

# Operation Manual

## Bicycle Trailer

62792

# toboli



Illustration similar, may vary depending on model

Please read and follow the operating instructions and safety information prior to initial operation.

Technical changes reserved!

Illustrations, functional steps, and technical data may deviate insignificantly due to continuous further developments.



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WilTec Wildanger Technik GmbH  
Königsbenden 12  
52249 Eschweiler Germany

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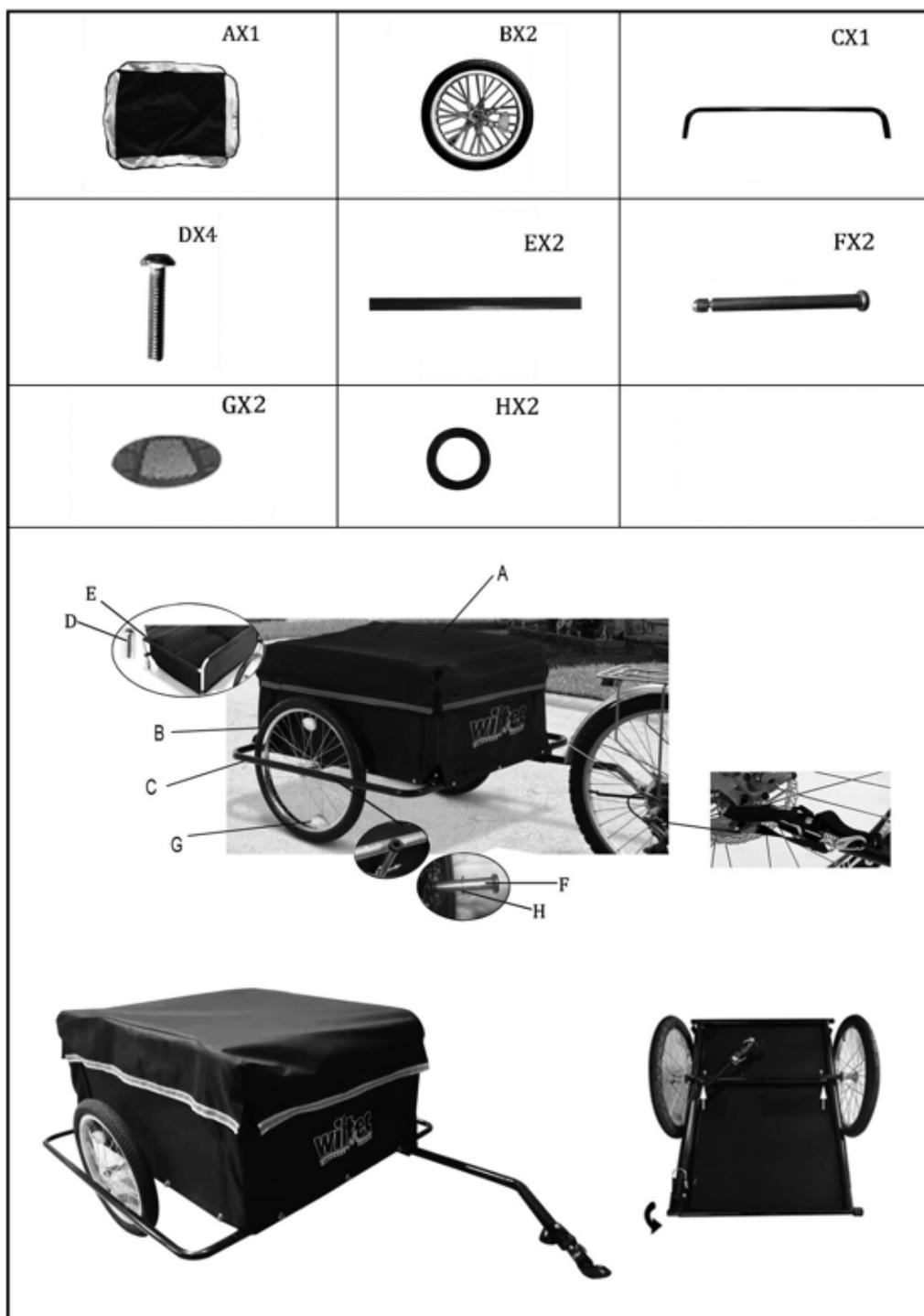
Retourenabteilung  
WilTec Wildanger Technik GmbH  
Königsbenden 28  
52249 Eschweiler Germany

E-mail: **service@wiltec.info**  
Phone: +49 2403 55592-0  
Fax: (+49 2403 55592-15)

## Introduction

Thank you for choosing to purchase this quality product. To minimise the risk of injury, we ask you to always take some basic safety precautions when using this product. Please read this operating manual carefully and make sure that you understand it. Keep these operation instructions in a safe place.

## Parts list





## Safety instructions

- Before starting your journey, it is essential to check that the drawbar, the wheels, and all plug connections are securely in place.
- Only use the trailer in case no damage has been found before use. Especially check the tension straps for damages and proper seat.
- **The use of a trailer modifies the handling of a bicycle; therefor:**
  - Do not make too sharp turns. The trailer is always slightly dislocated inwards, and there is a risk of it getting stuck on obstacles, e.g., the pavement.
  - While making turns, the speed needs to be reduced to prevent the trailer from tipping over.
  - Try to avoid braking while making turns for the unbraked mass of the trailer forces the rear wheel outwards. With too high a charge, the team might become ungovernable.
  - Strong brakes on the towing bike are a must.
  - Do not turn about the bicycle-trailer team on one and the same spot, for too low a turning radius might damage the drawbar.

**Attention!** The lower the total weight of the rider and bike, the easier it is for the rear wheel to break away sideways when braking. Therefore, make sure to govern the bicycle in an appropriate manner in case the total weight is not high enough.

## Loading and unloading

- Heavy objects should be charged as deeply as possible inside the trailer and over the axles.
- Make sure that the charge is well secured to prevent it from shifting during your ride.
- The maximum capacity is 65 kg.
- Do not use flexible straps to secure the charge. It is recommended to use appropriate lashing straps.
- The safe seat of the charge absolutely needs to be checked before starting. When driving on unmade roads, you should check the charge several times for it being securely fixed.

**Attention!** Make sure that the weight of the objects to be transported is evenly distributed. Too high a load in the rear part of the trailer might shift the centre of gravity of the trailer to the rear. Too high a load in the front part of the trailer will stress the clutch and rear axle of the bicycle. If charged inappropriately, the trailer risks to tilt over.

## Safety equipment

As an example, the following information give you a little overview of the safety equipment required by German and Austrian legislation. However, read up on possible regulations in your respective country deviating from those stated and safety precautions being necessary when using a bicycle trailer.

*The German legislation defines the following safety equipment and features:*

The lights of a trailer are defined by para. 67a of the federal Road Traffic Licensing Regulations (*Straßenverkehrszulassungsordnung, StVZO*). As for entire bicycles, trailers can only be equipped with approved components. These have a certification mark issued by German Federal Motor Transport Authority (*Kraftfahrtbundesamt, KBA*) and consisting of a wavy line and three to five digits. As for entire bicycles, the lights of a trailer must not be covered. The set equipment comprises at least:

- in general:
  - two red category "Z" cat's-eyes with a max. distance of 20 cm from the outer edge,
  - with effect to both sides,
    - ringlike reflector strips fixed to the wheel or felloe
    - or reflecting spokes (all spokes!)
    - or reflecting spoke sleeves fixed to every spoke
    - or a minimum of two yellow spoke reflectors mounted to every wheel and shifted by 180°;



- concerning trailers with a width inferior to 60 cm with more than 50 % of the visible luminous surface of the rear light of the bicycle covered, an additional red rear light;
- concerning trailers with a width superior to 60 cm:
  - with forward effect, two white reflectors with a maximum distance of 20 cm from the outer edge,
  - with backward effect, a red rear light;
- concerning trailers with a width superior to 100 cm:
  - with forward effect, two white reflectors with a maximum distance of 20 cm from the outer edge,
  - an additional front light on the left side.

The trailer hitch installed needs to ensure that the trailer does not tip over in case the bicycle tilts.

Transport of persons in a cargo trailer is not permitted. Persons may only be transported in trailers designated to and approved for this use. In that case, safety and charge prescriptions must be respected.

*The Austrian legislation defines the following safety equipment and features:*

In Austria, the decree concerning bicycles, as amended in 2013, stipulates the following:

*Regulations concerning towing trailers*

§ 3. (1) Besides the prescriptions of the para. 1 and 2, the following additional prescriptions apply to bicycles towing a trailer:

1. the pedalling mechanism of the bicycle must have at least one gear with a maximum speed of 4 m per pedal revolution;
2. in case children are transported in the trailer, the bicycle or trailer must be equipped so that the children transported cannot touch the spokes and that the children's extremities cannot be jammed between the rear wheel and its cover;
3. the bicycle must be equipped with a stand.

(2) Concerning racing bicycles used for towing a trailer, the prescriptions of para. 3 sec. 1 apply analogously.

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