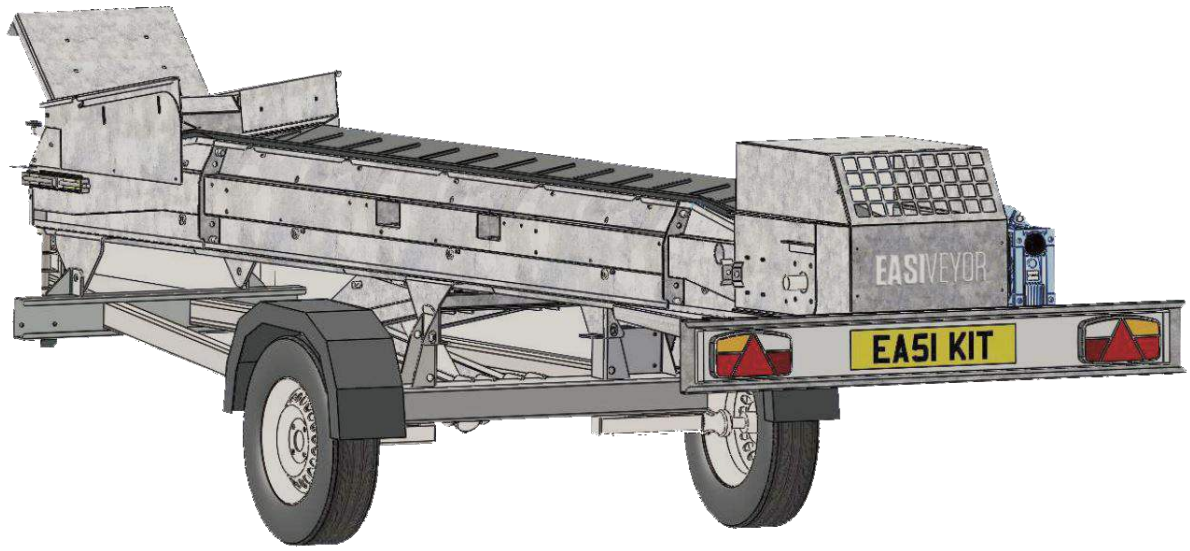
EASIVEYOR

TRAILER

ROAD TOWABLE CONVEYOR



OPERATION AND MAINTENANCE MANUAL

COVEYA
WE KEEP YOU MOVING

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EASIVEYOR

ROAD TOWABLE CONVEYOR

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1. INTRODUCTION

Thank you for choosing this Easiveyor Road Towable Conveyor manufactured by Coveya Ltd.

Please take the time to read the contents of this manual before you attach the trailer to the towing vehicle or attempt to load it. Make sure everyone responsible is fully conversant with the procedures for attaching to the towing vehicle, towing, loading and maintaining the unit.

By following, understanding and practicing the information and procedures in this manual, your Easiveyor Trailer will give you many miles of safe travelling.

Certain information in this manual is governed by law and is subject to change without prior notice. Great care has been taken to ensure that the information is correct at the time of publication. However, it is the owners / users sole responsibility to ensure that they and the trailer fully comply with all legal requirements. Coveya Ltd cannot and will not accept any liability for any inaccuracy or incorrectly stated legal requirements.

Coveya Ltd reserves the right to alter trailer specifications without prior notice or obligation.

2. GENERAL SAFETY

Before using this equipment and to avoid personal injury, carefully read and understand these instructions. If there is anything you do not understand, contact the supplier for advice.

This trailer must not be attached, detached or pulled by persons who are under the influence of alcohol or drugs, tired or unwell.

You MUST perform a risk assessment before using this equipment to ensure your safety and the safety of others.

Wear the correct Personal Protective Equipment for the task you are performing.

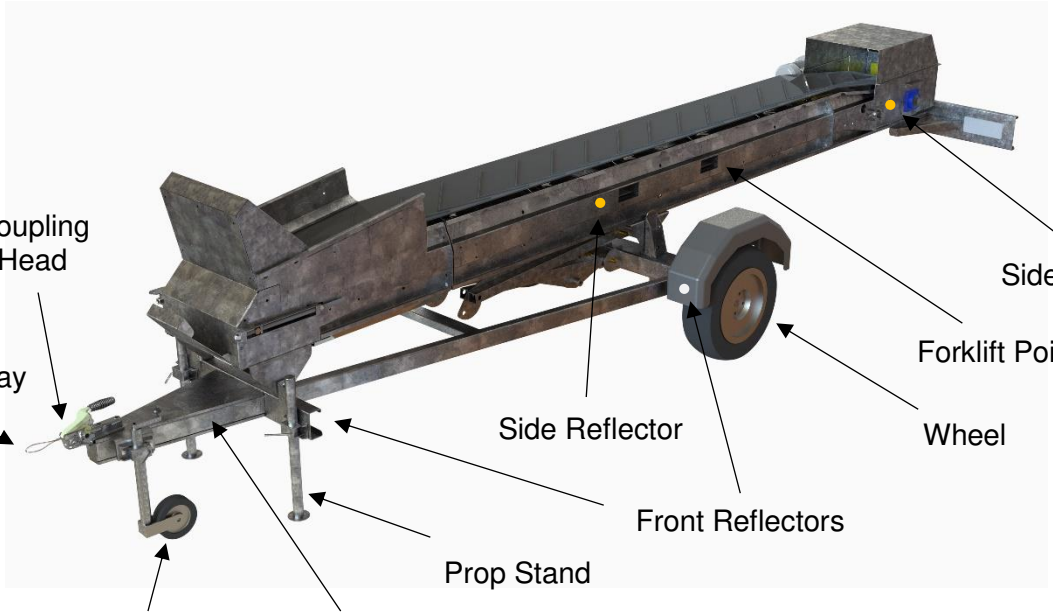
Wear gloves when handling this equipment. Wear suitable clothing. If appropriate steel toecap boots must be worn and a hard hat.

Do not wear loose jewelry or clothing that may get in the way or become trapped in the mechanism.

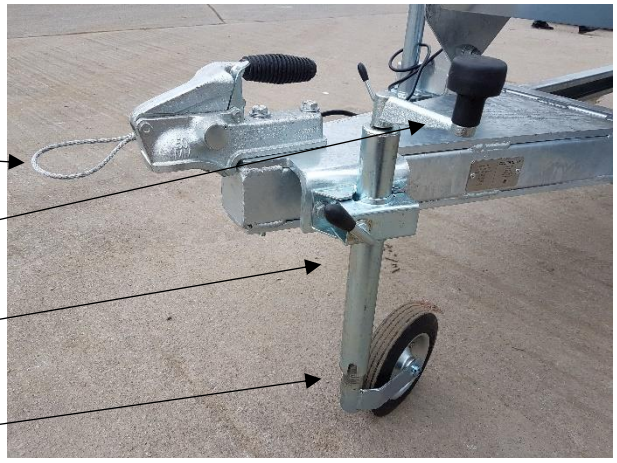
Inform everyone in the work area of what you are doing.

Inspect the Trailer before use, if there is any doubt about its condition, DO NOT USE IT.

3. KNOW YOUR EASIVEYOR TRAILER



1. Release Lever
2. Coupling Head
3. Lighting Cable Plug Holder



4. Breakaway Cable
5. Jockey Wheel Handle
6. Jockey Wheel Lock Bar
7. Jockey Wheel

4. TECHNICAL SPECIFICATION

The dimensions and weights stated in this specification table are approximate and may vary slightly from the unit you have.

Overall Length	5993mm
Overall Width	1590mm
Overall Height (ram pump fully closed)	1188mm
Max Gross Weight	750kg
Unladen Weight	620kg
Tyre Size	165R 14C
Tyre Pressure	65psi / 4.5 bar (max recommended)
Wheel Nut Torque	120NM

5. LEGAL ISSUES – UK ONLY

5.1 Drivers Licence...

Any person wishing to drive a vehicle, which is towing a trailer, must be in possession of a current full driving licence with the correct entitlement. Provisional licence holders are not permitted to drive a vehicle when towing.

Make sure that your licence adequately covers you to tow the trailer with your vehicle. This is governed by the combined towing vehicle and trailer gross weights.

As this trailer is 750kg Max Gross Weight only a full driving licence is required to tow it.

If in any doubt, contact your local Police station or see DVLA fact sheet INF30 for further details.

5.2 Towing Vehicle Suitability...

The towing vehicle must be suitable for towing the trailer. Information on maximum towing weight / or maximum train weight can normally be found in the vehicle handbook.

If the handbook is not available, you MUST obtain confirmation from the vehicle manufacturer.

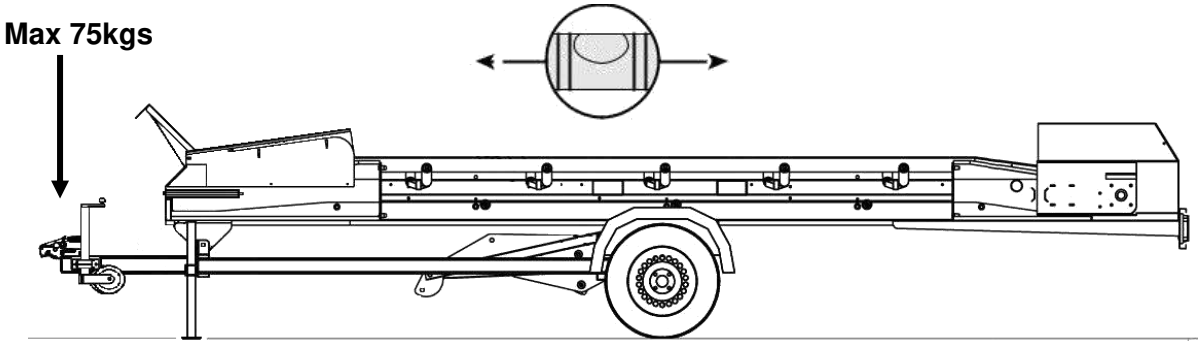
5.3 Towing Brackets...50mm Ball

The towing vehicle must be fitted with an ISO standard 50mm tow ball, which is approved by your vehicle manufacturer and has been professionally fitted.

Maintenance of the towing bracket, tow ball and fixings is most important. Regularly check all mounting nuts and bolts for condition and security.

It is good practice to have the ball inspected by the supplier whenever your vehicle is serviced.
If your vehicle was first registered on or after 1 August 1998, it must be fitted with a tow ball and towing bracket with approval under EC Directive 94/20/EC – Mechanical Coupling Devices.

The ball must be mounted at the correct height for the trailer coupling. When connected, the trailer must sit horizontally level. Do not tow the trailer if it is tipping backward or forward.



5.4 Vehicle Registration Plate...

The trailer must display an approved style number plate with the towing vehicles registration number. It is not acceptable to substitute the number plate with anything else.

6. JOCKEY WHEEL & CLAMP

6.1 Always use the jockey wheel to lift the trailer coupling on or off the towing vehicle ball. To raise the trailer coupling with the jockey wheel, turn the operating handle anticlockwise until the required height is achieved. To lower the trailer coupling, turn the handle clockwise.

6.2 The clamp is used to hold the jockey wheel stem either in the raised or lowered position. It is vital that the clamp is functioning correctly to ensure the safety of the operator.

6.3 t should always be securely clamped, whether the stem is in the lowered or the raised position. After lowering the trailer coupling on to the tow ball, make sure the jockey wheel is above ground level before releasing the clamp.

6.4 When detaching the trailer coupling from the tow ball make sure that the clamp is secure before raising the jockey wheel.

6.5 When maneuvering the trailer manually, never use the clamp handle or jockey wheel-operating handle to pull or push the trailer.

7. BREAKAWAY CABLE

7.1 The breakaway cable is connected to the front chassis and is designed to help prevent the trailer from separating from the towing vehicle in the event that the coupling becomes detached. The clip on the end of the breakaway cable should be clipped through a hole in the towing vehicle tow bar.

7.2 It is therefore important that you regularly check the cable's condition and free travel.

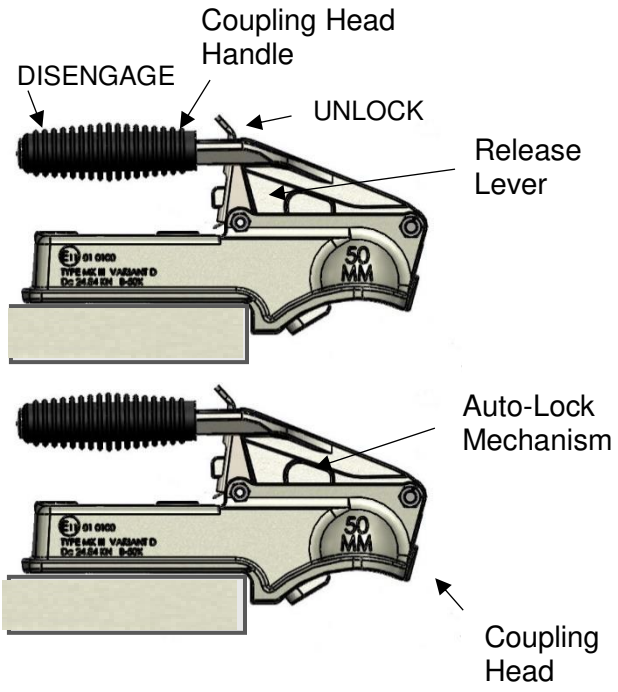
7.3 If the cable shows signs of fraying or has become kinked, it must be replace before using the trailer.

7.4 The towing vehicle must have a secure connection for the breakaway cable, which is strong enough to withstand the shock load of the cable snatching suddenly.

7.5 In the event of the trailer becoming detached from the towing vehicle, DO NOT re-connect the trailer to the towing vehicle until a full inspection of both trailer and towing vehicle has been made. It is imperative that the reason for the detachment is recognized and remedied.

7.6 If the trailer becomes detached, the complete breakaway cable assembly, must be replaced before the trailer is towed again.

8. ATTACHING TO THE TOWING VEHICLE



8.1. Turn the jockey wheel operating handle anticlockwise to raise the coupling head to a height greater than that of the vehicle's tow ball.

8.2 Reverse the towing vehicle up to the trailer so that the coupling head is directly over the tow ball.

8.3 Fully apply the towing vehicle parking brake and switch its engine off.

8.4 Attach the breakaway cable clip to a hole in the tow bar of the towing vehicle.

8.5 If a lock is fitted, insert the key into the lock on the coupling head and unlock. Take hold of the coupling head handle, move the release lever with your thumb and lift the handle.

8.6 Once the handle is raised, an automatic coupling lock mechanism will engage, holding the handle held in the raised position.

8.7 Lower the coupling head by turning the jockey wheel operating handle clockwise until the coupling head is in place on the ball

8.8 As the coupling engages, the locking mechanism will disengage and release the handle.

8.9 Double check that the ball is correctly in place and the release lever has re-engaged to lock the handle.

8.10 If a lock is fitted, lock the coupling head by turning the key clockwise. Remove the key and slide the cover over the lock.

8.11 Turn the jockey wheel operating handle clockwise until the jockey wheel has fully retracted into its outer tube.

8.12 Release the clamp and raise the jockey wheel with the wheel to the rear, and securely tighten the clamp.

8.13 Attach the trailer lights power cable plug to the towing vehicles socket and check that all the lights are operating correctly.

Regularly clean the inside of the Coupling Head cup and lubricate with suitable grease.

The coupling will wear to a larger size as time goes by and this wear will be accelerated if the unit is not greased

A towing ball protective plastic cap is recommended for the towing vehicle.

9. PARKING THE TRAILER

9.1 Ideally the trailer should be parked on firm level ground to safeguard against the trailer rolling or sinking into the ground.

9.2 Where the trailer is to be parked on a slope, the trailer's wheels must be chocked.

10. DETACHING THE TRAILER

10.1 With the trailer positioned on firm level ground (see Section 9 Parking the Trailer for options), apply the towing vehicle handbrake.

10.2 Where the trailer is on unlevelled ground, chock the wheels.

10.3 Detach the trailer lights power cable plug from towing vehicles socket and insert plug into bracket on chassis.

10.4 Release the jockey wheel clamp and lower the jockey wheel to the ground and securely tighten the clamp.

10.5 If fitted, insert the key into the lock on the coupling head and turn anti-clockwise to unlock. Take hold of the coupling head handle, move the release lever with your thumb and lift the handle.

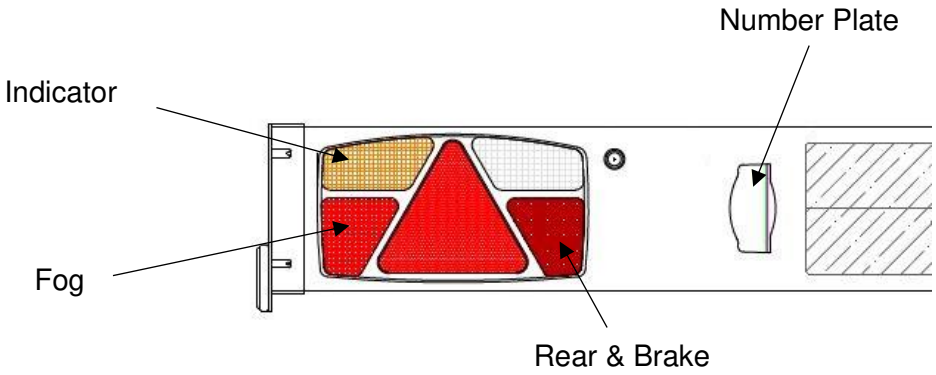
10.6 Turn the jockey wheel operating handle anti-clockwise to raise the coupling head clear of the ball.

10.7 If a lock is fitted, for security, lock the coupling head by turning the key clockwise. Remove the key and place the cap over the lock.

10.8 Disconnect the breakaway cable.

11. LIGHTING SYSTEM

11.1 It is a legal requirement that all the lights fitted to your trailer are in working condition, lights are the correct wattage and that the lenses are undamaged. Each light should respond to the respective towing vehicles light.



11.2 All components in the rear Lighting Board are LED and there are no bulbs to change.

11.3 The units are fully potted and will need complete replacement in the unlikely event of failure.

11.4 For replacement parts please contact your supplier.

11.5 If the plug becomes damaged, it must be replaced before towing the trailer.

11.6 For correct wiring information, follow the wiring diagram supplied with the replacement plug. Alternatively have it replaced by your supplier.

12. JACKING

12.1 The trailer should be on firm, level ground.

12.2 As the trailer is unbraked it is very important to chock the opposite wheel.

12.3 A suitable jack should be placed close to the axle. Do not position the jack under the chassis.

CAUTION

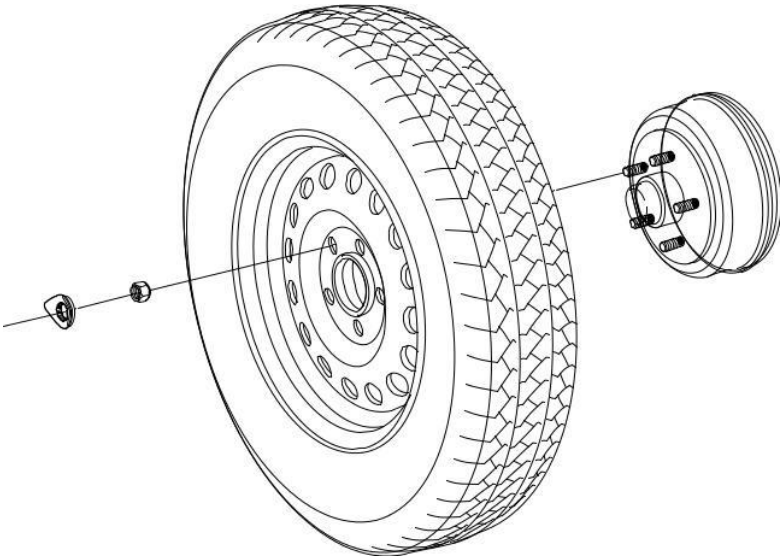
If you need to work under the trailer, always support the axles on suitable axle stands.

DO NOT RELY ON THE JACK

12.4 If unavoidable, great care should be taken to ensure that all persons are kept clear of the trailer while the wheel is changed or until adequate support stands are in place under the axles.

13. WHEEL CHANGING

13.1 Position the trailer on a firm level surface. Using a suitable socket or wheel brace slacken each wheel bolt half a turn.



13.2 A suitable jack should be placed under the axle (see Section 12). Do not position the jack under the chassis.

13.3 Remove all five wheel nuts whilst supporting the wheel. Place the nuts somewhere safe until refitting a wheel.

13.4 The wheel bolt threads and seating surface should be clean and free of oil and grease.

13.5 If a torque wrench is not available, either a standard socket bar or wheel brace (approximately 300mm / 12” long) should be used to prevent over tightening.

13.6 Do not use foot pressure on the wheel brace or the extra force available from an extension bar. (Have the nuts reset to the correct torque as soon as possible afterwards.)

13.7 Lift the wheel into place aligning the wheels bolt holes with those in the drum.

13.8 Tighten each nut by hand then lower the trailer to the ground, remove the jack and fully tighten all the wheel nuts.

14. MAINTENANCE AND CARE OF YOUR TRAILER

14.1 Your trailer requires the same care and attention as the towing vehicle. Although the trailer does not require an MOT or similar type of test, it is still a legal requirement that the trailer is in a roadworthy condition.

14.2 Therefore, periodic inspection, cleaning and maintenance is necessary.

Important parts on the trailer to regularly check are: -

- Tyre Condition & Tread Depth
- Tyre Pressure (see Section 4)
- Wheel Nut Torque (see Section 4)
- Mudguard fittings
- Coupling Head condition and fittings
- Breakaway cable condition and fittings
- Lights on Lighting Board are all functioning correctly
- Condition of Lighting Cable & Plug
- All parts are fitted securely

14.3 This list is not comprehensive and the legal requirement that the trailer is in a roadworthy condition is the responsibility of the person towing the trailer

15. CONVEYOR OPERATION

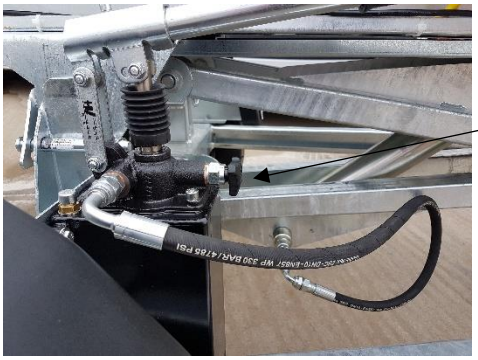
15.1 Before operating the conveyor follow the instructions for Parking and Detaching the Trailer (see Sections 9 & 10 – page 8).

15.2 Ensure the trailer chassis is level by winding up or down the jockey wheel and chock the wheels if required.

15.3 Release the prop stand clamps and lower the two prop stands fully to the ground and retighten the clamps.

15.4 Release the jockey wheel clamp and raise the jockey wheel up so the weight of the trailer is now on the prop stands and securely tighten the jockey wheel clamp.

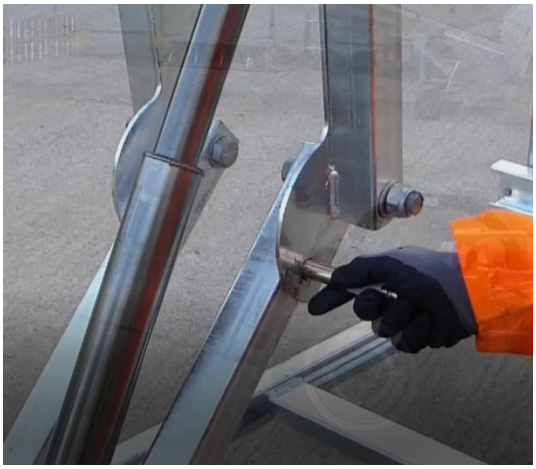
15.5 Take the 'D' Rings out of the two locking lynch pins that secure the conveyor to the trailer chassis and remove the pins.

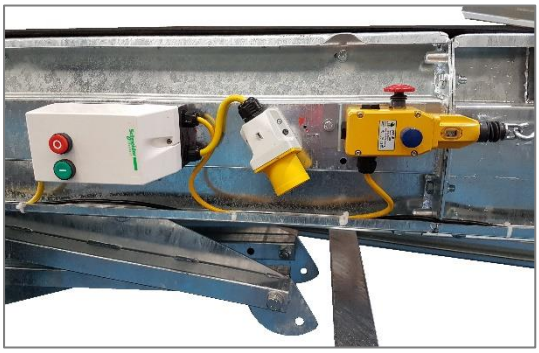


15.6 Next ensure the hydraulic pump release tap is tightened fully by turning it clockwise.

15.7 Using the hydraulic pump handle fully raise the conveyor to its maximum discharge height

15.8 Refit the two lynch pins into the scissor arms to secure the conveyor at full discharge height and fasten with the locking ‘D’ Rings.





15.9 Connect the conveyor to the transformer/power supply using the yellow power cable supplied.

15.10 Switch on the power (Either by switching on the transformer or by plugging in the power lead to the supply).

15.11 To start the conveyor, press the Green start button on the starter box attached to the conveyor

15.12 To stop the conveyor, first ensure the belt is empty, press the Red stop button on the starter box

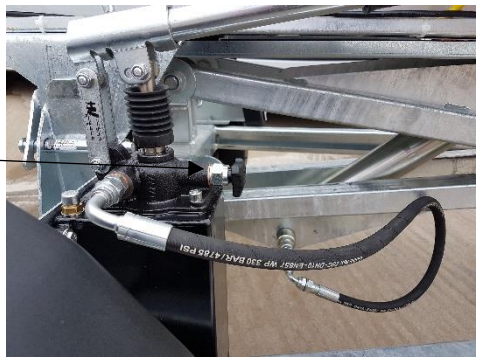
15.13 In an emergency pull the emergency stop wire situated around the tail end of the conveyor

15.14 If the emergency stop has been activated the system will need to be reset on the yellow e-stop control before the conveyor can be operated again

15.15 To lower the conveyor, first remove the 'D' Rings (reverse of Section 15.8) – (you may need to raise the conveyor slightly using the pump to take the weight off the pins)

15.16 Turn the hydraulic pump release tap slowly anti-clockwise until the conveyor starts to descend.

15.17 Control the speed by regulating the tap allowing the conveyor to lower slowly back onto the chassis.



15.18 Once the conveyor is at rest, refit the lynch pins and the locking 'D' pins (reverse of Section 15.5)

15.19 Ensure all power supply cables are coiled up securely and removed from the conveyor before towing.

15.20 Ensure any loose material has been removed from the conveyor before towing.

16. GENERAL CONVEYOR MAINTENANCE

Keep the conveyor clean, particularly under and around the loading section.

16.1 Belt

- Check belt tension and adjust if necessary by evenly tightening adjusting nuts situated either side of the conveyor tail section. (See details below)

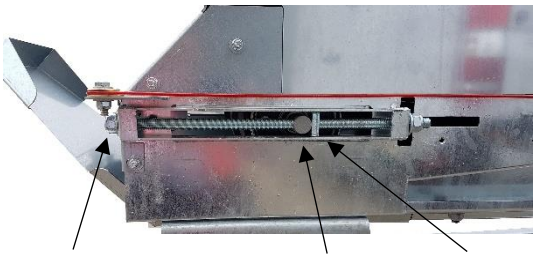
- The correct tension is the minimum required to maintain drive to the belt.

16.2 Gearbox

- Lubricated for life; check oil seals on output shaft for leaks.

- If the gearbox starts leaking please contact your supplier immediately.

16.3 Conveyor Tracking and Tensioning points



Adjusting bolt head to tension belt | Drum Shaft | Square Nut

Fig 16.1

Head adjusting stud | Loosen all four bolts first

Fig 16.2

17. CONVEYOR TROUBLE SHOOTING

17.1 Belt tracking over to one side at the tail section

STOP the conveyor and ISOLATE POWER SUPPLY. Remove the feed hopper, release the tension off of the belt and ensure there is no build up around the tail drum or any objects trapped between the drum and framework, then test to ensure the drum runs freely. Also carry out visual check on bearing condition (any play or noise) and if you find there is a problem contact your supplier. If no problem is found, tension the belt and connect the power and switch on, whilst the belt is running check the tracking and adjust as necessary to centralize the belt on the roller (see Fig 17.2 on page 15), switch off and refit the feed hopper.

17.2 Belt tracks over at the head section

STOP the conveyor and ISOLATE POWER SUPPLY. Check the head unit for any build up around the head drum or rollers and clear if found. Loosen the four locating bolts (see diagrams on page 5, do not completely undo the nuts) and make the necessary adjustments to centralize the belt (see Fig 17.1 on page 15), start the conveyor and check the position of the belt and make any final adjustments, retighten the four locating bolts and lock off the adjusting stud.

17.3 Drive operating but the belt is stationary

ISOLATE POWER SUPPLY. Check moving parts are free from obstruction. Tension the belt by adjusting the tension bolts evenly on the tail section.
(See Fig 16.1 on Page 13)
Restore the power and institute the start-up, check belt tracking and adjust as necessary.

17.4 Motor cuts out

ISOLATE POWER SUPPLY. Check that power supply leads are not too long causing drop in voltage at motor. Check that nothing has jammed any moving parts, particularly behind loading back guard. If in doubt contact your supplier for assistance (see page 22).

17.5 Starter does not work

ISOLATE POWER SUPPLY. Check that the transformer or main supply has not tripped, check the power lead to ensure that no damage has occurred, unplug the lead from the power socket, a competent electrician could check for loose or disconnected wires within the plugs and sockets. If after this has been done and you have reconnected the power it still fails to work, contact your supplier for assistance (see page 22).

17.6 Starter clicks but motor does not work

ISOLATE POWER SUPPLY. A competent electrician could check the plug and wires for any damage, or contact your supplier for assistance (see page 22).

17.7 Material jammed in conveyor under the feed hopper

ISOLATE POWER SUPPLY to the conveyor. If the item cannot be removed easily contact your supplier for assistance (see page 22).

17.8 Noise

If the conveyor starts to make any form of noise other than the normal operational noise, STOP AND ISOLATE the conveyor and check for something jamming the conveyor. If you find anything, remove it, if the noise persists, contact your supplier for assistance (see page 22).

Fig 17.1

Belt Tracking to one side at the discharge point

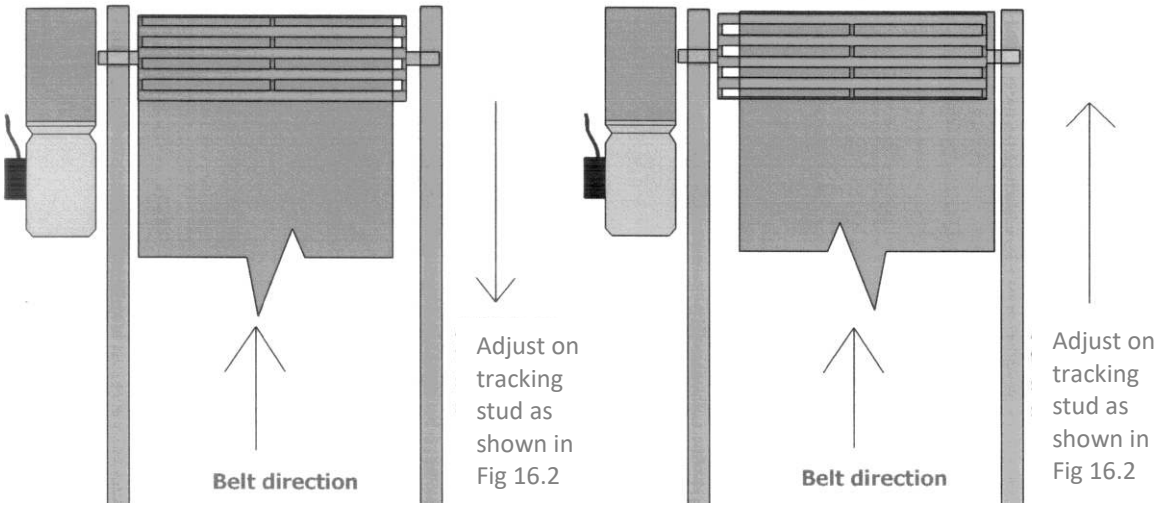
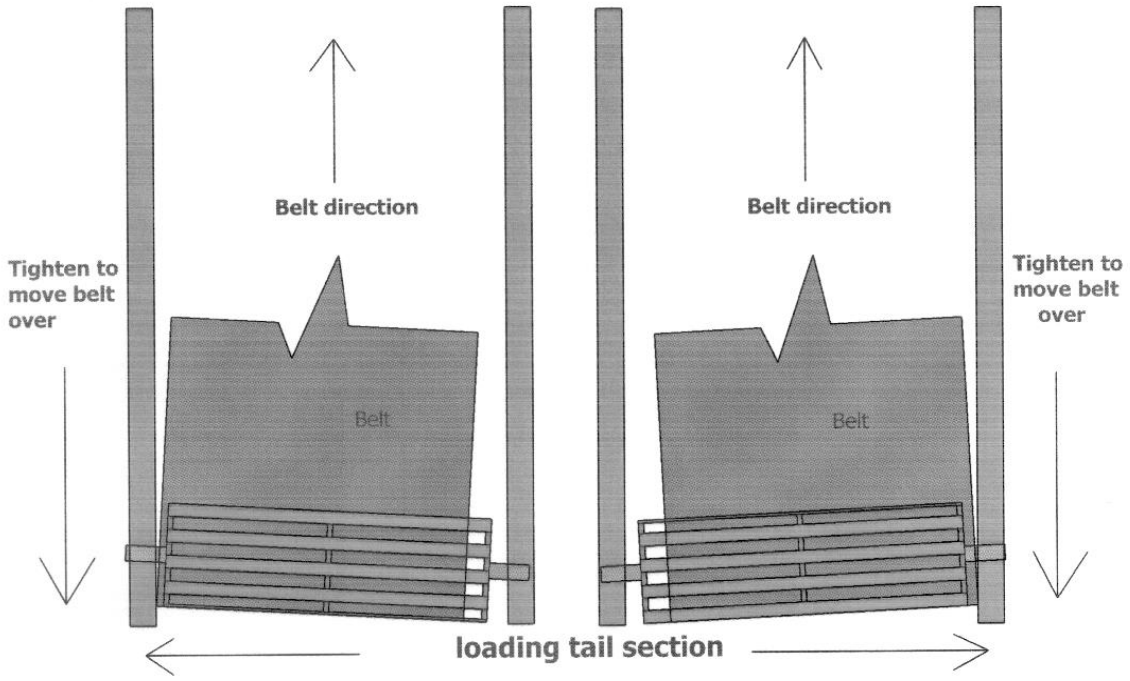


Fig 17.2

Belt Tracking to one side at the loading point



18. CONVEYOR ROUTINE MAINTENANCE

Routine maintenance checks are very important in maintaining the full useful working life of your Easiveyor conveyor. A regular maintenance program paying due attention to all the components itemised in this Routine Maintenance section will reduce the likelihood of break-down and costly downtime. Frequency of checks will depend on conveyor usage i.e. material being handled, hours worked per day etc. Checks are recommended at regular intervals depending on the amount of working hours that the conveyor is being used for.

A main feature in extending the life of your conveyor is thorough cleaning at regular intervals to prevent material build-up particularly around the feed and discharge points (good house-keeping is essential).

THERE ARE REGULAR MAINTENANCE CHECKS THAT MUST BE CARRIED OUT: -

1. **EVERY WEEK (or 60 hours)**
2. **EVERY MONTH (or 250 hours)**
3. **EVERY 3 MONTHS (or 750 hours)**
4. **ANNUALLY (or 3000 hours)**

ROUTINE MAINTENANCE CHECK LIST

18.1 MATERIAL HANDLING

It is very important to ensure that your conveyor is operating within its capacity. If you are in doubt as to the capacity, please consult your conveyor supplier. Overflowing and excessive quantities of material on the belt will lead to material build up in unnecessary areas that will in turn cause damage to your conveyor.

18.2 MATERIAL FEED POINTS

Inspect the feed points of the conveyor and ensure that material is feeding correctly onto the belt and that there is no over flow or spillage onto the surrounding area. Any material build up will create a hazard which will develop into a potential for conveyor failure and cause subsequent down time.

18.3 RUBBER BELT

Rubber belt and belt joints are classed as ‘wear’ items and not covered under the manufacturer’s warranty. Regular checking of the belt, joints and tracking will help prevent any unnecessary damage to these items and to the conveyor framework. Particular attention will need to be given to metal clip joints as wear to the underside of the joint will not readily be noticeable from a surface visual inspection.

18.4 ROLLERS

Intermediate top troughing rollers and return rollers will need to be checked regularly for free rotation and any excessive wear. These have sealed for life bearings and will need to be kept free from any material build up. Do not use thin spray lubricants (i.e. WD-40) as these will wash out the pre-greased bearings. If external lubrication is needed, this should be done with a spray lubricant grease (avoid any contact with the rubber belt).

18.5 HEAD UNIT

The Head Unit should be should be checked as per the maintenance schedule and visually assessed to ensure that the drum is functioning correctly and that the lagging is not excessively worn. The Head Drum and its mountings should be secure and in alignment with the conveyor and the motor mounting bracket secure to both conveyor frame and gearbox. Checks should be carried out to the inside of the side mounting plates to ensure that the belt has not been running out of alignment causing the edge of the moving belt to rub and wear the plates.

18.6 TAIL UNIT
The Tail Unit should be checked as per the maintenance schedule and visually assessed to ensure that it is functioning correctly and that the drum is clean with no excessive build-up of material around the drum and that it is running in the bearings correctly. This can be accessed by removing the tail drum guard (and the hopper if possible). Ensure that the tensioning stud bars each side are clean and operational and that the side clamps are tightly secured. The tensioning stud bars will benefit from a periodic light greasing with a multipurpose grease.

18.7 JOINT CHECK
All conveyor section connecting bolts should be checked and tightened periodically as per the maintenance schedule.

18.8 MOTOR & ELECTRICS
Carry out a regular visual check to ensure there are no obvious signs of wear or damage to the motor and supply cables. Any wear or damage in these areas should be reported immediately to a competent electrician to carry out further investigation and any necessary repair work.

18.9 GEARBOX UNITS
All gearboxes supplied are maintenance free as they are lubricated for life at the factory and the oil should not require changing. Visually inspect for damage.

18.10 BEARINGS
All external bearings need to be inspected for any excessive wear and that they are secure to the conveyor frame and in clean condition. All these bearings will need grease lubrication regularly. The manufacturer's recommended lubricant is a high quality lithium based grease of 2-3 consistency. They will need to be checked as per the maintenance schedule.

18.11 COVERS
Top covers should be checked periodically as indicted in the maintenance schedule. It is important that all fixings are securely tightened

18.12 BOTTOM COVERS
Bottom covers should be checked periodically as indicated in the maintenance schedule. Remove the bottom covers as required to remove excess material that might have built up and been carried around by the returning belt. It is important that all fixings are securely tightened after refitting the covers.

18.13 BELT TRACKING
Belt tracking should be visually checked at both ends of the conveyor to ensure that the belt is running in the centre of the drums and not running to one side more than the other. You may need to remove any objects that obstruct your visual inspection. If the belt is running out of alignment follow the belt tracking procedure as set out on pages 14 & 15

18.14 BELT TENSIONING
To check the belt tension on you conveyor, first make sure that there is no load on the belt. Ensure that you are situated in a safe position prior to starting the conveyor to inspect the belt running and that you are able to visually see the head drive drum on start-up of the conveyor. On start-up, first check that there is no belt slippage on the drum. If the belt is not slipping, then repeat this check with the belt running under its normal working load. Should you experience any slipping of the belt at the drive drum, then increase the tension at the tail drum end by following the tracking and tensioning procedure as set out on pages 14 & 15

18.15 HOPPER
Inspect regularly as per the maintenance schedule to ensure that there is no material build up in the hopper and its surrounding area. Check thoroughly that there is no damage to the hopper. Clean and remove material as necessary. Ensure all fixings are secure and tightened.

18.16 EMERGENCY GRAB WIRES & STOP STATIONS

All Emergency Stop devices must be regularly checked as per the Maintenance Schedule to ensure they are functioning correctly. (i.e. activate and ensure the conveyor stops). All stop units and cabling should be checked visually for damage and that all fixings are secure. Any maintenance work required should be carried out by a qualified electrician.

18.17 MOBILE COMPONENTS

It is important that all lynch pins are inspected to ensure they are correctly positioned and the safety retaining pins are secure. Pneumatic tyres should be inspected regularly for damage, wear and that they are inflated with sufficient pressure as indicated on the tyre wall.

18.18 HYDRAULICS

Visually check that there are no leakages or damage at hose connections, along the hose length and the ram. Check safety lynch pins are correctly inserted and retained. If the conveyor will not reach this maximum position, it is an indication that there is insufficient hydraulic oil in the system. Next lower the conveyor to its lowest position, ensuring that the hydraulic ram is in its closed position. Proceed to add oil to the hydraulic pump as necessary.

18.19. DOCUMENTATION

All maintenance should be documented accordingly in the section at the rear of this Operation and Instruction Manual

CONVEYOR ROUTINE MAINTENANCE SCHEDULE

Item	Maintenance check	Frequency			
		Weekly	Monthly	3 Monthly	Annual
		or 60 hours	or 250 hours	or 750 hours	or 3000 hours
18.1	Material Handling			✓	✓
18.2	Material Feed Points	✓	✓	✓	✓
18.3	Rubber Belt	✓	✓	✓	✓
18.4	Rollers		✓	✓	✓
18.5	Head Unit			✓	✓
18.6	Tail Unit			✓	✓
18.7	Joint Check			✓	✓
18.8	Motor & Electrics	✓	✓	✓	✓
18.9	Gearbox Units				✓
18.10	Bearings			✓	✓
18.11	Top Covers			✓	✓
18.12	Bottom Covers		✓	✓	✓
18.13	Belt Tracking	✓	✓	✓	✓
18.14	Belt Tensioning			✓	✓
18.15	Hopper			✓	✓
18.16	Emergency Grab Wires		✓	✓	✓
18.17	Mobile Components			✓	✓
18.18	Hydraulics	✓	✓	✓	✓
18.19	Documentation		✓	✓	✓
18.20	Trailer Maintenance (see Section 14 – page 10)				

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

MAINTENANCE CARRIED OUT	SERVICE TYPE					
	MONTHLY		3 MONTHLY		ANNUAL	
SIGNATURE:	PRINT:			DATE:		

Next service due: - ____/____/_____

19. WARRANTY

The product is covered by a 12 month warranty. The Company undertakes to replace or repair, free of charge, any defect which the Company considers to be due to faulty workmanship or material within 12 months of the sale date, except for:

- Defects arising from neglect, misuse or unauthorised modifications.
- Damage caused by abuse, misuse, dropping or other similar damage caused by or as a result of failure to follow transportation, storage, loading or operation instructions.
- Alterations, additions or repairs carried out by persons other than the Manufacturer or their recognised distributors.
- Transportation or shipment costs to and from the Manufacturer or their recognised agents, for repair or assessment against a warranty claim, on any product or component.
- Materials and/or labour costs to renew, repair or replace components due to fair wear and tear.
- Faults arising from the use of non-standard or additional parts, or any consequential damage or wear caused by the fitting or use of such parts.

IMPORTANT – warranty may, at the sole discretion of the manufacturer, be voided if the scheduled service/inspections are not carried out in accordance with the logbook.

The Manufacturer and/or their recognised agents, directors, employees or insurers will not be held liable for consequential or other damages, losses or expenses in connection with, or by reason of, or due to the inability to use the product for any purpose.

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Warmley
Bristol
BS30 8TY UK

Tel: +44 (0) 117 956 3131

Email: support@coveya.co.uk

20. MODIFICATIONS

If additional equipment or any third party work, modifications or alterations are to be carried out on the Trailer which will involve any welding, drilling or any form of cutting or distortion of materials, full written approval must be obtained from the Manufacturer prior to the work being carried out.

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WE KEEP YOU MOVING