BURGERS TRAILERS DOUBLE DECK TRAILER USER MANUAL

English

23RD OF AUGUST 2023

BURGERS CARROSSERIE

Burgers DD vehicle user manual

Introduction

Burgers Carrosserie has produced your vehicle and delivered it to you with the greatest of care. It is fully geared to the expected use. This manual has been written to allow you to make optimal use of the vehicle. Please read this manual carefully. It has been compiled to help you familiarise yourself rapidly with the vehicle. This manual indicates how to use the vehicle safely and economically. It also explains that you must maintain the vehicle to be able to use it for many years without problems. We are assuming that the user of this vehicle is in possession of at least a CVV-B driver's diploma or equivalent. We hope you will enjoy many safe kilometres of driving.

Compilation of the user manual

This manual consists of a general section, an undercarriage section, a superstructure section and supplementary sections regarding any special parts. The manufacturers of these parts have produced their own user manuals. These have been included separately to provide you with the correct information. You should therefore also read this information carefully. It may deal with subjects not included in the general manual.

General breakdown number +31 (0)85 02 27 788

For breakdowns occurring abroad we are members of the EBTS located in Hasselt Belgium
Contact: Mr. Stephan Surmont

- technical reports: tel. +32 (0)70 22 2123
- e-mail platform: platform@ebts.eu

Burgers-Carrosserie
Lakenblekerstraat 26
1431 GG Aalsmeer
The Netherlands
Tel.: +31 (0)85 02 27 700
Website: www.burgersgroup.com
Email: info@burgersgroup.com

Burgers Service, Repairs & Maintenance
Lakenblekerstraat 42
1431 GG Aalsmeer
The Netherlands
Tel.: +31 (0)85 02 27 710
service.aalsmeer@burgersgroup.com

Burgers Service, Repairs & Maintenance
Zaadmarkt 18
1681 PD Zwaagdijk-Oost
The Netherlands
Tel.: +31 (0)85 02 27 730
service.Zwaagdijk@burgersgroup.com

Burgers Service, Repairs & Maintenance
Sint Joosterweg 11
6051 HE Maasbracht
The Netherlands
Tel.: +31 (0)85 02 27 740
Service.Maasbracht@burgersgroup.com

Table of contents

1. Before use

Always check that the load is properly secured and that the coupling between the towing vehicle and the trailer is properly closed before use, to avoid accidents on the road.
PLEASE NOTE! The support leg radius differs from trailer to trailer. The fifth wheel heights also differ.

1.1. Coupling and uncoupling

Coupling a trailer:

- Place the trailer on a paved, horizontal surface.
- Always uncouple steered trailers with the truck in the straight-ahead position in front of the trailer.
- This simplifies the coupling with the steering wedge under the trailer.
- Put on the trailer's parking brake.
- Set the truck's air suspension to lift.
- Lower the support legs.
- Undo all pneumatic and electrical connecting cables.
- Unlock the truck's coupling.
- Drive the truck forward a little way and lower its air suspension.
- Drive the truck out from under the trailer.
- Coupling of a trailer is done in the opposite order.

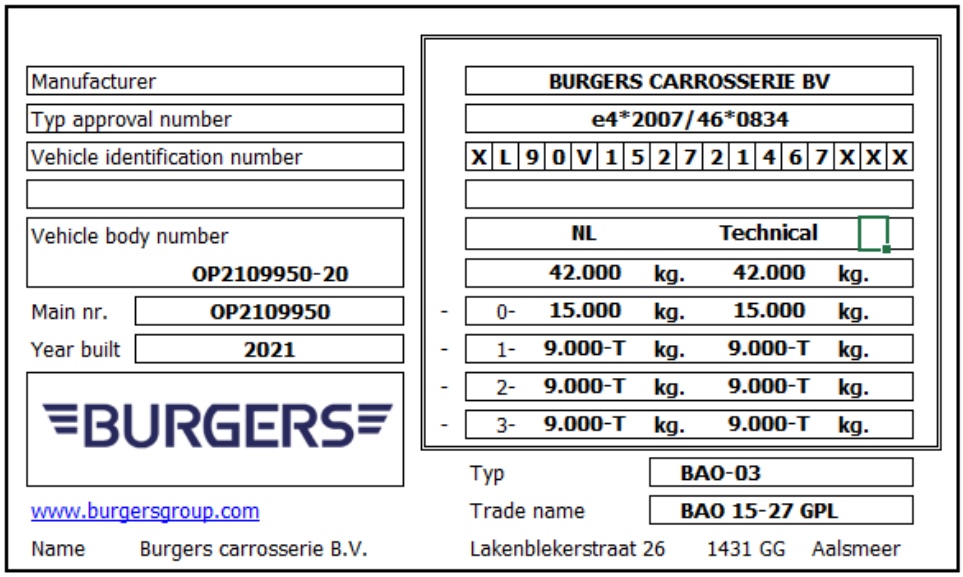
ATTENTION! *Before driving, check that the air suspension is in the driving position and the hand brake is released*.

1.2 Loading the vehicle

When you are loading the vehicle, always ensure a safe working environment. Observe the maximum vehicle weights and individual axle loads. Distribute the load evenly over the loading deck. Use the vehicle's securing facilities, such as lashing bars, securing rails, lashing eyes, lashing straps, rope hooks and/or locking systems.

1.3 Load capacity

The gross load capacity differs from trailer to trailer. You will find this on the model plate, at the front of the trailer (headboard)



Manufacturer		BURGERS CARROSSERIE BV		
Typ approval number		e4*2007/46*0834		
Vehicle identification number		XL90V1527214671XXX		
Vehicle body number	OP2109950-20	NL	Technical	
		42.000 kg.	42.000 kg.	
Main nr.	OP2109950	- 0- 15.000 kg.	15.000 kg.	
Year built	2021	- 1- 9.000-T kg.	9.000-T kg.	
		- 2- 9.000-T kg.	9.000-T kg.	
		- 3- 9.000-T kg.	9.000-T kg.	
		Typ	BAO-03	
www.burgersgroup.com		Trade name	BAO 15-27 GPL	
Name	Burgers carrosserie B.V.	Lakenblekerstraat 26	1431 GG	Aalsmeer

VB Chassis XL90D1518 indicates:

- Fifth wheel load is 15t kg
- Axle load is 18t kg
- Altogether, the gross load capacity = 33t kg

1.4 Wheel arches / axles / suspension

1-wheel axle set with 2-part/3-part independent air suspension, air suspension with low-maintenance bearing bushings.

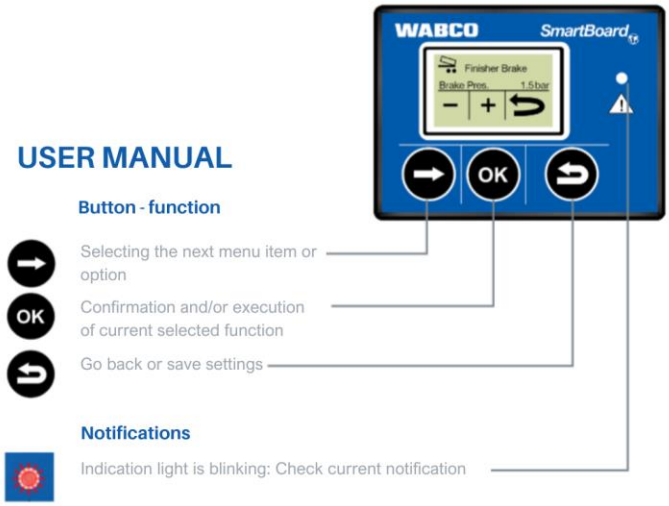
1.5 Drive height adjustment

Can be operated as standard in the following three ways:

1.5.1 ECAS (See 1.10 for operation)

Electronically operated drive height air suspension for all set drive heights
- using a pulse dashboard switch that you provide yourself for the height position.

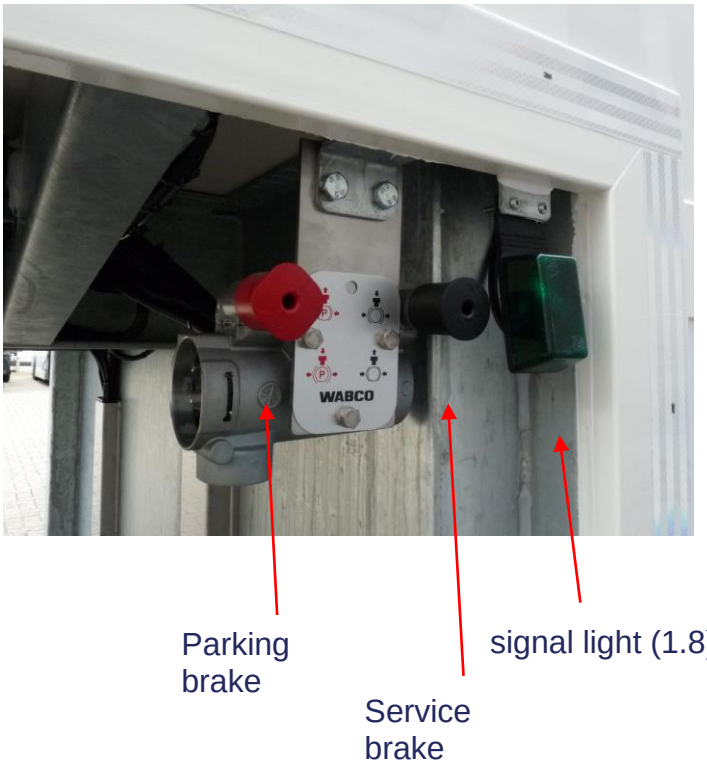
1.5.2 Smartboard (See 1.11 for operation)

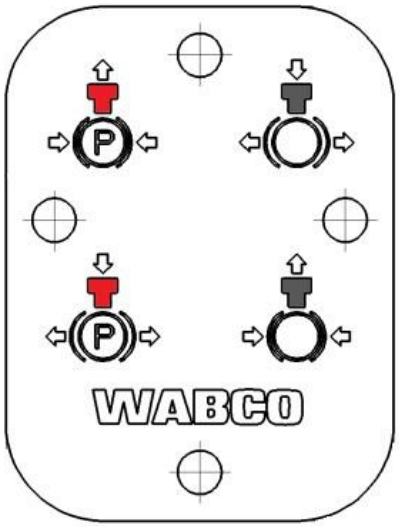


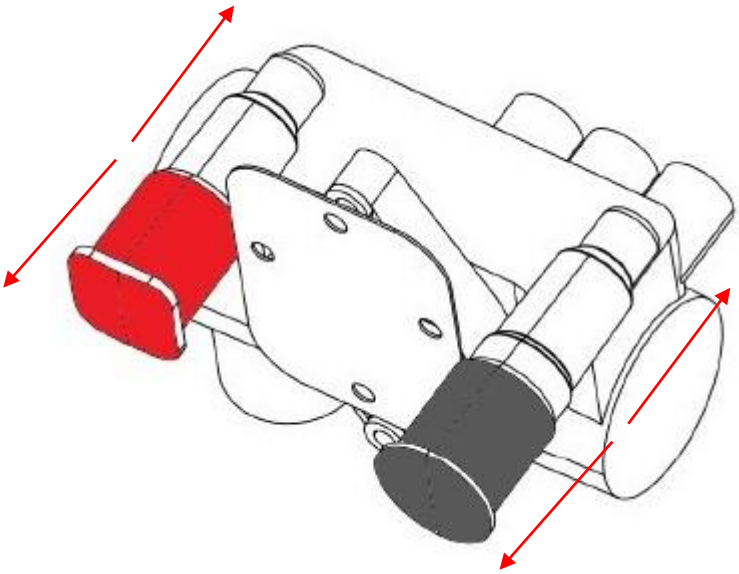
1.5.3 TASC (See 1.13 for operation)

1.6 Braking system

Your vehicle is equipped with a WABCO 2-line EBS-E braking system, with electronically-controlled, load-dependent brake force control. The load-dependent adjustment adapts the braking system to the vehicle load, taking into account your vehicle's maximum permissible axle loads. Overloading will therefore result in reduced brake function. The parking brake operates with spring brake cylinders.







Red button out: **Trailer handbrake is on.**

Red button in: **Trailer handbrake is off.**

Black button in: **Ranging mode; trailer's service brake is off. The button resets itself when the trailer is coupled.**

Black button out: **Trailer's service brake is on. This resets itself when the trailer is uncoupled.**

1.7 Brake system check

The green indicator light/warning indication on the left-hand side for the trailer deep bed "lights up" when the ignition is switched on (= lamp check).
The indicator light/warning indication goes off at a speed of v ≥ 7 km/h. If the indicator light/warning indication does not go off even after pulling away, the driver should have the malfunction corrected by a Burgers Service, Repair & Maintenance facility. Events occurring during operation of the vehicle are stored in the trailer EBS E and can be called up using the TEBS E diagnostic software at the garage.

1.8 Tyres/wheel rims

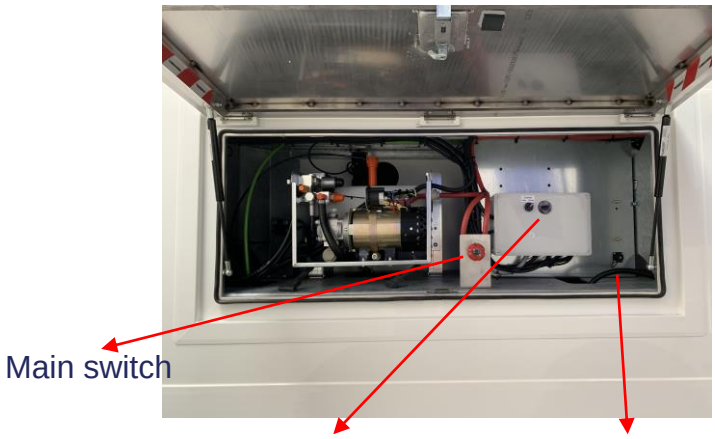
4-6 11.75 x 22.5” steel wheel rims offset ET=65 mm, with 385/65 R22.5 tyres filled with nitrogen.

1.9 Electronic Air Suspension (ECAS)

The air suspension is equipped with an ECAS drive height regulation system.
An electronically-operated air suspension system enables a number of specific functions to be controlled, including:
Ride height adjustment, various loading and unloading levels, maintenance of loading/unloading level with changing load, steering, drive-off assistance and operation from the cabin of the towing vehicle.
The ECAS system fitted in your vehicle is geared entirely to the vehicle's use.

Attention! *The functioning of the electronic air suspension relies on the power supply (24 V). The power is supplied by means of the EBS intermediate cable (ISO 7638). If the EBS intermediate cable is* ***not*** *connected, the electronic air suspension will not function*

ECAS remote control



1.10 Drive height adjustment (SmartBoard)

1.11 Drive height adjustment air suspension (ECAS)

ECAS malfunction (Signal light (See 1.7) flickers).
When the towed vehicle is outside the driving level (light is permanently on)
If the light stays on, there is a discrepancy between the currently-selected driving level and the vehicle's actual driving level.

You can change the driving level by using the ECAS control box/remote control, a Smartboard console or a TASC valve.

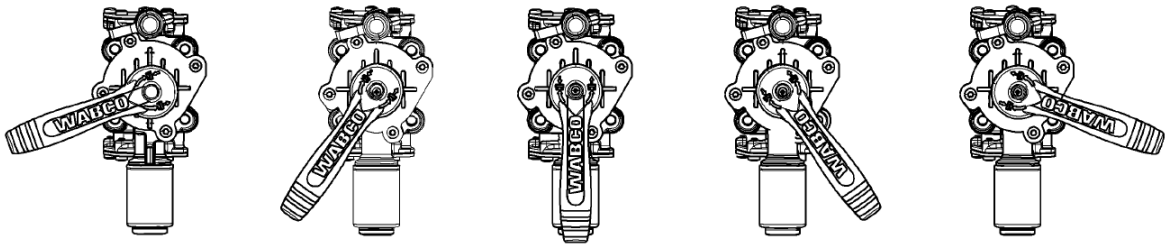
- Return vehicle to the driving level if necessary.
- The selected driving level is the reference level.
- Move the vehicle slowly at a speed higher than the configured RTR speed, (default 30 km/h).
- The vehicle will then automatically drive to the selected driving level.
- A flickering light flickers indicates a malfunction in the ECAS system part.

Have the diagnostic memory read out via the TEBS E diagnostic software at a Burgers Service, Repair & Maintenance branch and have the malfunction corrected.

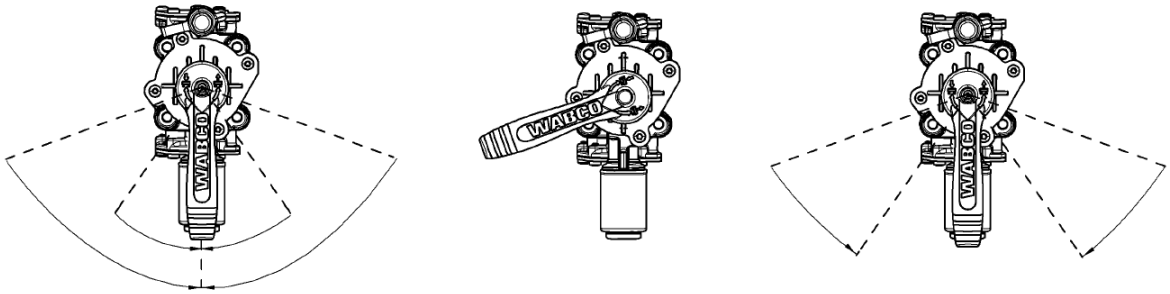
1.12 Drive Height Adjustment Air Suspension (TASC)

TASC Trailer air suspension check combines the lifting/lowering function with the Return-to-Ride (RTR) level.
Once the trip has been commenced, the vehicle's air suspension automatically returns to a safe driving level.

Lower Stop Ride Stop Raise



Return to normal ride height (RTR) Lock lowering ride height "dead man's function"



(RTR) Return To normal Ride level
Lock lowering (of ride height)
Deadman control (= safety function spring return handle)

Instructions for operating TASC on the Ferry:

- Park the truck and trailer
- Remove the EBS power cable from the trailer
- Set the trailer to the highest position with the TASC
- Raise the back of the truck.
- Put the two support legs into the normal position
- Lower the back of the truck
- Uncouple the trailer from the truck.

1.13 Smartboard, control and indicator device

The SmartBoard (console) is an easy-to-use multifunctional system for making vehicles such as trailers safer and more efficient.

Wabco SmartBoard new type

Wabco SmartBoard

The SmartBoard combines the following functions, for example:

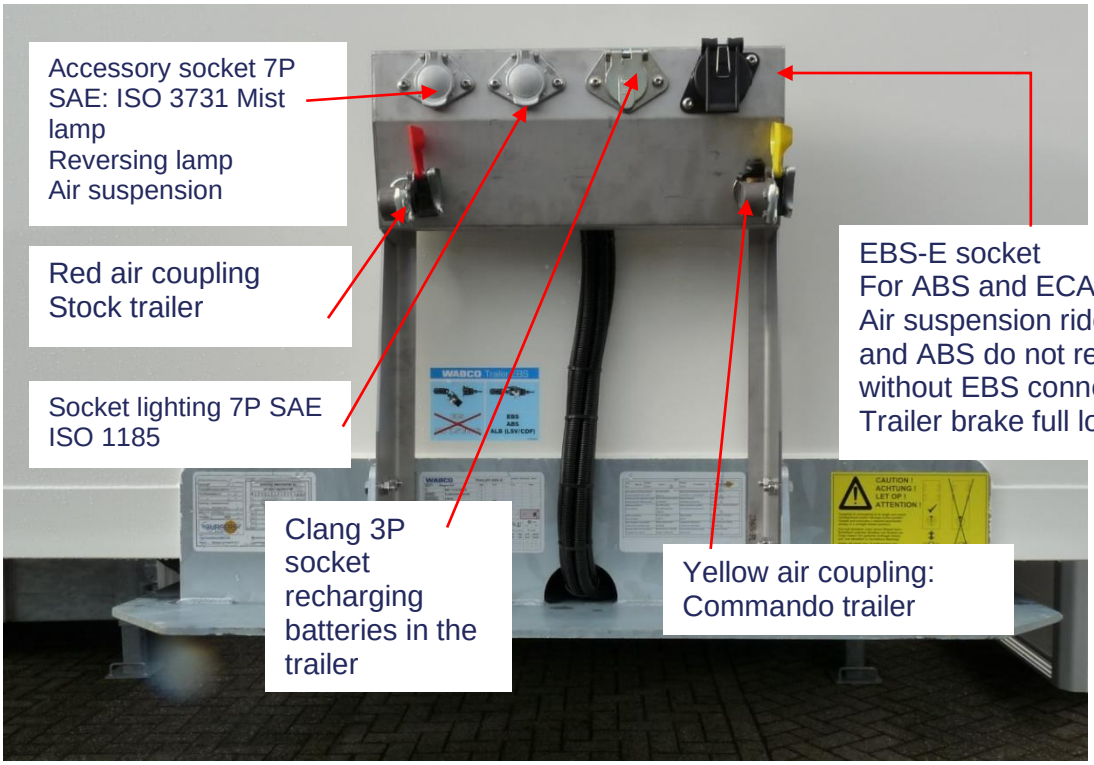
- Odometer Status Displays the distance travelled (works without the power supply of the towing vehicle))
- Axle load indication. Displays current axle load (indication)
- Adjustment of ride heights air suspension, loading and unloading heights
- Adjustment of pre-set ride heights

See supplier ZF / Wabco's instructions and operating manual

1.14 Fall arrest device/trailer support legs

Two manual mechanical fall arrest devices with foot plates that can be extended independently of one other.
The truck should be used to raise the trailer to the correct height to enable sufficient extension of the fall arrest devices.

1.15 Pneumatic and electrical couplings on light-air platform

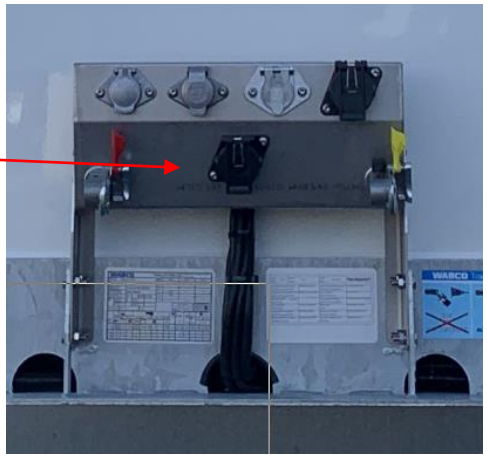


Fitted in a protected and elevated position at the front, position of connections in the driving direction seen from left to right:

- 1 x 7P SAE accessory socket ISO 3731
- 1 x 7P SAE socket ISO 1185
- 1 x 3P Clang socket for recharging batteries
- 1 x 7P EBS socket ISO7638

  Below:
- 1 x connector stock red ISO 1728
- connector commando yellow ISO 1728.

Connected in accordance with attached diagram
If requested, a 15-pole socket ISO 15098
(See photo on the right)

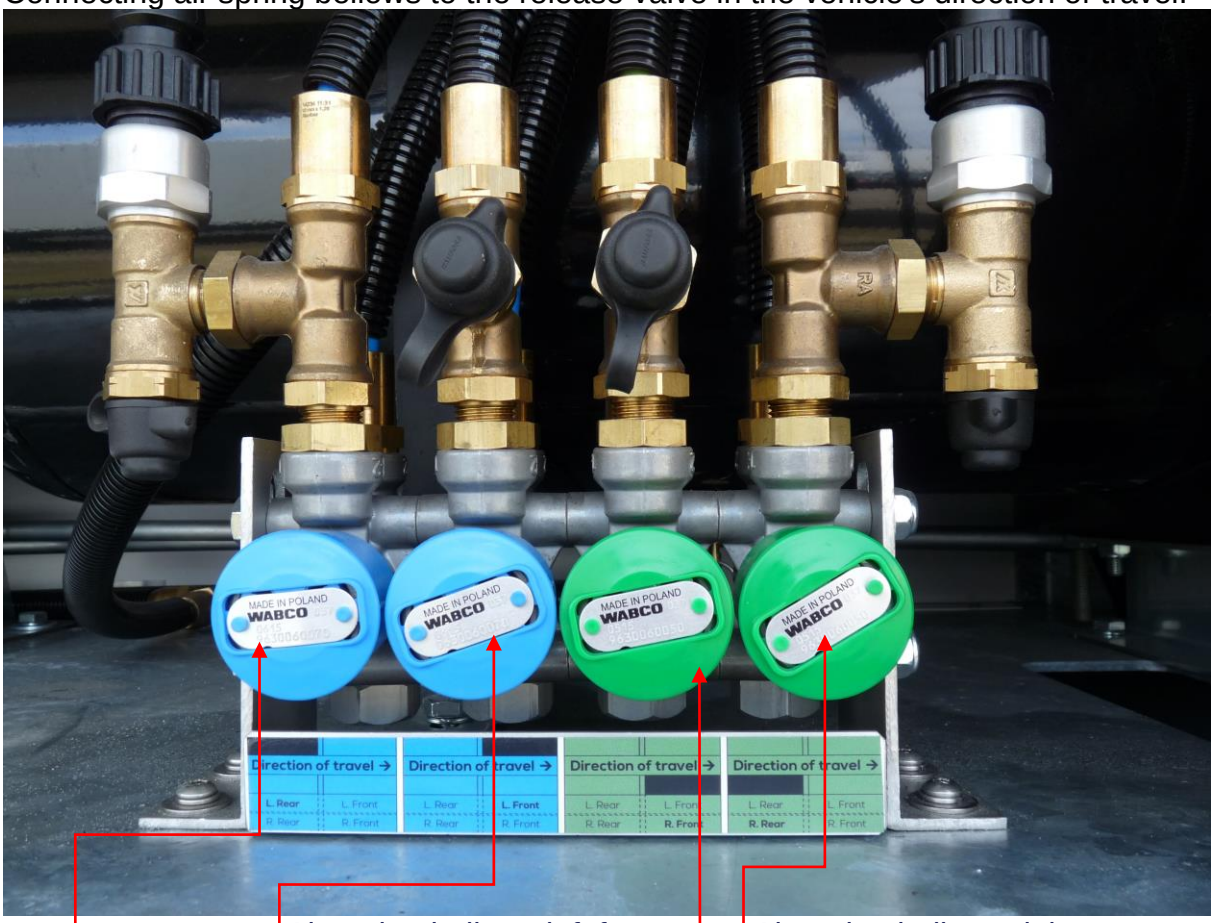


1.16 Air spring bellows relief valves

In the event of a tyre puncture, it is recommended that the air spring bellows above the affected wheel with the puncture be vented (to avoid serious damage, which may occur if the wheel with the puncture continues to carry the loaded load).
These release valve knobs are located behind the left rear side hatch, above the rear axle and the air spring bellows are vented by pulling the respective release valve knob OUT!

In all cases, you should find somewhere to park ASAP to change the wheel with the flat tyre (taking into account the local traffic regulations and the surroundings of the event).

Connecting air spring bellows to the release valve in the vehicle's direction of travel:



1.17 Changing the wheel

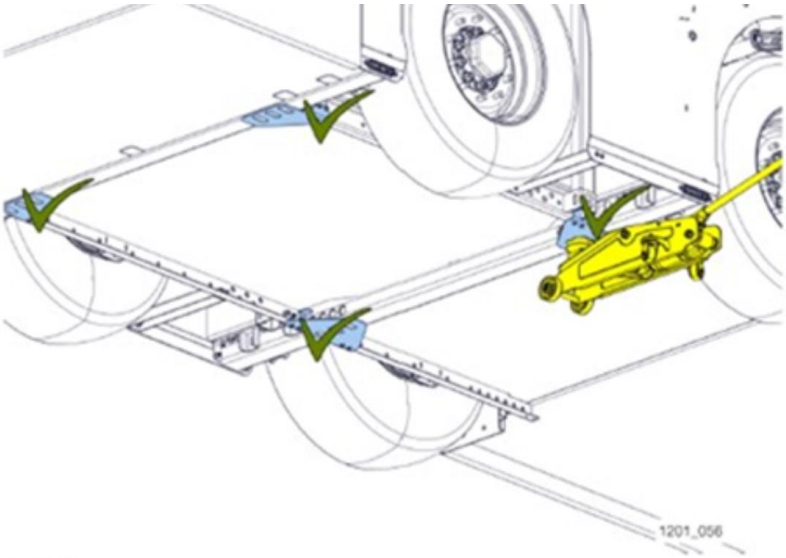
When changing the wheel with a flat tyre, the trailer must be put into the highest driving position. Pull out the axle release button of the affected wheel, releasing the axle with the flat tyre first.

The axle must be raised (jacked up) in the correct place (under the 'leg').

Alternatively, the vehicle can be jacked up under the crossbar of the wheel arch floor, but only if the vehicle is empty and unladen! See drawing!
Wheels should only ever be changed by a person with the necessary knowledge.

A brief summary of wheel changing
When changing a wheel, the following protocol should be followed to prevent damage and dangerous situations.

1. Set the air suspension to the highest position.
2. Pull out the release button for the wheel in question.
3. If the second axle is concerned, unplug the EBS plug*.
4. Jack up the axle
5. Change the wheel



Afb.4-3

- If EBS remains connected and axle 2 is jacked up, axle 1 will be elevated too far and there is a risk of the shock absorber of axle 1 breaking.

The trailer may only be lifted at one of the jacking points. The trailer must NOT be loaded.

- Order of front axle-wheel change - air suspension highest. Order 1, 2, 4 and then step 5.
- Order for second axle wheel is as follows. 1, then connect EBS plug, then steps 2, 4 and 5.
- Steering wheel and axle are the same when it comes to changing.

1.18 Tightening torques

All bolted connections used on the vehicle must be checked regularly for looseness. A table of tightening torques for the most important connections is given below.

Description	Brand	Dimensions	Tightening torque	Comment
Wheel nuts	Gigant	M-22 x 1.5	570 – 630 Nm	See appendix
Hub cap	Gigant		800 Nm	See appendix
Shock absorber	Tridec	M-24	400 – 450 Nm	See appendix
Steering front	Tridec			See appendix
Steering rear	Tridec			See appendix
Tailgate	Dhollandia			See appendix
Kingpin	GF	M-14	180 Nm	

1.19 Markings

It is not permitted to remove the markings from the vehicle. They contain important instructions for use and safety. If markings have been lost (due to damage or spray work, for example), you can order replacement markings from Burgers Carrosserie BV. Quote your vehicle's chassis number

2. Superstructure coachwork

2.1 Floor neck section

The top of the neck construction is fitted with a plywood floor panel with smooth underside and top, colour white.

2.2 Floor lower

Lower floor consisting of aluminium plank profiles with ribbing, placed transversely from the inside of the neck plate to the back.

2.3 Floor upper

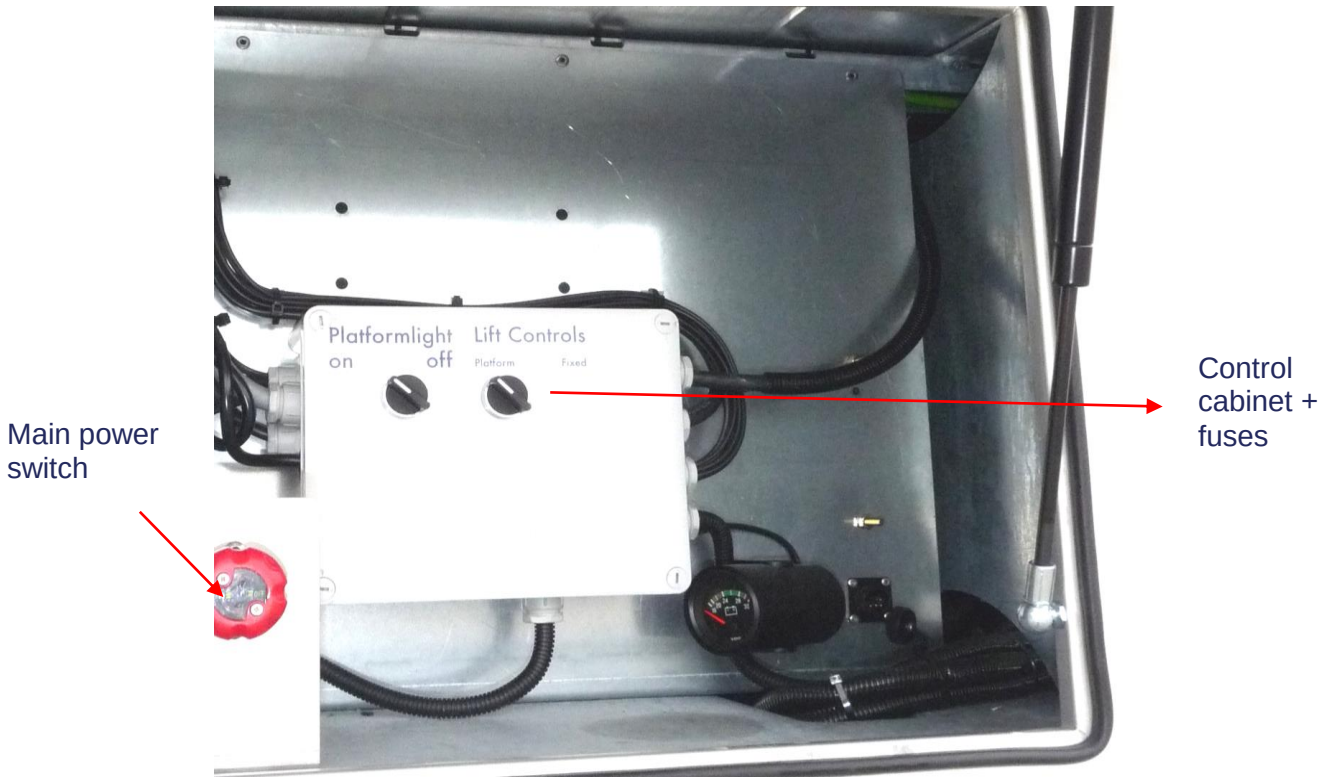
Upper floor consisting of aluminium plank profiles with ribbing, placed transversely from the inside of the front wall to the rear.
At the very back of the floor we install a foot-trap protection, NOT to be stowed folded up. There are also 2 roll-off protections with set stainless-steel profile, no bolts.

2.4 Front wall

Consisting of a 24 mm-thick plywood panel, fitted inside and out with a polyester plate in colour white.
Max. head radius 2040 mm (2.04 m).

3. MD loading lift control

The trailer is equipped with a Dhollandia Multi-Deck tailgate. For an explanation for a trailer with rear doors and a short tailgate, see 3.10 Rear doors. Below is a diagram of the instructions for the loading lift as fitted in the Burgers Double Deck trailer.
For further information and instructions, follow the individual instruction manual guide for tailgate. Ensure a safe working environment when using the loading lift, to ensure that no one can become trapped between the moving parts of the loading lift. The latest version of all manuals can also be downloaded from the DHOLLANDIA website: www.dhollandia.com → country and language choice → Downloads → operation manuals →
… select desired manual

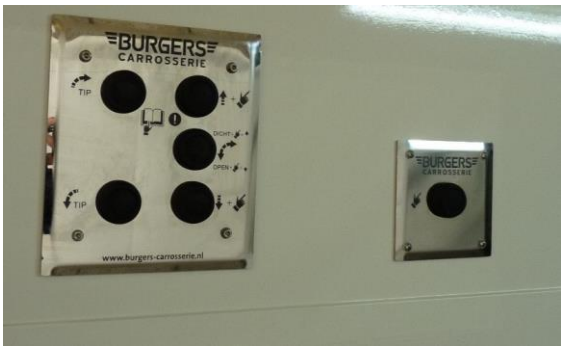


To operate the lift, the main power switch needs to be on. You can then select the control cabinet for operating on the outside of the trailer or for the gate control. After the work, the main switch should be turned off again.

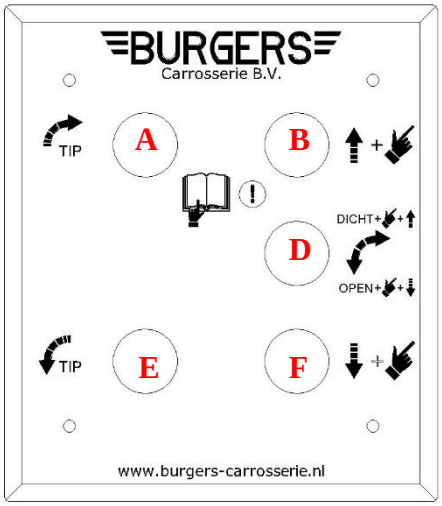
Turn on (operation) = rotate the switch a quarter turn
Turn off (operation) = press the switch

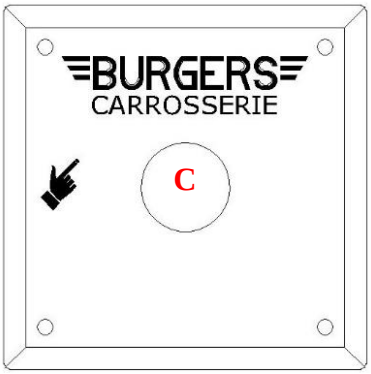
3.1 External operation of MD loading lift

Function description	Icon plate	Operating button codes
RAISE Platform (lift horizontally)		B + C
LOWER Platform (lower horizontally)		F + C
CLOSE platform (hinged below)		D + B + C
OPEN platform (hinged below)		D + F + C
Tip flap (point) CLOSE		A + C
Tip flap (point) OPEN		E + C



MD loading lift power supply	C

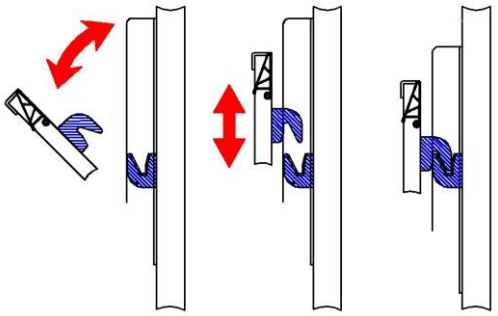




3.2 Opening and closing MD loading lift

The following steps must be taken to open the loading lift:

1. Tip part (point) fully open.
2. Hold in D+F+C for one second.
3. Raise the loading lift until the arrow reaches the green zone. The locking plates on the lifting platform are lifted out of the locking hooks.

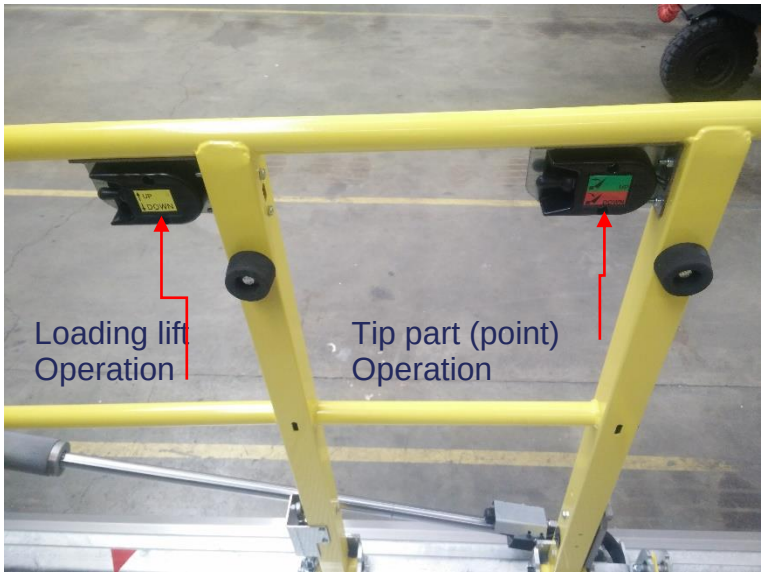


4. Fold open the MD loading lift.
5. Raise the rails and pavement plates to an upright position.

The following steps should be taken to close the loading lift:

1. Stow away and lock the railing and pavement plates.
2. Raise or lower the loading lift until the arrow is in the green zone.
3. Close the loading lift in one flowing, unbroken movement.
4. Lower the lift so the locking plates on the lifting platform fall into the locking hooks.
5. Close tip part (point).

3.3 Operating railing MD loading lift



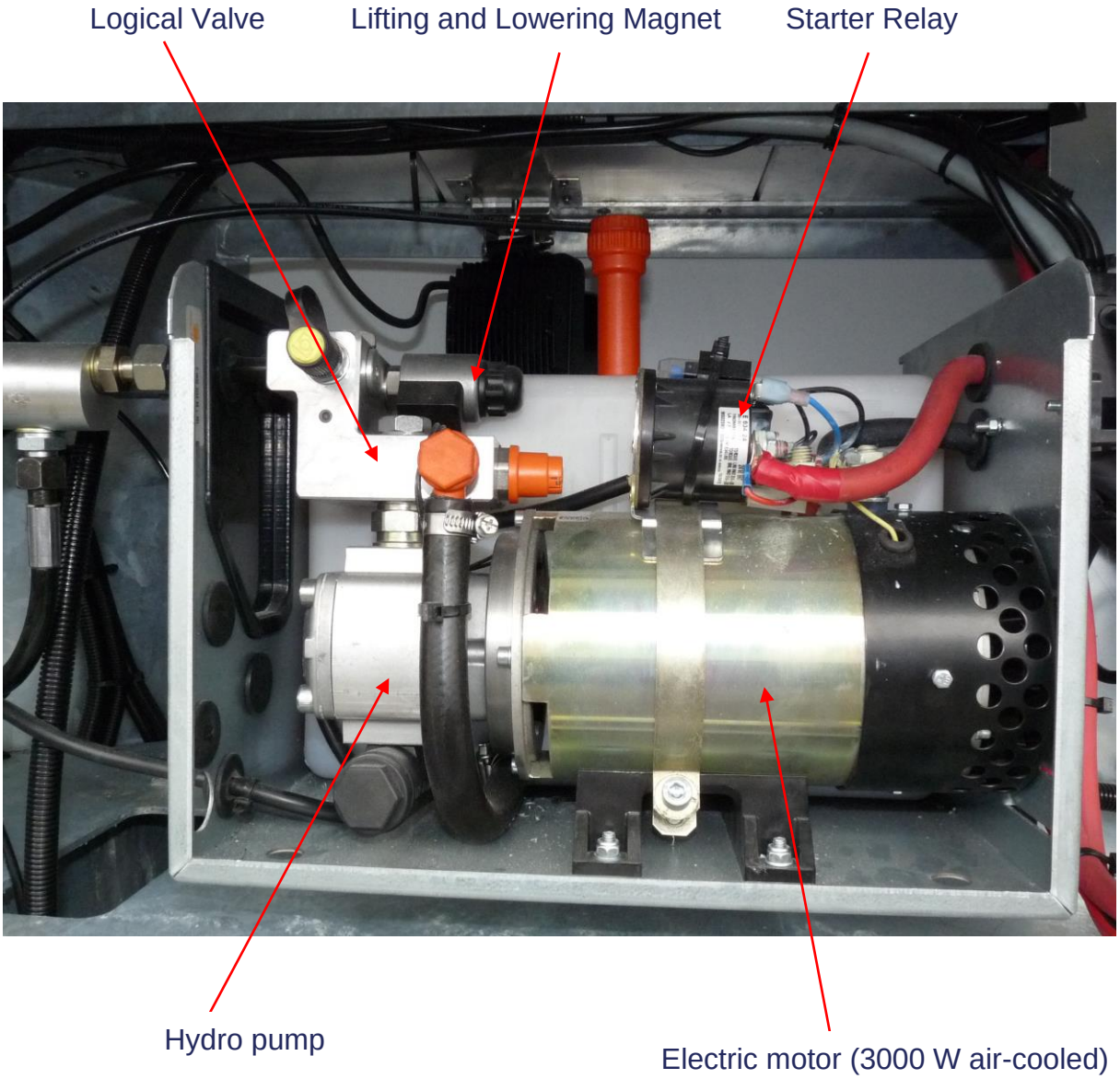
3.4 Tip part (point)

When loading on a loading dock, the tip must rest on the loading dock!
Then, when using the tip part, first raise the loading lift and then operate the tip part.
The tip part should ***not*** be used as a roll stop.
That can result in dangerous situations!

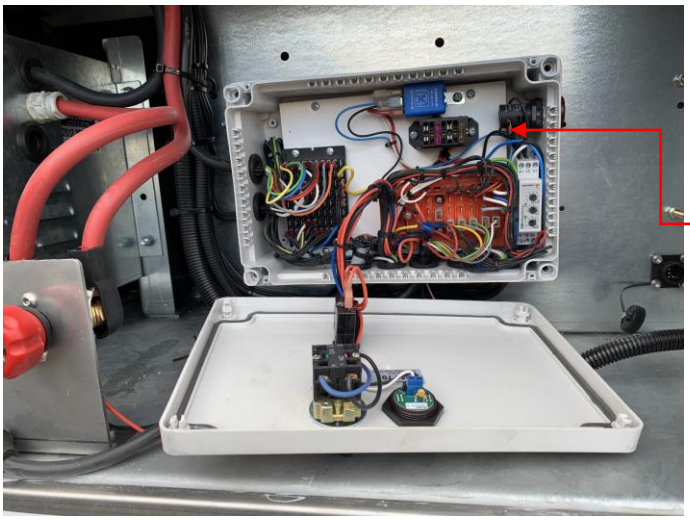
3.5 Hydro pump (MD loading lift)

In the rear hatch on the right-hand side of the trailer is the hydro pump for the tailgate. The major components are shown below.

3.6 Electric hydro aggregate Multi Deck loading lift

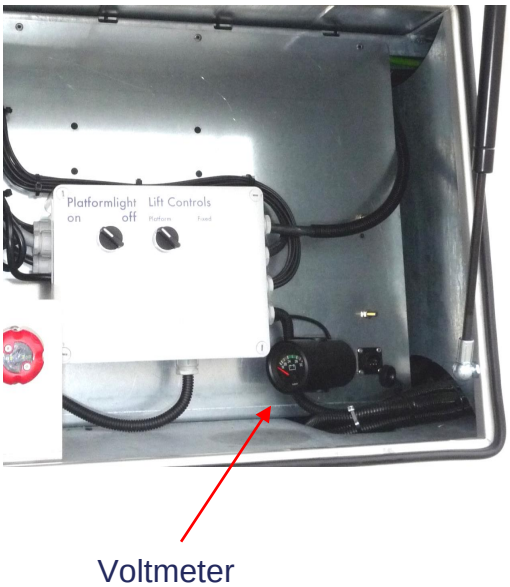


3.7 Fuse box Multi-Deck loading lift



The following 4 fuses are situated in the electrical box next to the lift's hydro pump.

1. Spare
2. Flashing light deck (3A)
3. Spare (work lamp deck)
4. Work lighting (5A)



Voltmeter

3.8 Side ramps MD-lift (Rear panel)

Both sides are equipped with a folding pavement plate that also serves as a railing when stowed.

3.9 Portal/rear side

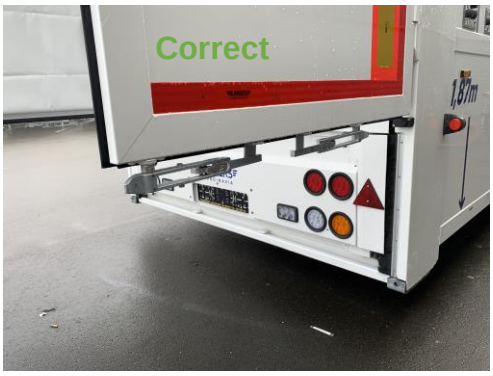
Rear side of trailer finished with stainless steel profiles/platework.
Stainless steel profiles on both sides of platform + a rubber seal for the lift.

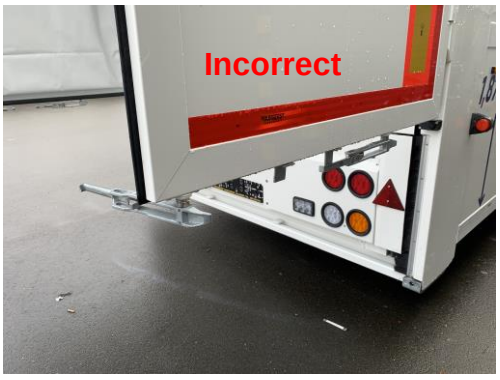
Stainless steel wearing heels mounted under both rear corner posts.

3.10 Interior and exterior lift operation

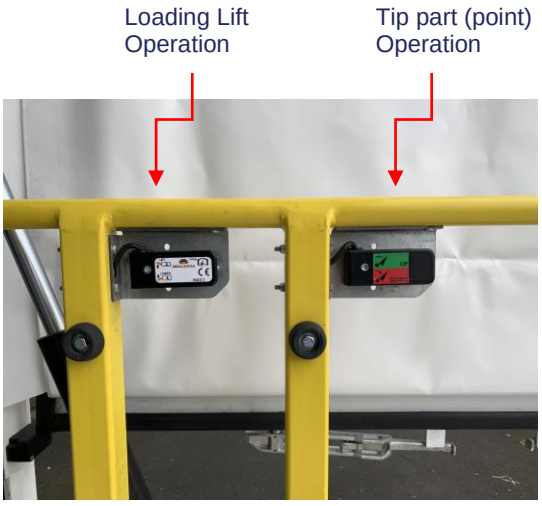
The trailer can also be equipped with rear doors and a short tailgate instead of an MD loading lift.

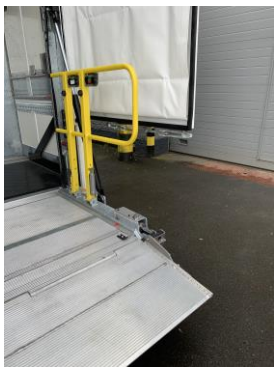
The rear doors of this trailer are opened using the levers. When the rear doors are open, the levers must be positioned in the right direction before the tailgate can be operated.





When the doors are open, the loading lift can be operated as described in section 3.1 MD Loading Lift exterior operation. This is done from the outside on the side of the trailer. The difference with this trailer is that there is no sticker on the side indicating how far the tailgate first has to be elevated; the tailgate can be opened immediately.
The railing control also works in the same way as in 3.3 MD Loading Lift Railing Operation, only this trailer's railing is slightly shorter than that of a trailer with MD Loading Lift. As with the tailgate and railing operation, the same operation manual applies to the tip part as for 3.4 Tip Part (point).

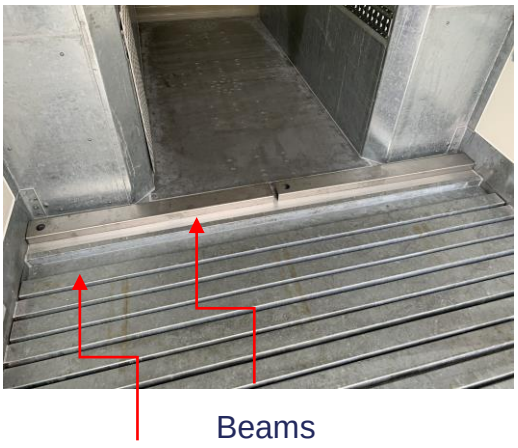




Once the lift is up, the interior lift can be secured with the red levers on each side of the trailer.

- Lever to the side - Interior lift goes up and down as well.
- Lever down - Interior lift remains static and only the exterior lift moves.

The trailer is equipped as standard with a slot in the floor beneath the interior lift. Beams are included that can be placed in this slot to allow the cargo to be driven in.



4. Interior

4.1 Securing devices

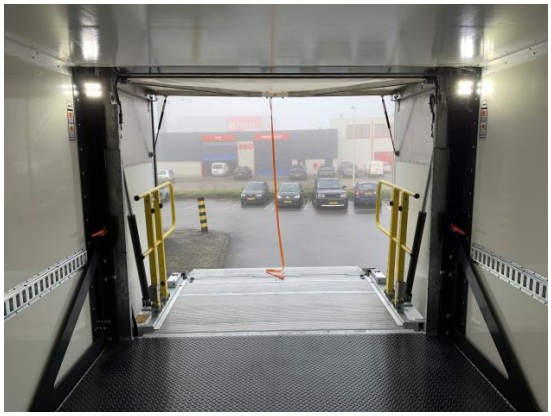
Constructed against the inner side of both side walls galvanised steel bind rails are mounted at 1 height, type 3009-ST, height at both floor levels: from rail centres to upper side of floor 700 mm.

- In the tunnel (between the wheel housings)
- Optional 3 aluminium shoring beams, 2 for the upper deck and 1 for the tunnel.
- 3 lashing straps.
- Storage space for the long beams as high as possible in the top left-hand corner of the upper loading area along the side wall.

4.2 Impact plates

Lower deck: Galvanised steel impact plates.
Upper deck: a galvanised steel impact plate is fitted against the inside of the front wall, thickness 4 mm, height 500 mm +50 mm flanged on the floor.
Upper deck: a galvanised steel impact plate is fitted on the inside of both side walls, thickness 3 mm, height 250 mm + approximately 40 mm flanged on the floor.

4.3 Lighting [interior]



There are three options:

4.3.1 Interior lighting

- Upper deck 2 LED work lamps: Both lamps mounted right at the back against the roof panel, facing forwards.
- Lower deck 2 LED work lamps,
- 1 in the tunnel
- 1 recessed in the wheel housing, facing the front.

Powered by the batteries below, activated by means of the main power switch.

4.3.2 LED strips on the roof inside the trailer

4.3.3 Ceiling lights

4.4 Optional: Extra lamp with separate switch

An extra work lamp can be supplied, fitted in the left rear corner against the underside of the roof panel (at the location of the existing interior lamp), facing backwards and downwards, lighting the lifting platform in the dark.
Power supply runs from the lift's main power switch, activated by means of a separate rotary switch in the space to the right above the rearmost wheel.

4.5 Optional: Pavement plate

A separate pavement plate, consisting of an 8 mm tread plate, length 900 x width 750 mm
The payment plate can be stored on the left-hand side behind the wheel arch against the side wall using brackets.

4.6 Lighting [exterior]

Exterior lighting comprising:

- 2 LED outline lamps at the front
- 2 LED top lights at the front
- 2 LED top lights at the rear
- Various LED side marker lamps mounted, height from road surface: approx. 1940 mm
- LED licence plate light
- 8 round (standard Burgers) LED rear lights mounted
- 2 "half-moon" LED outline lights mounted on rear corner braces.
- Fitted LED work/reverse lights, 2 under the neck section and 2 partially recessed in the rear, power supply from trailer batteries, switched via the truck.

All lighting wiring runs over a total of 2 junction boxes, inside the trailer, accessible from the outside.

4.7 Main power switch

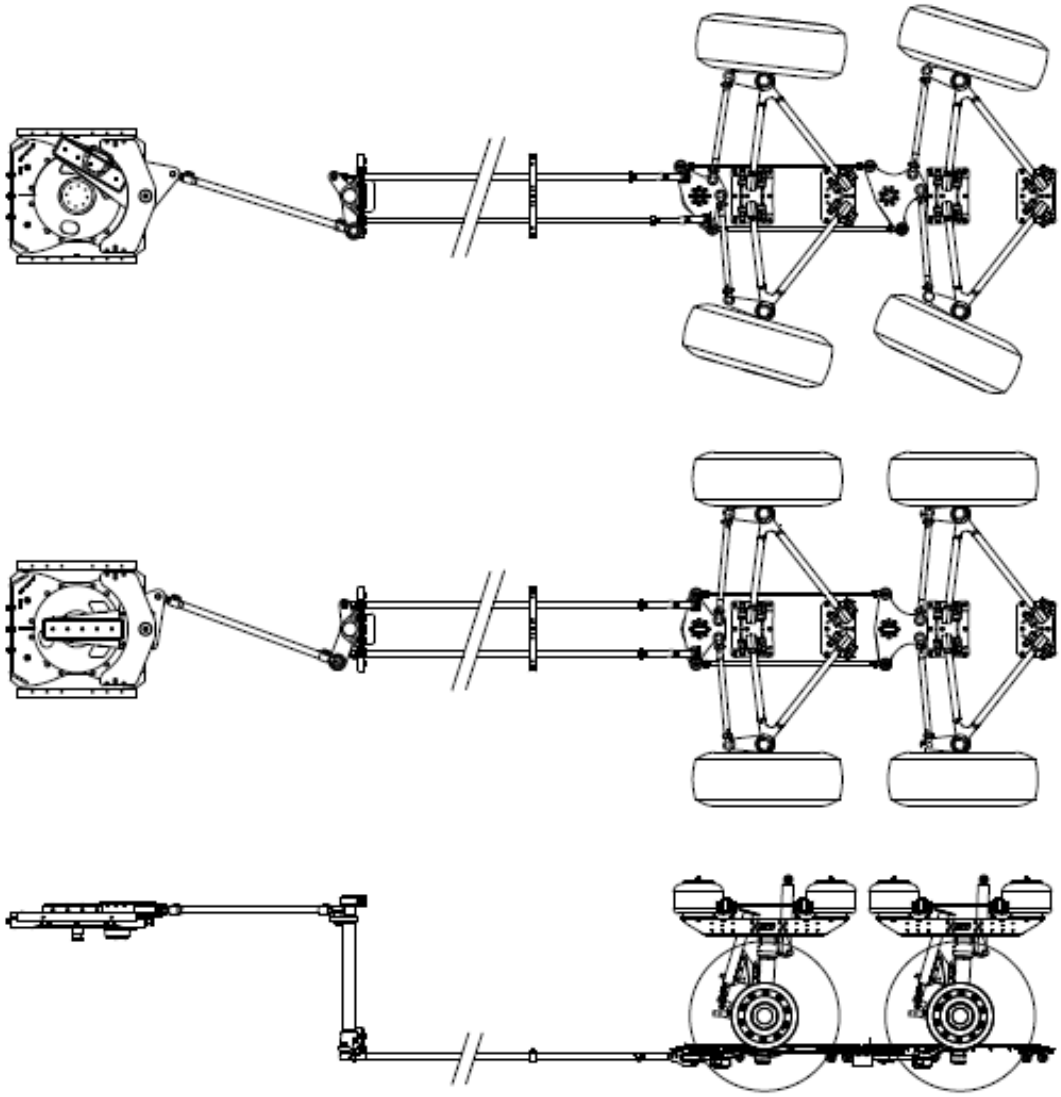
A main power switch fitted behind the side hatch.

When deactivated, this switch switches off all components not necessary during transport/driving. Switch is mounted in such a way that, when the hatch is closed, the switch turns off, please check. pressed in = off and turned a quarter turn to the right = on.

4.8 Principle mechanical steering system

While cornering, the movement between the truck and the trailer is transferred to the fifth wheel plate, which is locked in the fifth wheel by the steering wedge. A steering accelerator and a vertical pipe transfer the movement to two rods running under the trailer floor. The two rods then turn the levers under the floor, which, by means of track rods, steer the axle steering knuckles. The patented progressive steering system provides optimal manoeuvrability, facilitating delivery in urban areas.

Example is 2-axle steered



4.9 Batteries & charging current

Supply and fitting of 2 230-Amp batteries behind the hatch at the level of the neck section in the battery compartment. All extra users, such as the reversing lights and MD lift, are connected to these batteries. Not including supply of intermediate cable, not including trailer charging system.
We recommend that you have the trailer fitted with a charging current system using an isolating relay, rather than a diode block. The trailer must also charge at least 28.8 volts.
Installation of a CLANG socket on the front of the trailer for recharging from the trailer.
Fitting a voltmeter/display in the MD lift control box.

- **300 Amp Main Fuse Tailgate – Biggest cable**
- **100 Amp Main Fuse Charging. – narrowest cable**

4.10 Reflection & markings

The trailer is equipped with any other legally compulsory markings and reflection.
A reflective stripe is also applied vertically on both side walls (between lower and upper floor).

4.11 Safety details

Warnings, safety recommendations and product composition.
See the text and the hazard symbols on the packaging. Before using this product, first read the safety sheet for the product in question. Use of this product must comply with the national laws with regard to health, safety and waste processing. This product is intended for professional use only!

4.12 Maintenance schedule

Before every use, check	Condition of wheels and tyres Lighting Load Any loose parts Parking brake Coupling with the towing vehicle Light and air connections Drain air receivers Presence of any damage Condition of lifting/lowering valve* Brake functioning Functioning of ABS indicator
After 100 km	Retighten wheel nuts
After 500 km	Retighten wheel nuts
After 750 km	Retighten hexagon bolts, coupling pin and slewing ring
	Retighten damper bolts
	Retighten hexagon bolts, coupling pin and slewing ring
After two weeks or 5000 km	Service
Every two weeks	Check tyre pressure and tyre wear
Every month	Lubricate all lubrication points / check function and
	filling level of any automatic lubrication system
	Check brake functioning
	Check for air leaks in brake and air suspension system
	Check wear to brake linings
	Check all the parts for wear and/or play
	Check flatness of clutch plate
	Check the fastenings in compliance with the torque list
	Check wheel bearings
After each wheel change	After 100 km and 500 km retighten wheel nuts

4.13 Welding on the vehicle

It is not permitted to weld on the vehicle. This may damage the material properties of the steels used, electrical components and bearings, for example.

4.14 Finishing

Specification of the finishing of bumpers and related matters
Stainless steel remains stainless steel. Everything else beneath the line of the trailer deck (trailer chassis) is sprayed dark grey RAL 7022 (Volvo colour)

4.15 Changes to the vehicle

Any changes to the chassis may only be carried out after our written approval. We remind you that any change to specifications can result in the vehicle having to be submitted for testing again

4.16 Service department

Burgers Carrosserie BV has its own service department for stranded vehicles, which can be reached by a special 24-hour telephone number: +31 (0)85 02 27 788. If the vehicle is stranded outside our region, Burgers Carrosserie BV will call in a third party, to get the vehicle back on the road as soon as possible.

5. Warranty

The warranty conditions specified in the "General conditions for members of RAI Carrosserie NL" (part of RAI Association) apply to products supplied by Burgers Carrosserie BV.
These conditions came into force on 1 January 2019 and have been filed in the Commercial Register of the Chamber of Commerce in Amsterdam under number 40530216.
Warranties issued with regard to faulty construction, finish and materials used or faulty assembly/installation are valid for a period of one year. No consequential damage of any kind can be recovered from Burgers Carrosserie BV. The warranty period may be different for supplied parts. On the vehicles we have produced, a service can be carried out after 2 weeks or 5,000 km. This is free of charge and takes around 2 hours. Please make an appointment with our repairs department. Alternatively, you can have this service carried out by a local specialised company. We do not refund those costs, however.

Please note! If you do not have this service carried out, you cannot make any claims on the warranty.

6. BURGERS-CARROSSERIE DISCLAIMER

The illustrations and information contained in these instructions are not contractually binding and cannot constitute grounds for any legal claims against BURGERS-CARROSSERIE.

Always keep this manual with the trailer as a reference for operators and technical maintenance personnel.

To guarantee the safety of the operator and any bystanders, the tailgate may only be operated by competent operators who have been trained and who are familiar with and understand the contents of these instructions.

Carelessness can endanger the operator and third parties

Appendix 1: CONNECTION DIAGRAM FOR TRAILERS

EURO PLUG ISO 1185 7 PINS

PIN	CONNECTION	COLOUR	NO
1	MASS	WHITE	31
2	REAR LIGHT LEFT	BLACK	58L
3	DIRECTION INDICATOR LEFT	YELLOW	L
4	BRAKE LIGHT	RED	54
5	DIRECTION INDICATOR RIGHT	GREEN	R
6	REAR LIGHT RIGHT	BROWN	58R
7	SIGNAL TRAILER HIGHES POSITION	BLUE	54G

ACCESSORY PLUG ISO 3731 7 PINS

PIN	CONNECTION	COLOUR	NO
1	MASS	WHITE	31
2	WABCO REMOTE CONTROL*	BLACK	58L
3	REVERSE LIGHT	YELLOW	L
4	DO NOT USE	RED	54
5	WABCO REMOTE CONTROL*	GREEN	R
6	FREE	BROWN	58R
7	REAR FOG LAMP	BLUE	54G

PLUG ISO 12098 15 PINS

PIN	AANSLUITING	KLEUR
1	DIRECTION INDICATOR LEFT	YELLOW
2	DIRECTION INDICATOR RIGHT	GREEN
3	REAR FOG LAMP	BLUE
4	MASS	WHITE
5	REAR LIGHT LEFT	BLACK
6	REAR LIGHT RIGHT	BROWN
7	BRAKE LIGHT	RED
8	REVERSE LIGHT	PINK
9	DO NOT USE	ORANGE
10	SIGNAL TRAILER HIGHEST POSTION*	GRAY
11	WABCO REMOTE CONTROL*	WHITE/BLACK
12	WABCO REMOTE CONTROL*	WHITE/BLUE
13	FREE	WHITE/RED
14	FREE	WHITE/GREEN
15	FREE	WHITE/BROWN

*) = Option, if present

Burgers-Carrosserie

Burgers Carrosserie
Lakenblekerstraat 26
1431 GG Aalsmeer (N Holland)
Tel.: +31 (0)85 02 27 700
Website: www.burgersgroup.com
Email: info@burgersgroup.com

Burgers Service, Repair & Maintenance
Lakenblekerstraat 42
1431 GG Aalsmeer (N Holland)
Tel.: +31 (0)85 02 27 710
Website: www.burgersgroup.com
Service.aalsmeer@burgersgroup.com

Burgers Service, Repair & Maintenance
Zaadmarkt 18
1681 PD Zwaagdijk-Oost (N Holland)
Tel.: +31 (0)85 02 27 730
Website: www.burgersgroup.com
Service.zwaagdijk@burgersgroup.com

Burgers Service, Repair & Maintenance
Sint Joosterweg 11
6051 HE Maasbracht (Limburg)
Tel.: +31 (0)85 02 27 740
Website: www.burgersgroup.com
Service.maasbracht@burgersgroup.com

General breakdown number +31 (0)85 02 27 788

For breakdowns occurring abroad we are members of the EBTS located in Hasselt Belgium
Contact: Mr. Stephan Surmont

- technical reports: tel. +32 (0)70 22 2123
- e-mail platform: platform@ebts.eu