaning is required.

Do not direct a high-pressure cleaner directly at the gear opening.

### 4.2 Service intervals

Service	Service interval	Note
Grease spindle and nut	After 3 years	1st service interval
Grease spindle and spindle nut	Annually	After the 1st service interval
Grease gearbox and bevel gears	Annually	After the 1st service interval
Check for wear on the spindle and spindle nut	Annually	After the 1st service interval
Visual check of the landing gear for cracks and deformation	Whenever the landing gear is used	Repair damaged landing gear immediately

### 4.3 Lubricants

To lubricate the gears:

→Lubricating grease, standart type.

To lubricate the spindle and spindle nut:

→BP JS 14-2/Renolit LZR 2H special grease(provide them from the person and shop that authorized by OMS.)

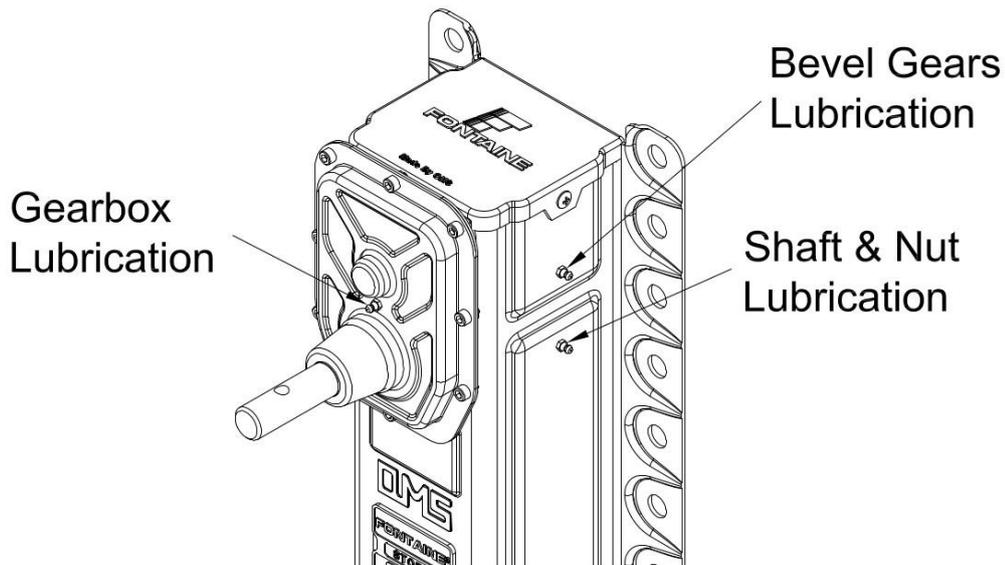
→Wind the winch out as far as possible on the shaft.

→Remove the plug to open the lubrication hole.

→Fill the Grease trough in the spindle nut with approx. 200 g pf special grease.

→Wind the spindle in to the stop, then out again and back in.

→Seal the lubrication hole again with the plug.



Using other parts can result in damage to the landing gear.

#### 4.4 Disposal instructions for lubricants

The manufacturer of the lubricant will supply the disposal instructions for the lubricants used.

BP JS 14-2 /Renolit LZR 2H special gres

Disposal as special waste, disposal key No. 120 112 EAK

PCB content: free of PCB

Halogen content: free of halogen

Convenient for Europe REACH regulation.

#### 4.5 Disposal instruction for landing gear

The mounted parts are valuable raw materials that can be recycled. They can be split into plastics, rubber and metallic materials.

Plastic and rubber materials are identified according to VDA recommendation 260. All oil Grease must be cleaned off the parts before disposal where necessary.

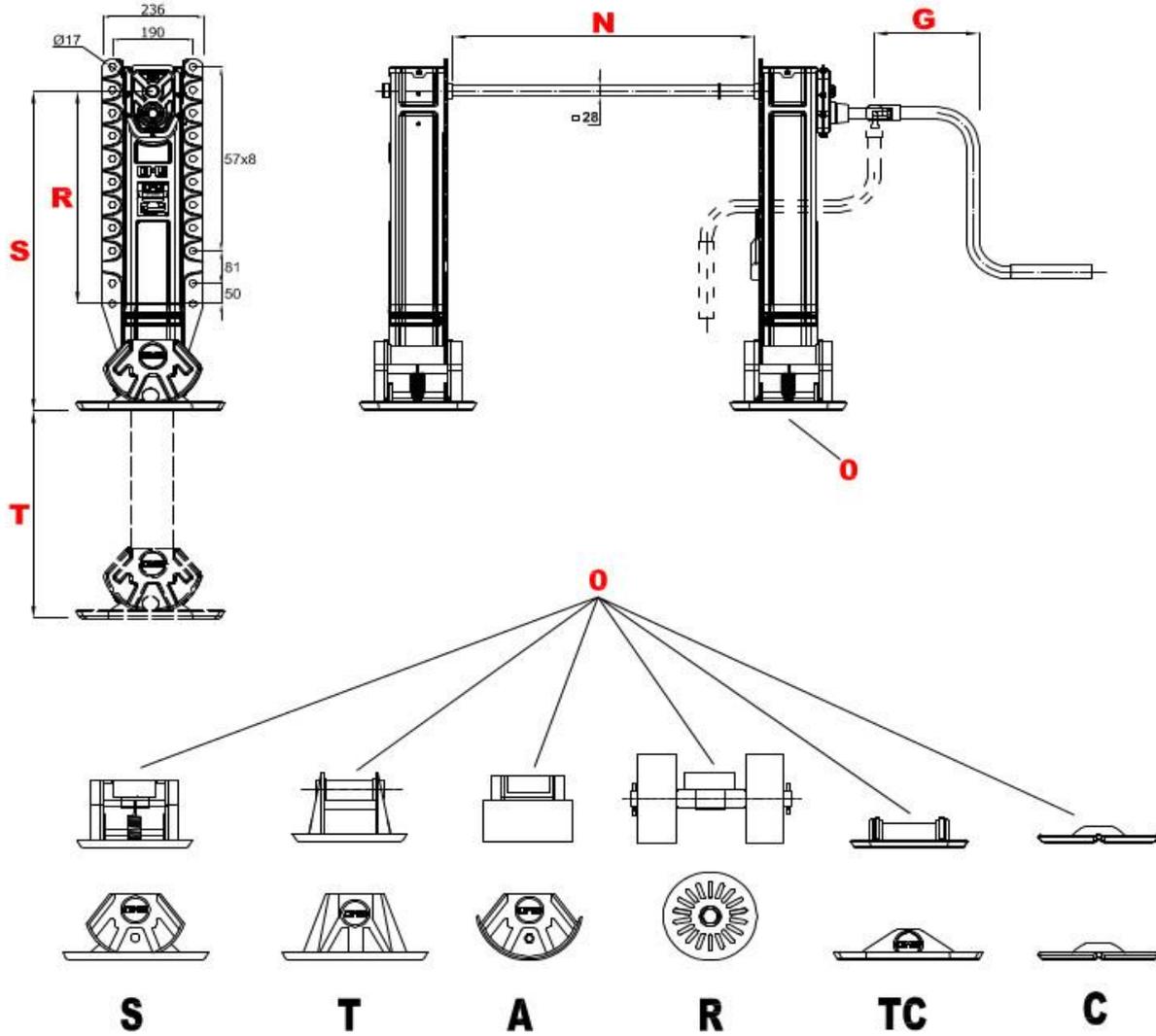


**5 . Troubleshooting**

<b>FAULT</b>	<b>CAUSE</b>	<b>Remedy</b>
Landing gear can not be extended	<ul style="list-style-type: none"><li>-Connection shaft too long</li><li>-The spindle and gear unlubricated</li></ul>	<ul style="list-style-type: none"><li>-Check the connection shaft length.</li><li>- Lubricate the spindle and gear.</li><li>- Consult the authorized service if the problem can not be worked out</li></ul>
Changing gear is not possible	<ul style="list-style-type: none"><li>- Gear defective.</li><li>- Gear box damaged.</li><li>-Gear box unlubricated.</li></ul>	Repair landing gear.
Landing gear can not be retracted	<ul style="list-style-type: none"><li>- Spindle or gear defective.</li><li>-Support or inside tube bent.</li><li>- Lack of lubricants.</li></ul>	Repair landing gear
The pair of landing gears is not travelling at the time	<ul style="list-style-type: none"><li>-False installation.</li><li>-Chosing different lengthed landing gear pairs.</li></ul>	<ul style="list-style-type: none"><li>-Make sure that the retracted pairs are at same length .</li></ul>



6. Technical Datas



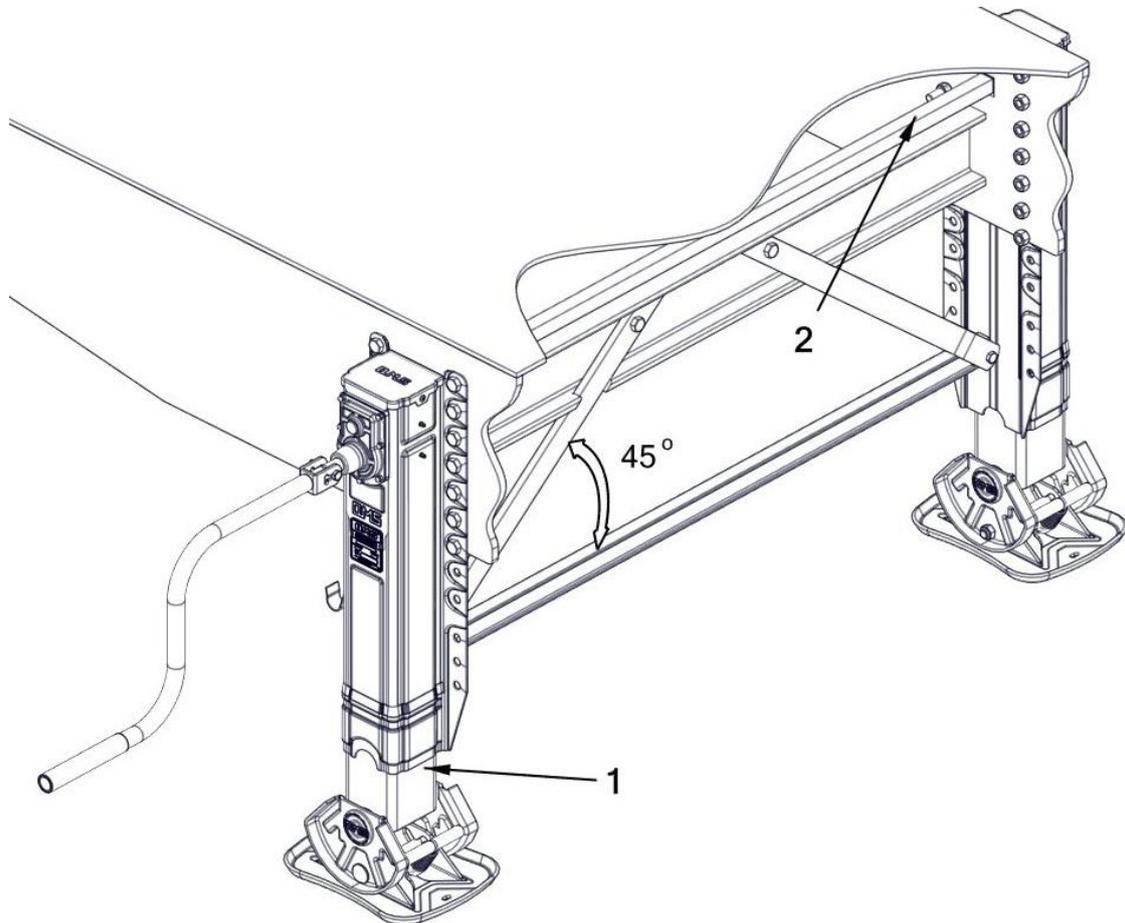
Kaldırma Kapasitesi ( Dynamic lift Capacity )		25 Ton		Ağır Devir ( Low Gear )		1,0 mm / rev											
Taşıma Kapasitesi ( Static Lift Capacity )		50 Ton		Seri Devir ( High Gear )		10,0 mm / rev											
Maksimum Kol Gücü ( Max Rotating Force )		210 N		SIPARIŞ KODU ÖRNEĞİ / SAMPLE ORDER CODE <b>STM-800-S-1450-450</b>													
<b>S</b>	<b>T</b>	<b>R</b>	<b>O</b>	<b>N</b>	<b>G</b>	AĞIRLIK / WEIGHT											
						<b>S</b>	<b>T</b>	<b>A</b>	<b>R</b>	<b>C</b>	<b>TC</b>						
						850	510	580	S T C A R C	1350	230	91,7	88,2	90	103	87,3	86,2
						800	460	530		1450	350	87,8	84,2	86	99	83,3	82,2
						750	410	480		1470	450	83,9	80,3	82,1	95,1	79,4	78,2
						700	360	430		1600	480	80	76	78,2	91,2	75,5	74,4
650	310	380	1700		75,8	72,2	74	87		71,3	70,2						
650	310	380	1790														



There is a lable on every landing gears that indicates informations about the producer, products,the dynamic and static capacity of landing gears and production date.



## 7 ■ Installation



During installation, make sure that both supports touch the ground at the same time when landing gear is lowered. Having different loads on the supports leads to damage.

Material Required;

32 Hexagonal screws M16 8.8

32 Hexagonal nuts M16 8.8

32 Washers

- Retract supports(1) as long as possible.
- Check the length of the connection shaft (2) and adapt it if necessary.
- Align the supports at a right-angle to the chassis of the trailer vehicle.
- Align supports parallel to each other.
- Insert the connection shaft(2) allowing (+-) 8mm movement.
- Screw all bolts with the torque of 190Nm.
- Secure the bracing of landing gear at an angle of at least 45 as shown in the drawing.

**-LANDING GEAR-**