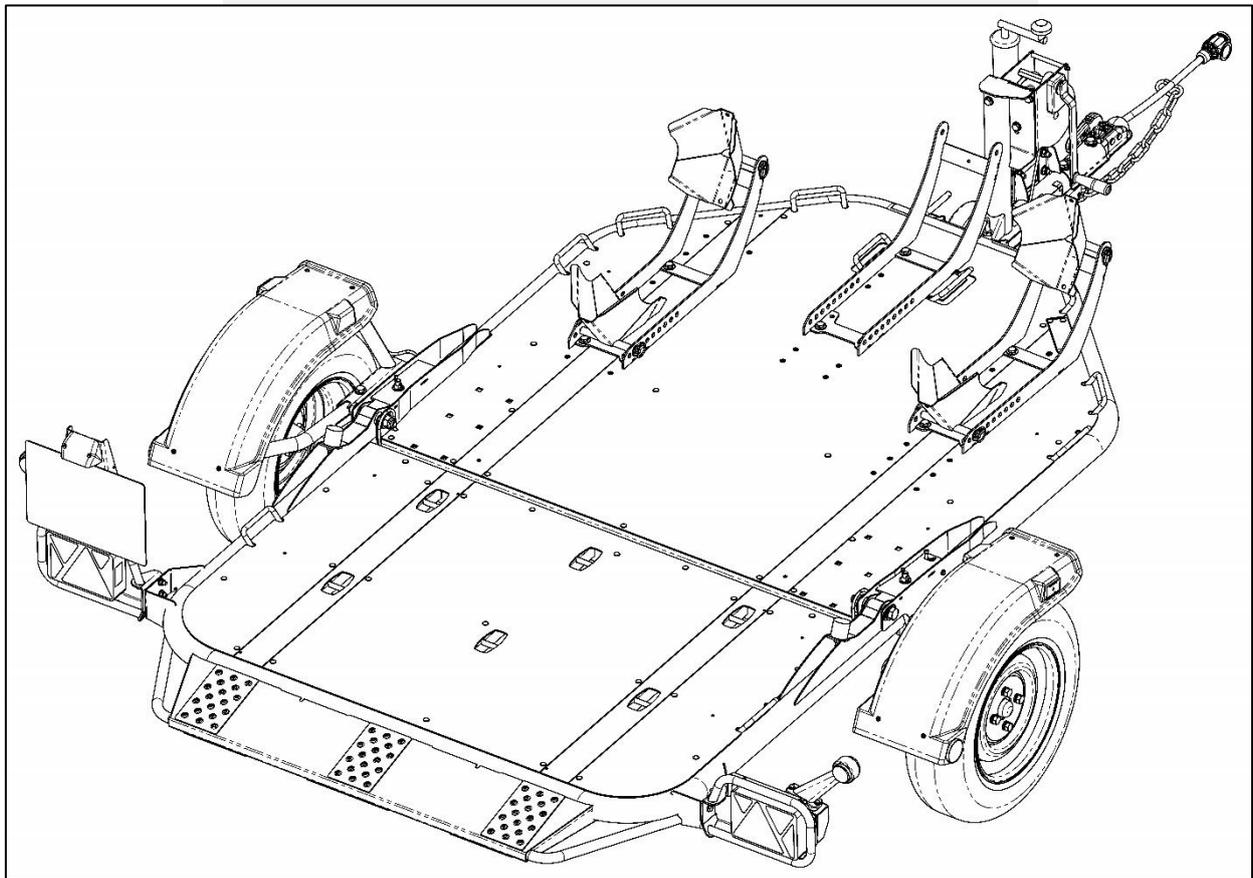




OPERATION AND MAINTENANCE MANUAL



Lowering motorbike trailer DUO

DUO

LIST OF CONTENTS

INTRODUCTION	3
GLOSSARY	3
LEGISLATION	4
LICENCE.....	4
INSURANCE	4
REGISTRATION	5
GENERAL INFORMATION	6
DIRECTIONS FOR USE.....	7
COMPLIANCE WITH THE LOAD CAPACITY	7
LOAD POSITIONNING.....	7
STRAPPING DOWN THE LOAD	8
ADJUSTEMENT OF FRONT WHEEL STAND	9
HITCHING AND UNHITCHING	10
HITCHING.....	10
UNHITCHING.....	12
ROAD USE	12
LOWERING THE TRAILER BED	13
RAISING THE TRAILER BED.....	14
ROAD USE	15
STORING THE TRAILER.....	16
SERVICING	18
RUNNING GEAR	18
BODYWORK	19
JOCKEY WHEEL AND HITCH	20
ELECTRICITY (STANDARD CONNECTIONS)	20
WARRANTY	22

INTRODUCTION

We would like to thank you for choosing a lowering trailer DUO, designed and manufactured by COCHET SA.

This manual contains information and characteristics concerning your new road trailer. Please read this manual carefully, in order to familiarise yourself with the trailer before using the public highway.

In order to prolong the working life of your trailer, it is essential that it is used and serviced correctly. Equally, it is one of the conditions for ensuring that the warranty remains valid.

By following and complying with the advice and instructions given in this manual, you will be able to benefit from many years of safe use with this trailer.

As progress is a constant preoccupation, the COCHET SA Company reserves the right to modify its trailers, without the obligation for applying the modifications to any trailers that have already been sold.

Please pass this document on to the new owner in the event of this trailer being sold.

GLOSSARY

PTAC	Gross laden weight
PV	Unladen weight
CU	Load capacity = $PTAC - PV$
PTR	Maximum authorized mass = $PTAC$ of the towing vehicle + $PTAC$ of the trailer
PTRA	Maximum authorised mass

LEGISLATION

LICENCE

A vehicle towing a trailer forms a combination of vehicles. In order to drive a combination of vehicles, it is necessary to understand and comply with the relevant legislation in the Highway Code:

French driving licence for driving a combination of vehicles in France:

QUEL PERMIS ? (R221-4 modifié le 19/01/2013)		
	B	 PTAC ≤ 3500 kg PTAC ≤ 750 kg
	B	 PTAC ≤ 3500 kg PTAC > 750 kg & PTAC + PTAC ≤ 3500 kg
	B code 96	 PTAC ≤ 3500 kg PTAC > 750 kg & PTAC + PTAC ≤ 4250 kg
	BE	 PTAC ≤ 3500 kg PTAC ≤ 3500 kg

- If the PTAC does not exceed 750Kg, the driving licence category B is sufficient

- Since 19/01/2013, if the PTAC exceeds 750Kg, the driving licence category B is sufficient if the total PTAC of the towing vehicle and the trailer is equal to or inferior to the 3500Kg

If one of these conditions is not met, not only is the driving licence category B required, but also:

- a 7h training course to drive a combination of vehicles whose PTAC is between 3500Kg and 4250Kg

In any case, the sum of the total laden weights must not exceed the PTRR of the towing vehicle. For more information, contact the official organizations concerned.

INSURANCE

A trailer that has a PTAC that does not exceed 500Kg is generally covered by the towing vehicle's insurance. However, it is advisable to contact your insurer.

Above 500Kg of PTAC, it must have its own individual insurance.

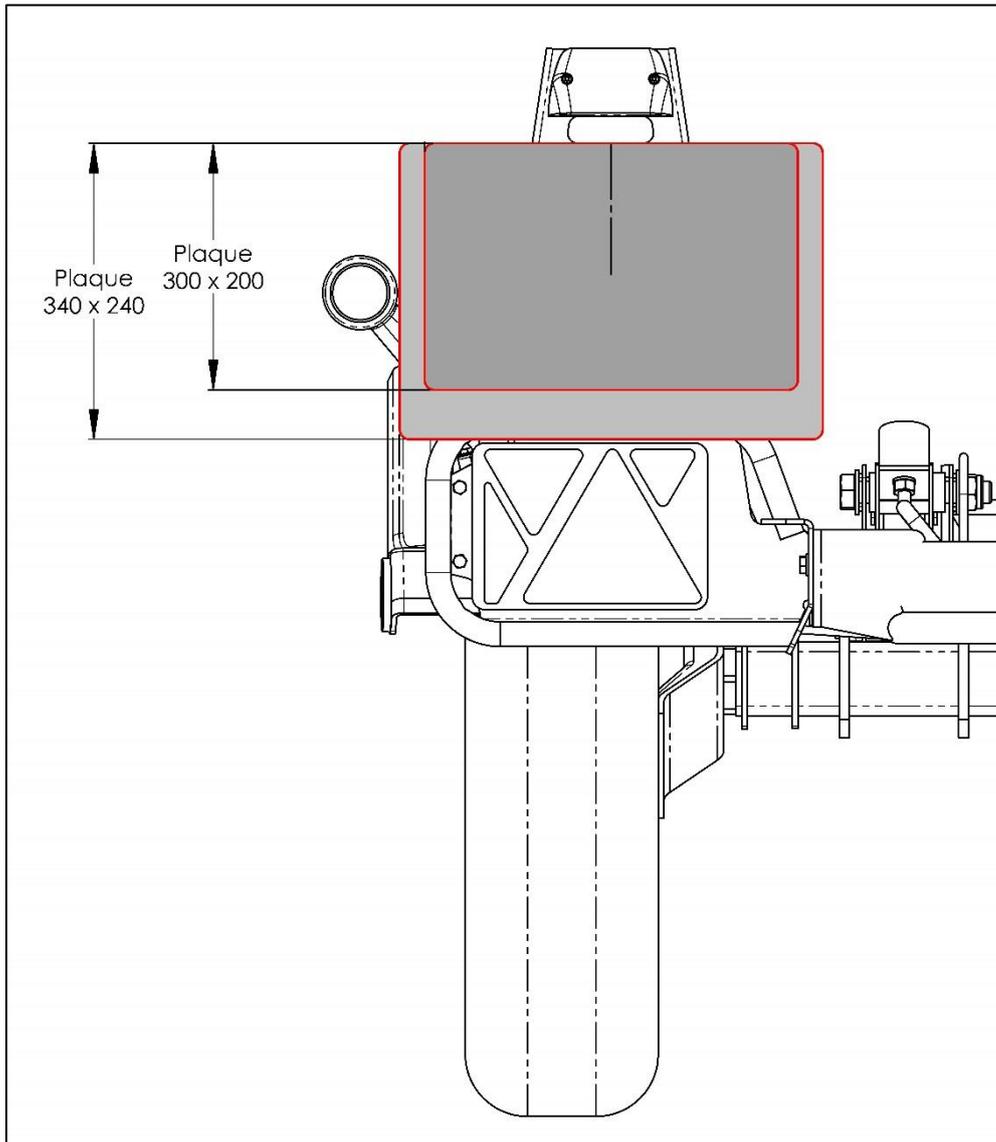
(Ask your insurer about that)

REGISTRATION

A trailer that exceeds 500Kg of PTAC must have its own number plate and registration document.

Below 500Kg of PTAC, it is sufficient to attach a homologated number plate bearing the towing vehicles registration number.

Attach your number plate as high as possible, and centred, on the bracket provided.



GENERAL INFORMATION

Before using the road, you must check the general condition of your trailer.

The advice and instructions are merely informative, and their contents shall under no circumstances give rise to any liability on the part of the manufacturer.



ATTENTION :

Once your trailer has travelled its first 100 km, it is essential that you check the tightness of the wheels.

Before starting, always ensure that you have:

- Checked the condition and the pressure of the tyres
- Checked the tightness of all safety equipment and also the wheels
- Checked the condition and the level of wear in the draw bar ball hitch
- Checked that all the lights are working correctly
- Checked that the load carried is correctly attached
- Checked that the trailer locking system and the ball hitch are correctly locked (Page 15 of this instruction manual)
- Checked that the number plate is visible and correctly positioned (Page 5 of this instruction manual)

DIRECTIONS FOR USE

It is essential that the trailer is loaded correctly in order for it to be towed and used on the public highway safely. 3 critical factors must be respected: The laden weight, the position of the load, the way in which the load is secured.

You are entirely responsible for securing the load that you are transporting.

Reminder:

1m³ of sand weighs approximately ±1800Kg.

1m³ of wood weighs approximately 450/650Kg (depending on the level of dryness).

COMPLIANCE WITH THE LOAD CAPACITY

The load capacity of the trailer is the difference between its unladen weight shown on the plate as the tare and its PTAC. Remember to take the weight of any accessories into account as they will reduce the load capacity.

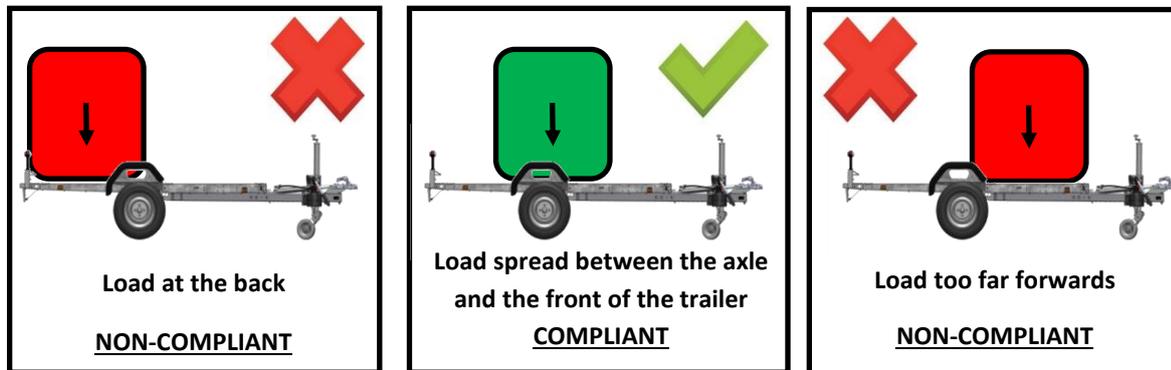
LOAD POSITIONNING

Every precaution must be taken to ensure that the load transported by a vehicle or trailer cannot cause damage or danger (Article R312-19 Highway Code)

The load must be positioned in such a way that the weight at the ball hitch is equal to approximately 5 to 10% of the total mass of the trailer and its load, without, however, exceeding the maximum weight indicated on the manufacturer's plate shown opposite the figure 0, which is a legal requirement. (Refer to the image shown below).

COCHET		COCHET S.A.S.U.	
Longueur hors tout	3,27 m	E24*2007/46*0513*01	
Largeur hors tout	2,28 m		
Surface totale	7,4 m ²		
P.T.A.C	750 kg		750 kg
P.V	244 kg	0 -	75 kg
		1 -	750 kg
		2 -	750 kg

The position of the load on the trailer is extremely important. If it is too far forwards, there will be too much weight on the ball hitch and there is a risk that the draw bar will break. Too much at the back, there is a risk of the trailer having uncontrollable yaw, and therefore a very high accident risk.



The trailers made by COCHET SA. Comply with the legislation n°55 and are designed to have a hitch height of between 395mm and 465mm.

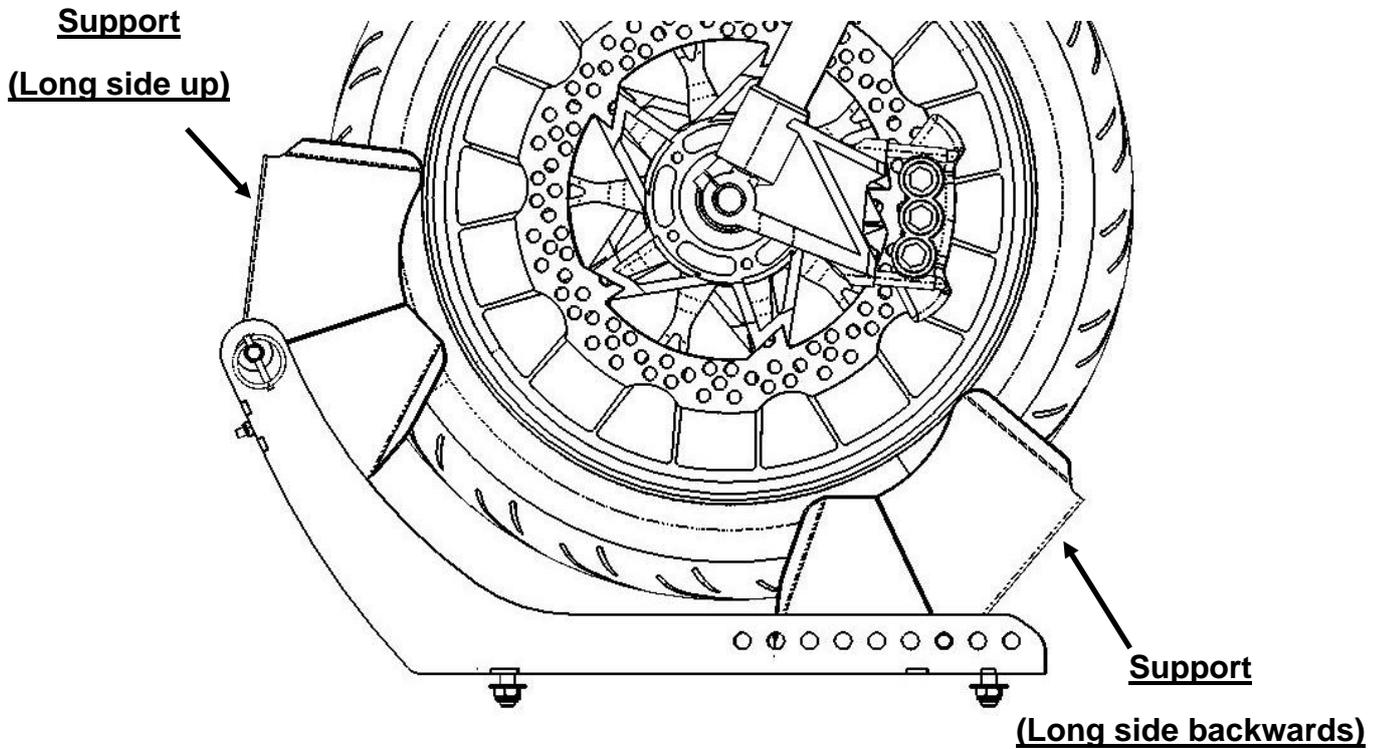
STRAPPING DOWN THE LOAD

The load to be transported must be strapped down tightly to avoid any movement in the event of an emergency stop. Correct strapping will also prevent the load from moving and as a result, any movement away from the centre of the trailer, therefore eliminating the risk of trailer yaw. In order to strap the load correctly, use the rings provided. You can also use the bars on the trailer sides if the trailer is fitted with them, or you can hook the straps directly onto the trailer's chassis.

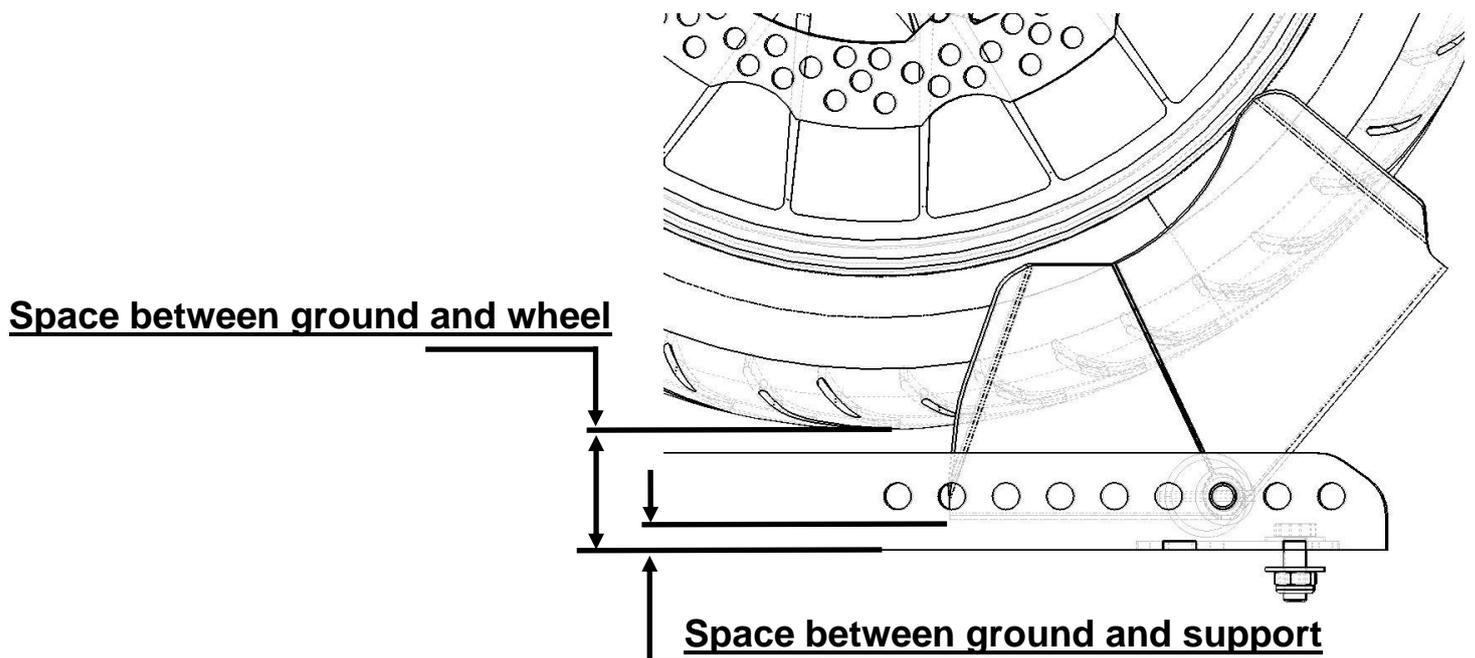
ADJUSTEMENT OF FRONT WHEEL STAND



Warning ! Your front wheel stands are not adjusted at the factory for yours motorcycles, be sure to adjust them before traffic.



Warning ! There must be space between the ground and support for proper use of Front Wheel stand, there also must be a space between the wheel and the ground, if there is no space, advance the support a notch and control again.



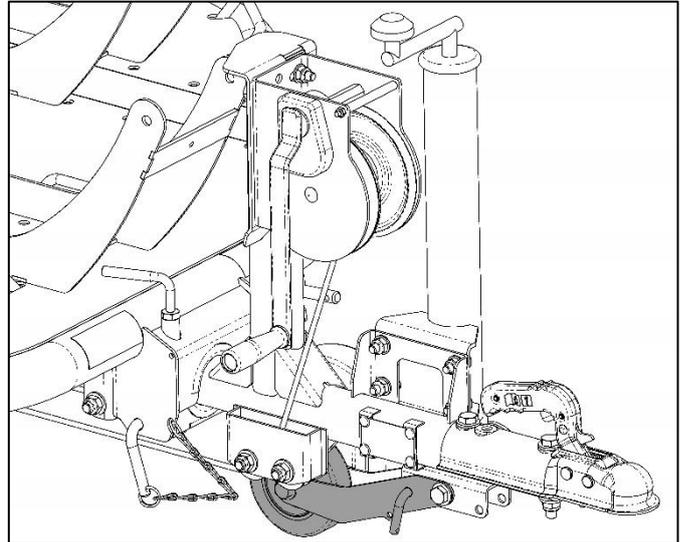
HITCHING AND UNHITCHING



When using the trailer for the first time, ask your dealer to show you how to hitch the trailer correctly.



Warning ! Before coupling and uncoupling, make sure that the wheel is in the stowed position.



HITCHING

1) This manoeuvre is extremely important. Check that your ball hitch has the handle in the locked position (raised), and that the red guide is visible.



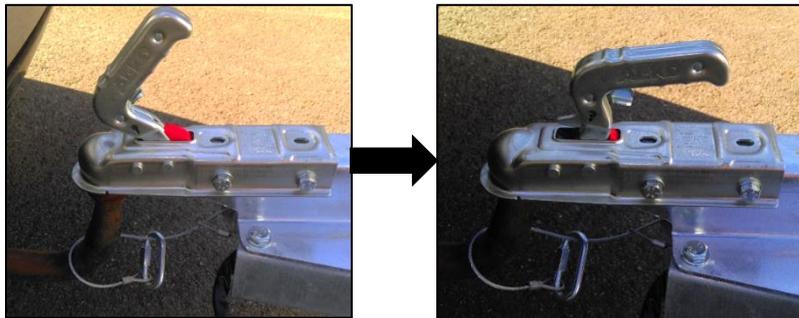
2) Move the ball hitch to within a few centimetres of the towing ball. Use the jockey wheel to simplify this manoeuvre.



3) Loop the safety chain for unbraked trailers around the towing ball in such a way that it doesn't affect the way in which the hitch works. For braked trailers, attach the anti-rupture cable after the trailer has been hitched.



4) Using the jockey wheel, lower the ball hitch until the handle drops down and clicks into place.



5) Insert the trailer light plug into the car's trailer lighting socket.

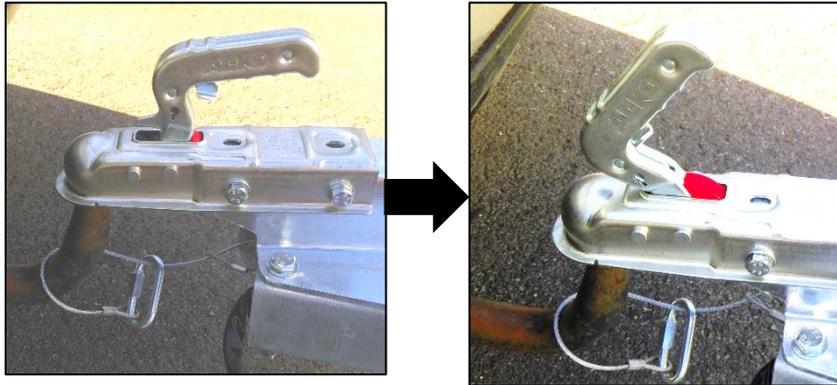
6) Raise the jockey wheel completely until the wheel swings round towards the trailer.



UNHITCHING

Ensure that the trailer cannot run away when it is unhitched, if there is the slightest doubt, put blocks on either side of the wheels if it is an unbraked trailer, or use the parking brake if it is a braked trailer.

Disconnect the trailer lighting plug from the towing vehicle. Lower the jockey wheel whilst ensuring that the wheel is correctly positioned. Press on the safety catch and raise the handle on the ball hitch (refer to the image shown below), use the jockey wheel to raise the ball hitch clear of the vehicles towing ball.



Once the trailer is unhitched, lift the safety chain from the towing ball.

Ensure that the trailer cannot move by putting blocks on either side of the wheels.

ROAD USE

Driving a vehicle towing a trailer is not particularly difficult. However, some precautions must be taken, such as anticipating braking and also taking the overall size of the vehicle and trailer into account.

When going around bends, take them a little wider, depending on the length of the trailer being towed.

A trailer with its own registration document is limited to 130Km/h and cannot be used in the third lane of a motorway.

LOWERING THE TRAILER BED



Warning :

Ensure that nobody is too close when lowering the trailer bed

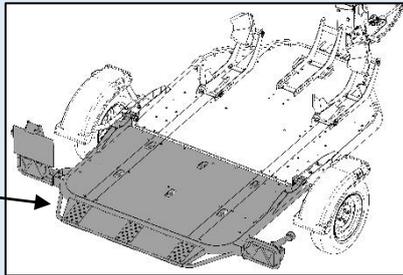


The trailer must only be loaded or unloaded when it is attached to a vehicle



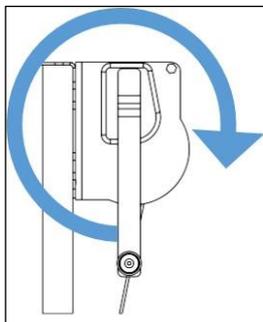
Lowering the trailer bed is only possible with the back of the trailer in the unfolded position ! Under penalty of damage to the trailer.

Back of the trailer unfolded

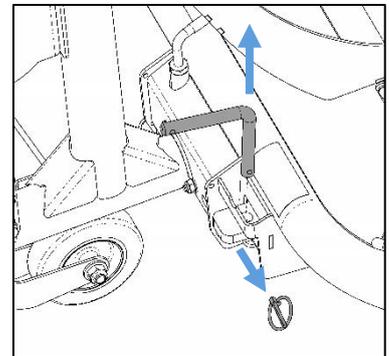
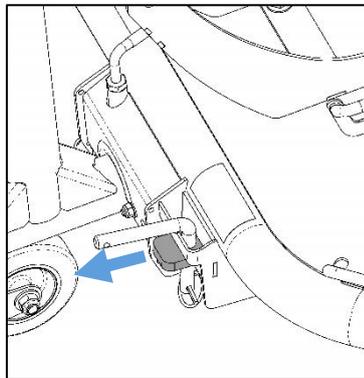


Operate the winch as though the trailer was being raised in order to free the locking pin.

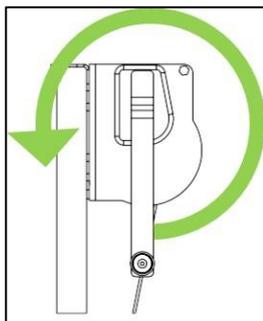
Remove the safety lynchpin and then the locking pin.



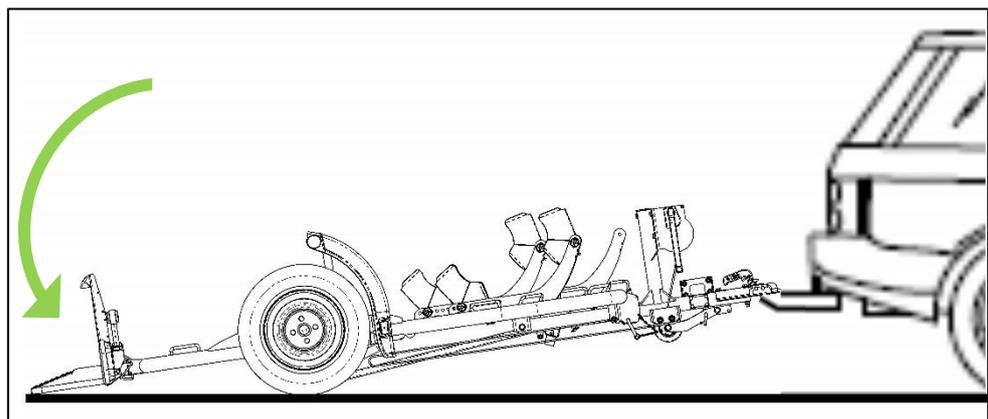
Direction for raising



Operate the winch in the opposite direction for lowering until the trailer bed is fully lowered.



Direction for lowering



RAISING THE TRAILER BED



ATTENTION :

Ensure that nobody is close by when the trailer bed is being raised.



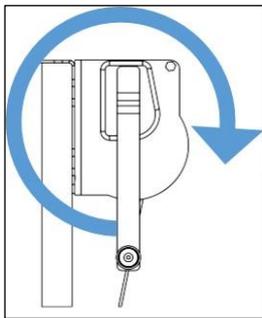
ATTENTION :

It is essential that the trailer bed is locked when using the public highway.

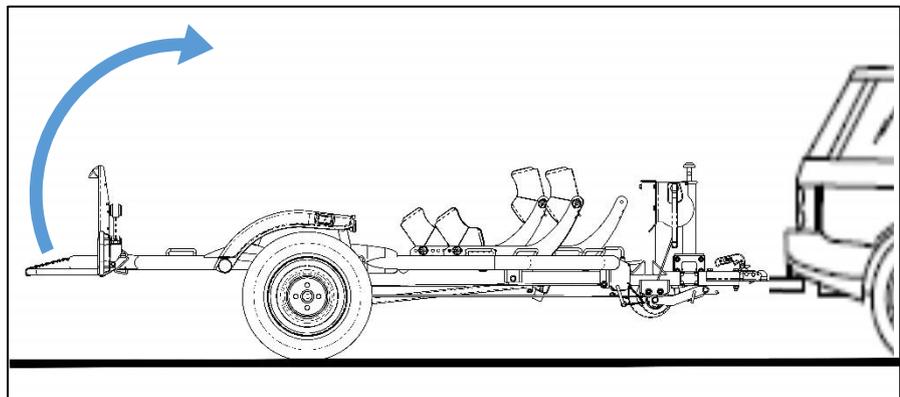


The trailer must only be loaded or unloaded when it is attached to a vehicle.

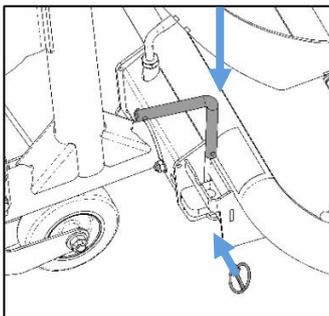
Operate the winch in the direction for raising in order to insert the locking pin.



Direction for raising

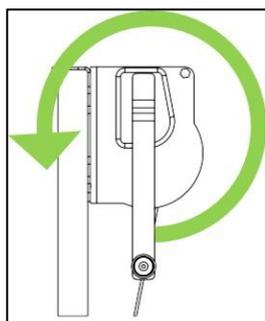


Insert the locking pin and then the safety lynchpin.

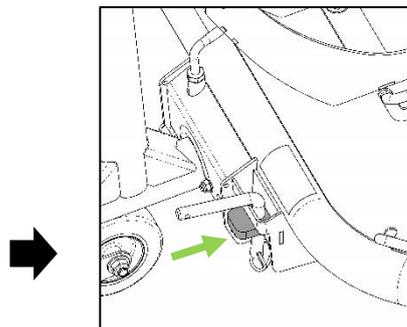


Operate the winch in the direction for lowering until the locking pin is under pressure.

Turn the winch handle one complete turn in order to release any tension in the winch cable.



Lowering direction



ROAD USE



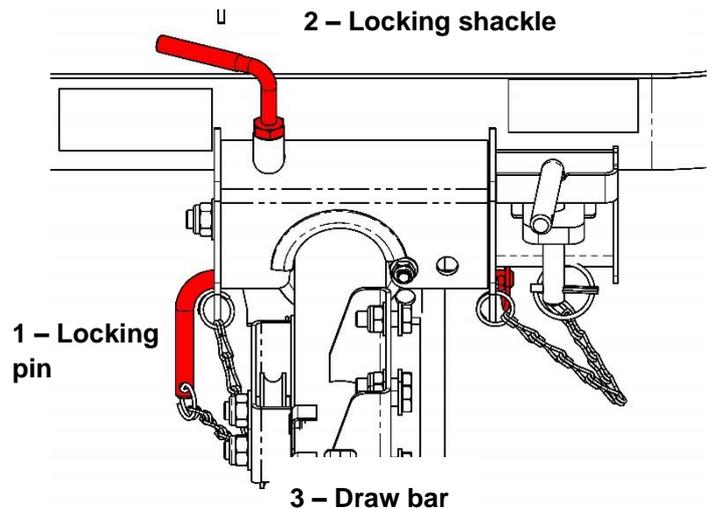
ATTENTION :

It is imperative that the ball hitch is correctly lockend when using the public highway

The parts shown below in a red are key SAFETY features. It is essential that the draw bar locking pin's position is checked systematically before taking the trailer onto the public highway.

The locking pin (1) locks the draw bar (3) to the chassis. Check that it is correctly positioned on either side of the draw bar. Check that the safety lynchpin is in place.

The locking shackle (2) eliminates any play between the draw bar and the chassis. Always ensure that the lock nut is tight before using the public highway with the trailer.

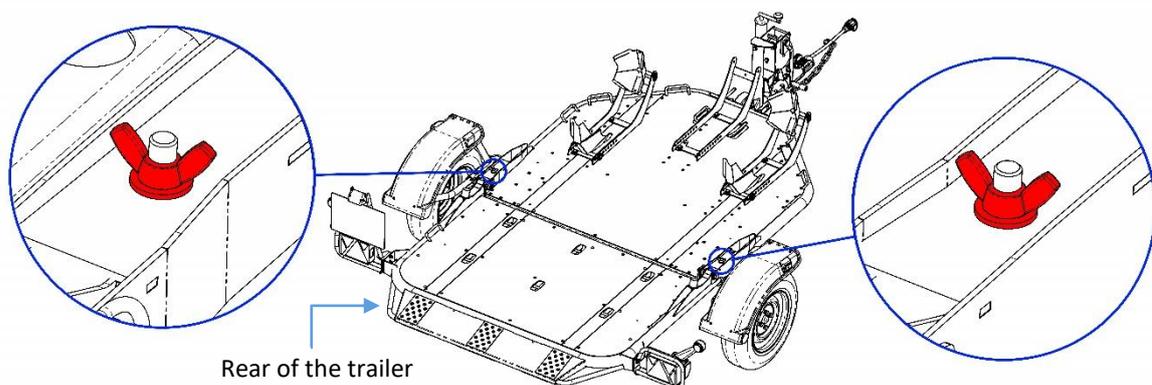


ATTENTION :

When using the trailer on the road it is essential that the back is unfolded

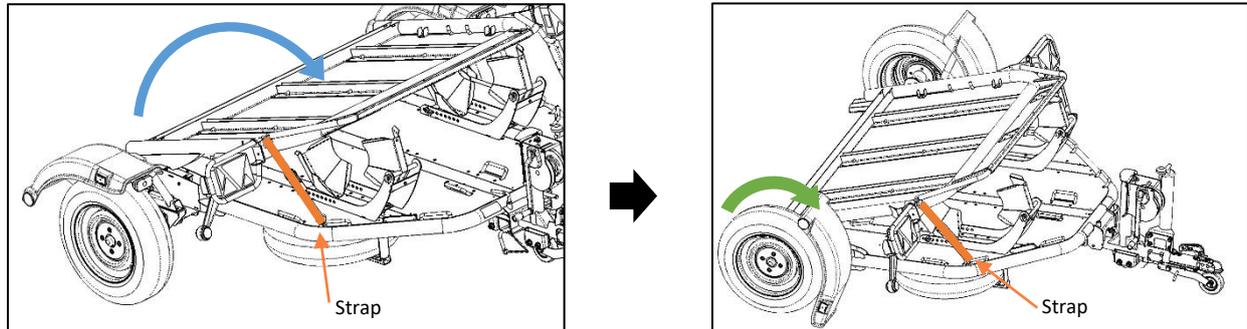
When the trailer is being used on the road the back of it serves as an underrun protection bar. When the trailer is empty, it is obligatory to have the back in the lowered position.

When using the road: tighten the two wing nuts (shown below in red) to protect the back of the trailer from any vibration linked to road use.



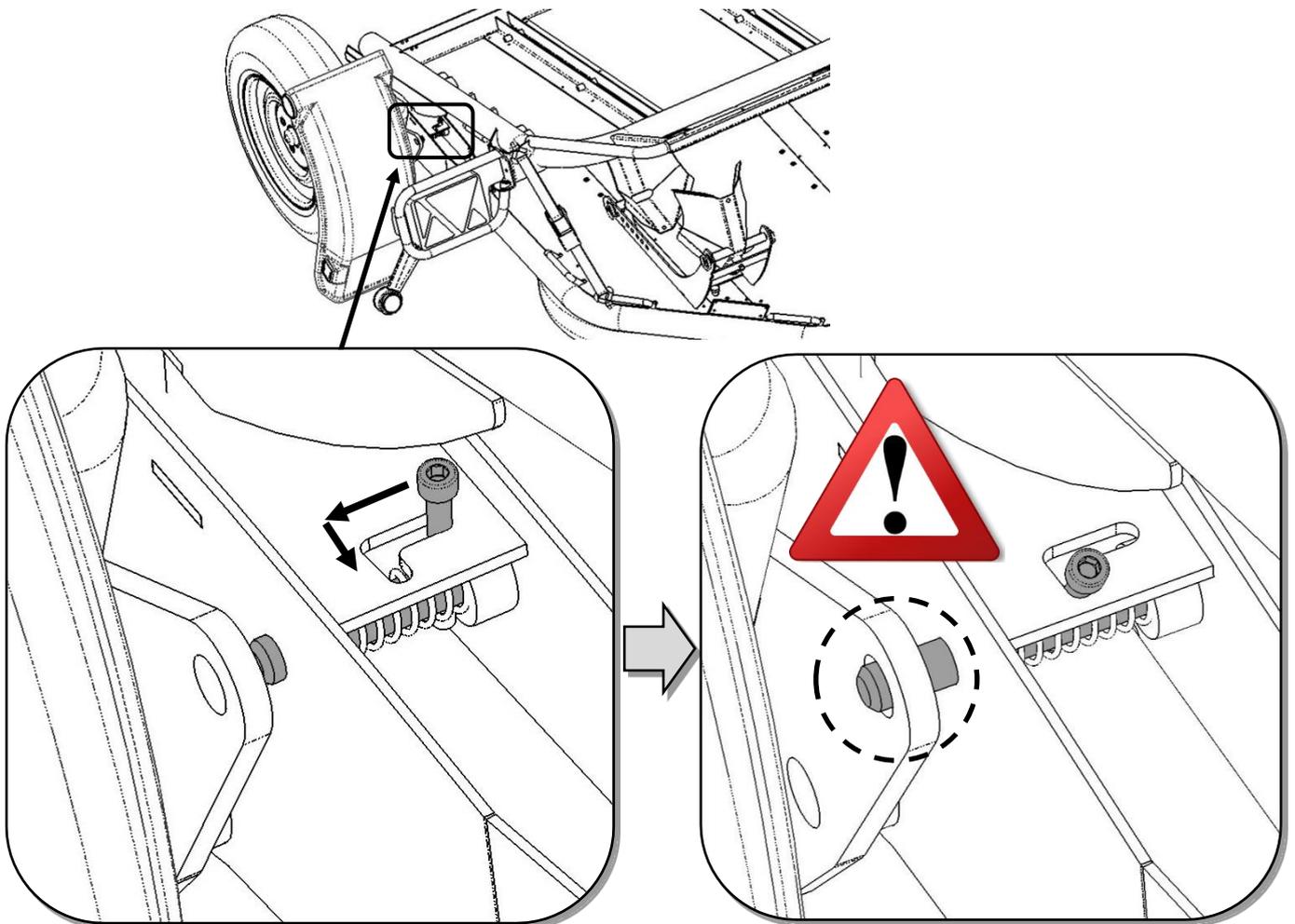
STORING THE TRAILER

When the trailer is in the raised position, fold the rear part of the bed forwards and use straps to hold it in place against the front part of the trailer.

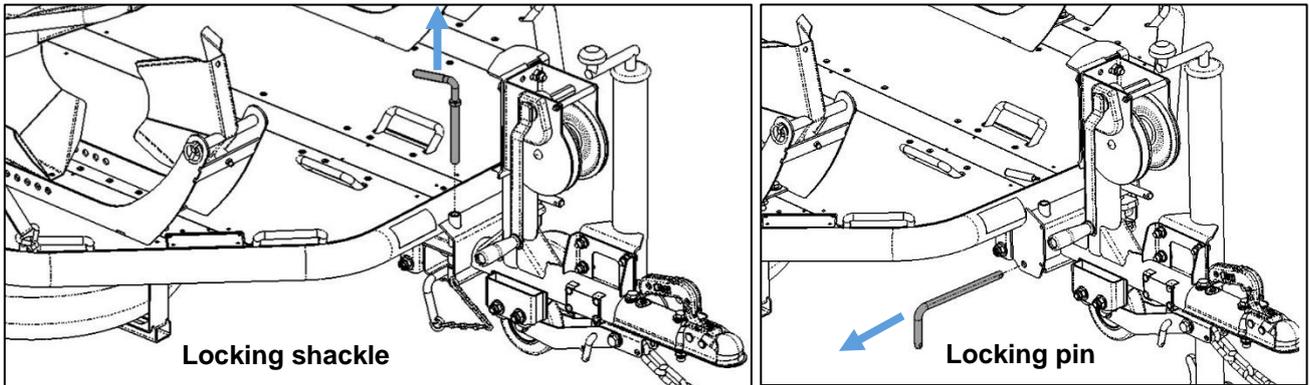


Lower the bed to the ground as shown on page 13 of this manual

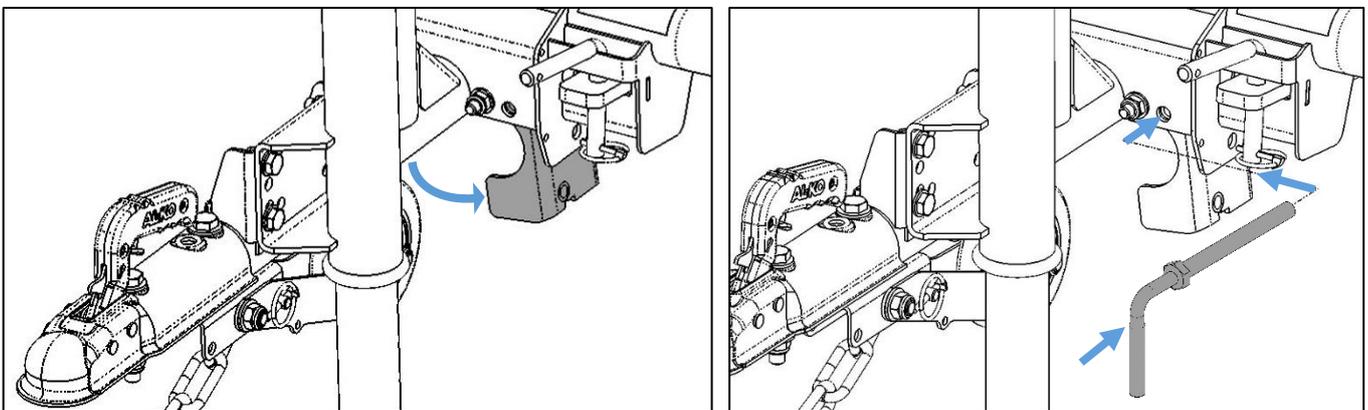
Lock the axle by activating the locks on the right and left.



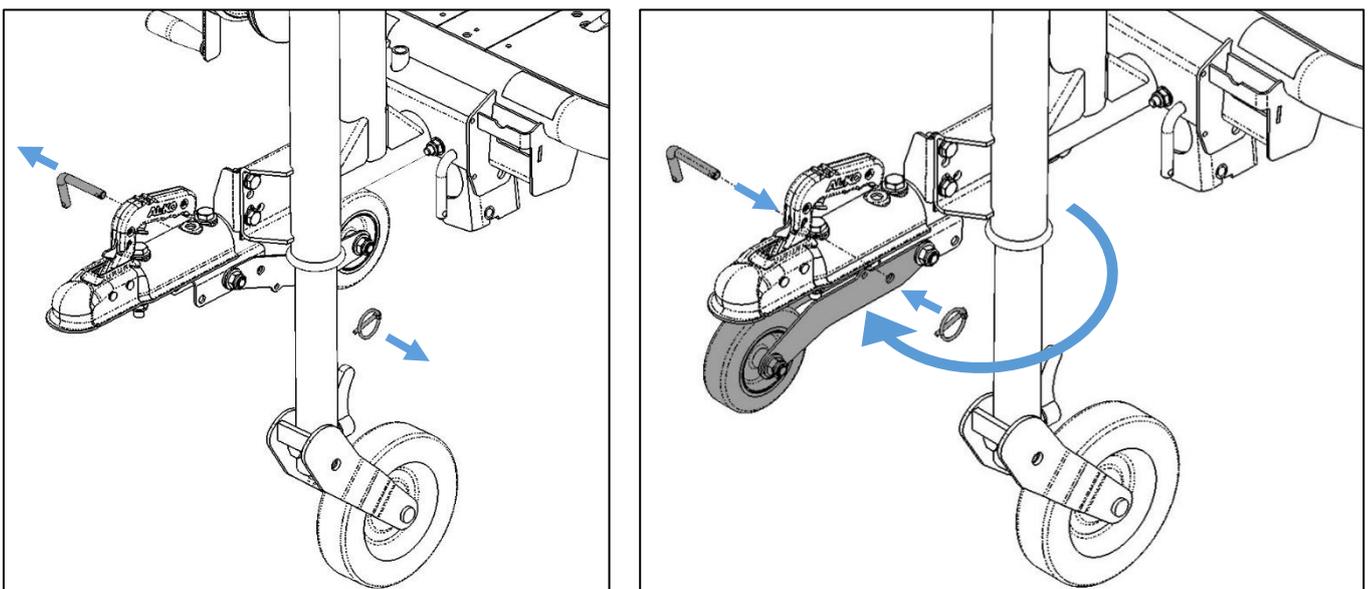
Release the drawbar by removing the locking pin and the locking shackle.



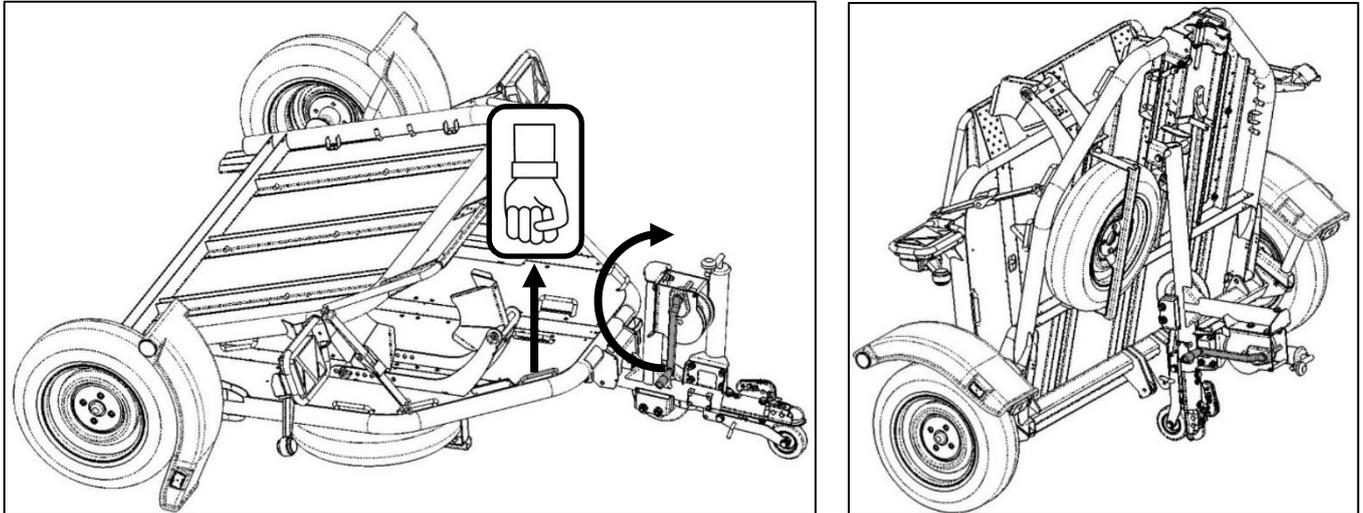
Tilt the clevis and lock it in position with the locking shackle.



Tilt the wheel under the coupling head



Pull the handle slightly upwards, while operating the winch, to put your trailer in the stowed position.



SERVICING

Your COCHET SA lowering trailer should be serviced regularly as it will play a large part in the way in which the trailer ages. As with any vehicle, it should be serviced regularly by an official dealer. It should be serviced every 5000Km or once per year.

RUNNING GEAR

Check the condition of the tyres regularly, especially before the trailer is about to be used. Check the condition of the tyre treads, as well as the side walls in order to ensure that there is no deformation or abnormal wear. Check the tyre pressures using the recommendations shown below:

Dimension	Pressure (Bar)
155/80R13	2,5
165/R14	4,5

The rubber torsion bar suspension does not require any special maintenance.

The condition of the wheel bearings should be checked regularly by an official dealer. In order to check their condition quickly, raise the trailer wheel using a jack and then spin it. If you hear a rumbling noise, get the bearing replaced by your dealer. Equally, if there seems to be excessive play, have it checked over by your dealer.

Check that the wheel bolts are tight. This check should be carried out before and after the first journey with the trailer, and then after the first 50 kilometres. If necessary, tighten the wheel bolts (using the torque table shown below). Check that the wheel rims are not cracked or damaged.

Thread	Tightening torque (daN)	
	<i>Marked on the bolt head</i>	
	8,8	10,9
M5	0,6	0,9
M6	1	1,5
M8	2,5	3,5
M10	5	7,5
M12	8,5	13
M16	21,5	31,5

BODYWORK

Your trailer's bodywork should be looked after carefully with regular maintenance in order to ensure that your trailer ages well.

Galvanized parts do not form a protective film against rust, until the galvanization has been subject to oxidization. Once the oxidizing process has taken place, the galvanized parts will have a matt appearance. Galvanization can be attacked by acids and salt.

It is imperative that the trailer is rinsed with cold water if it has been used on snowy roads (road salt applications) or if it has been used by the sea.

It is possible that traces of **white rust** will appear on your trailer, this is normal and unimportant; they do not alter the protective coating of your trailer that is provided by galvanization, and their appearance is not a valid reason for making a warranty claim.

Avoid letting any stagnant water collect on your trailer.

JOCKEY WHEEL AND HITCH

Check that the jockey wheel functions correctly, by turning the wheel regularly. If necessary, apply grease to the shaft.

Do not maneuver the trailer when it is fully laden using the jockey wheel as this can cause its premature deterioration

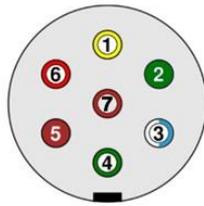
The hitch should be cleaned and greased at regular intervals.

ELECTRICITY (STANDARD CONNECTIONS)

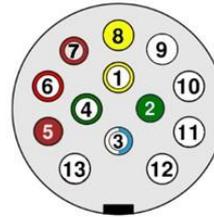
It is a legal requirement to have road lights that are in good working order. You must always check that the road lighting system is working correctly before using the trailer.

All work on the electrical circuit must be carried out by qualified personnel.

Insert the trailer light plug into the towing vehicle's socket, whilst ensuring that the grooves are correctly aligned. Your trailer is fitted with a 7/13 plug adapter (13 pins on the trailer/ 7 pins on the vehicle).

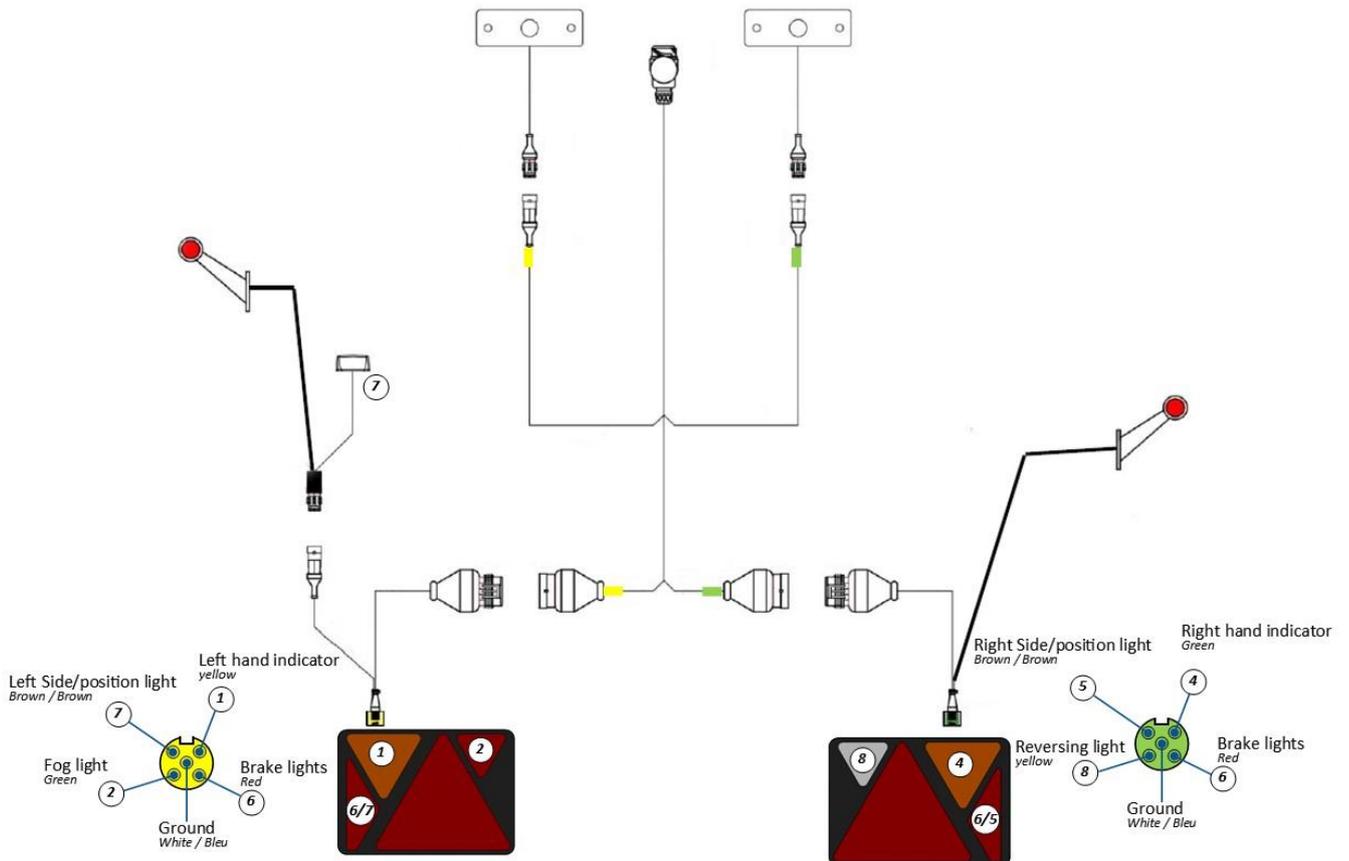


7 pin plug - rear view



13 pin plug - rear view

N°	Désignation	Couleur	Fils
1	Left hand indicator	Yellow	1x Yellow
2	Fog light	Green	1x Green
3	Ground	White/Bleu	2x White / 2x Bleu
4	Right hand indicator	Green	1x Green
5	Rear sidelights / Right hand road position light / number plate lighting	Brown	2x Brown
6	Brake light	Red	2x Red
7	Rear sidelights / Left hand road position light / number plate lighting	Brown	2x Brown
8	Reversing Light	Yellow	1x Yellow
9	Not Used	-	-
10	Not Used	-	-
11	Not Used	-	-
12	Not Used	-	-
13	Not Used	-	-



WARRANTY

Every new product manufactured by COCHET S.A. is guaranteed according to the conditions shown below, against manufacturing and assembly defects and/or defective materials when it has been used correctly for a period of two years. This guarantee does not apply to parts supplied by external sources (axles, ball hitches ...) that have been manufactured by other companies who guarantee their own products, and whose guarantees have been delivered with the machine.

1. This guarantee is limited to the replacement of parts, which during a period of up to 2 years from the purchase date, have been shown to be, and have been acknowledged as being defective by COCHET.
2. Any parts that are subject to guarantee claims must be returned to COCHET for inspection, repair or replacement with carriage paid together with proof of purchase of the machine, and carefully wrapped in order to ensure their protection.
3. The machine must not have been damaged, repaired or maintained by anyone not authorized to do so by COCHET. The machine must not have been accident damaged, misused, badly treated or used for anything that is contrary to the instructions shown in this manual.

This guarantee does not oblige COCHET or its representative to refund labour or the cost of transporting the machine to its repairer.

NO OTHER GUARANTEE IS APPLICABLE TO THIS MACHINE EXCEPT THE LEGAL GUARANTEE FOR HIDDEN DEFECTS.

COCHET CAN IN NO WAY BE HELD RESPONSIBLE FOR ANY DAMAGE OR COSTS INCURRED BY THE MACHINE, FOR EXAMPLE:

1. HIRE COSTS FOR REPLACEMENT EQUIPMENT
2. LOSS OF TURNOVER
3. CARRYING OUT THE WORK THAT WOULD HAVE NORMALLY BEEN CARRIED OUT BY THE MACHINE

COCHET NEITHER ASSUMES NOR AUTHORISES ANYONE TO ASSUME ON ITS BEHALF ANY OBLIGATIONS, OTHER THAN THOSE SHOWN IN THE 3 PRECEDING PARAGRAPHS.

To find the name of your local dealer, please contact:

COCHET S.A.

Le Gué Ory

72130 SOUGE LE GANELON - FRANCE

Telephone: 02.43.97.30.07

Fax: 02.43.33.79.17