

Quick guide

ASS push-off semitrailer & remote control



We are Fliegl.



**Read these instructions prior to first-time start-up
and observe them at all times!
Retain for future reference!**

About this quick guide

Dear valued customer,

The aim of this guide is to familiarise you with some of the functions of the push-off semitrailer. It merely contains basic information to enable rapid start-up of the push-off semitrailer and does not replace the detailed operating instructions. It is therefore essential that you read all detailed information and warnings in the operating instructions.

Contacts

I Back office & technical support

Fliegl Bau - & Kommunaltechnik GmbH

Bürgermeister-Boch-Straße 1

DE - 84453 Mühldorf am Inn

Telefon: +49 8631 307 - 380

Telefon: +49 8631 307 - 381

Telefax: +49 8631 307 - 553

E-Mail: baukom@fliegl.com

Internet: www.fliegl-baukom.de

Service & replacement parts

Fliegl Bau - & Kommunaltechnik GmbH

Service Department

Bürgermeister-Boch-Straße 1

DE - 84453 Mühldorf am Inn

Telefon: +49 8631 307 - 461

Telefon: +49 8631 307 - 462

Telefax: +49 8631 307 - 550

Email: service@fliegl.com

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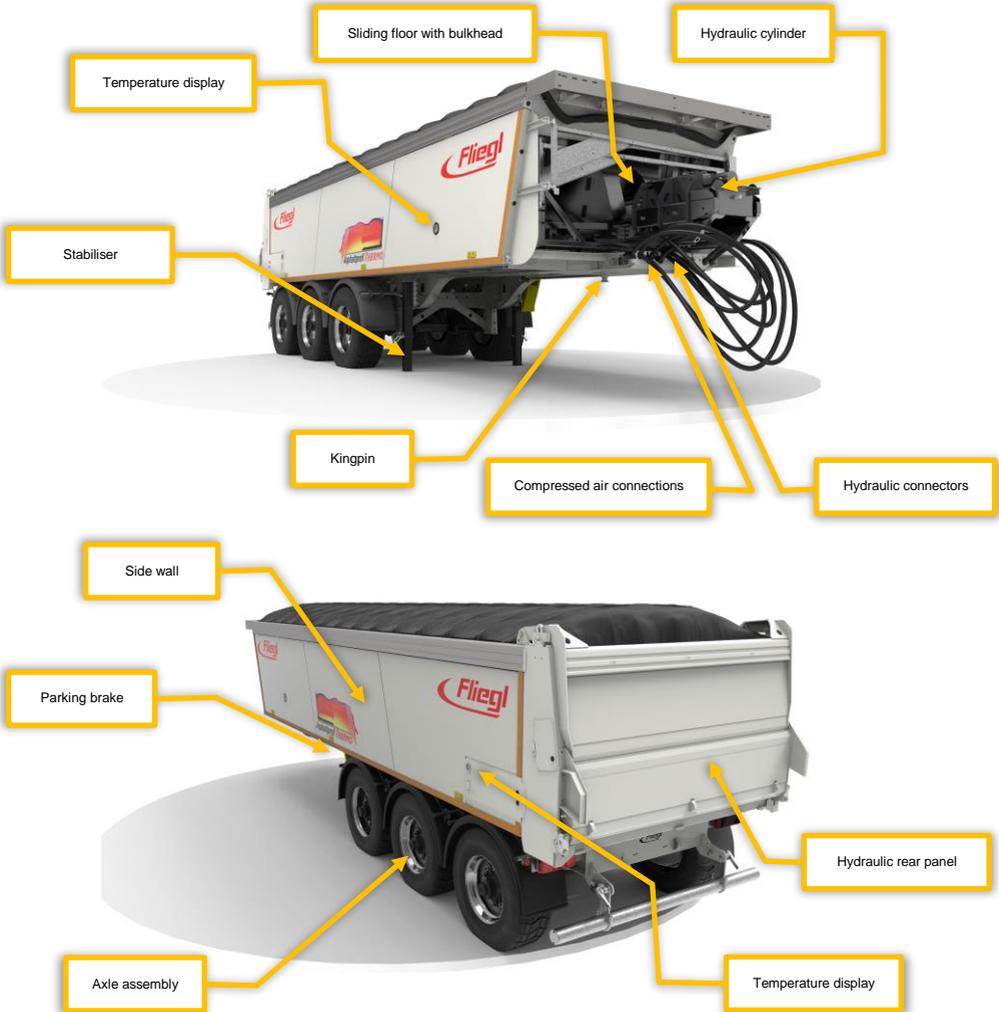
This quick guide provides you with a brief overview of selected operating procedures and essential functions of your vehicle. However, it does not replace the full, in-depth operating instructions and the important explanations and warnings contained therein.



For more detailed information, refer to the operating instructions:
Fliegl ASS push-off semitrailer (ASS heavy-duty & ASS Mega)

Layout of the push-off semitrailer

The following figure provides an overview of the most important components and assemblies and shows where they are installed on the vehicle:



1. Start-up

The following steps must be completed:

- Fill and/or check auxiliary and operating materials
- Couple the semitrailer to the towing vehicle correctly
- Switch on the push-off body
- Conduct a trial run



Familiarise yourself with the handling and operation of the machine. The push-off trailer must only be operated if all safety and protective devices are complete and fully functional.

1.1 Loading the trailer

The material must be loaded over the side walls and into the trailer body using a suitable excavator, loader or similar vehicle.

- The rear panel must be closed.
- The sliding floor unit must be in front end position.



Attention: Maximum working pressure: 190 bar.



In the case of materials that are difficult to move or that are highly adherent, the permissible load volume can be reduced by up to 10 percent.

1.2 Unloading the trailer

After reaching the unloading point:

- Perform the unloading process from the operator workstation.
- Open the rear panel.
- Extend the sliding floor with bulkhead to the rear end position.
- Move the sliding unit to the front end position.
- Close the rear panel and check it is locked securely.



Retract the sliding unit before closing the rear panel.



- Ensure that the rear panel is opened before you begin the push-off process. Otherwise the rear panel may be damaged.
- First, move the sliding unit forwards. Then close the rear panel.
- Otherwise the sealing strip may be damaged.
- When closing the rear panel, operate the hydraulic circuit until the rear panel has fully lowered into its retainer.



No valve control is possible when the power supply is switched off.

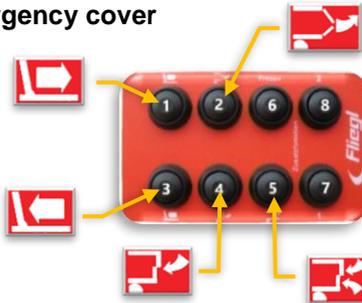
2. Push-off unit operation

2.1 Remote control operation of the push-off process

View of the remote control



View of emergency cover



Description	
Button 2	Open rear panel
Button 1	Fully extend sliding carriage
Button 3	Fully retract sliding carriage
Button 4	Close rear panel



Functional sequence: A function can only be performed once the previous function has been completed.

Description	Function	
Button 3	Retract sliding carriage	Press and hold for approx. 5 seconds; carriage moves back by approx. ½ metre.
Button 5 + 4	Press buttons simultaneously	Rear panel closes without the sliding carriage being fully retracted.



This process bypasses the safety mechanism. Use at your own risk.

Description	
Button 6, 7 and 8	Unassigned



The control box features deadman control. The functions are only performed while the relevant switch is pressed.

2.2 Operation of the electric sliding tarpaulin

Opening the sliding tarpaulin

1. Release the rubber holders of the sliding tarpaulin.
2. Open the electric sliding tarpaulin using the remote control.



Closing the sliding tarpaulin

1. Close the sliding tarpaulin using the remote control.
2. Secure the sliding tarpaulin to the rear panel using the rubber holders.



The tarpaulin must be closed when travelling on public roads.

2.3 Operation of the mechanical sliding tarpaulin

Opening the sliding tarpaulin

1. Release the rubber holders of the sliding tarpaulin.
2. Open the sliding tarpaulin using the hand crank.



Closing the sliding tarpaulin

1. Close the sliding tarpaulin using the hand crank.
2. Secure the sliding tarpaulin to the rear panel using the rubber holders.



The tarpaulin must be closed when travelling on public roads.

2.4 Operation of the sliding tarpaulin via the smartphone app

Cramaro system requirements:

MyCramaro requires a system equipped with an electric controller with code 4WCE4C03044A or 4WCE4C03045A.

The corresponding apps can be found at:

Play Store:

<https://play.google.com/store/apps/details?id=com.bss.Cramaro&hl=de&gl=US>

Apple Store: <https://apps.apple.com/de/app/mycramaro/id1370337303>



The tarpaulin must be closed when travelling on public roads.

2.5 Closing procedure for sliding tarpaulin

The sliding tarpaulin is not fully extended during closing. The tarpaulin stops in the predefined end position (factory-set 30° opening angle).



Complete closure requires manual intervention on the part of the operator.



This prevents accidental damage to the tarpaulin and its frame when opening the upper rear panel. Moreover, it is the operator's responsibility to ensure that the tarpaulin is always opened correctly.

2.6 Preparation for approaching the paver

Folding up the mud flap

This ensures that:

- The lighting is not damaged.
- The plastic mudguard is not damaged.
- The mud flaps are not bent or destroyed.



Folding up the underride guard

This allows you to drive right up to the paver.



The underride guard must be folded down when travelling on public roads.

Adjusting the height level for paver use

This ensures that:

- The paver is not damaged.
- The correct working height is set.

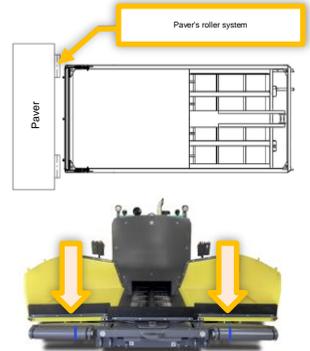


Required for paver use, road travel only permitted with standard ride height, vehicle owner/driver is responsible for compliance with road traffic regulations (StVO).

2.7 Approaching the paver correctly

Procedure:

- Reverse up to the paver.
- When at the paver, immediately open the rear panel and start the push-off process with increased speed (to overcome the slippage of the hydraulic pump and immediately achieve the required power).
- To enable unloading while driving, it is essential for the vehicle to approach the paver correctly – that is, in a *straight line and vertically* to the paver.
- The approach points are usually marked on the paver.



2.8 Closing the rear panel

Immediate closing is not possible due to the overhang of the moving panel and the Hardox scraper rails. The moving panel must be moved all the way back before loading. Only spray those parts that can be reached from the ground with a separating agent.

→ It is not necessary to spray the inside of the body.



2.9 Driving away from the paver

- Retract the sliding floor (approx. 5 - 10 seconds)
- You must drive away from the paver while operating the "Flap" switch.
Close the flap approx. half way.

→ This will prevent loose asphalt from falling onto unprocessed parts of the street.



2.10 Unloading process – partial unloading

Before closing the rear panel, move the slider back slightly (approx. 5 seconds or 0.5 metres) so that the material that has accumulated in the paver bunker has sufficient space.

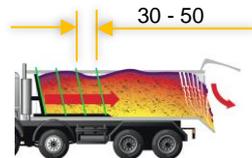


2.11 Unloading process– push-off at intervals

Function:

Push-off at intervals means that the entire load cannot be pushed off in a single push-off process. (Approx. 30 - 50 cm per push-off process.)

The interval speed depends on the covering thickness of the asphalt layer as well as the bunker size and pave speed of the paver. This is especially important at the beginning (up to the halfway point), because otherwise too much material will collect in the paver causing the asphalt to overflow at the sides.



2.12 Approach aid



The approach aid must be activated when approaching the paver.

When unloading the asphalt, the vertical load is reduced while the axle load is increased.

The approach aid can be used to achieve a higher vertical load when approaching after emptying, thereby reducing the load on the front axle.



2.13 Discharge chute and centring plates – usage

The discharge chute (1) and centring plates (2) are used, for example, to pour asphalt into wheelbarrows or to fill road ruts. Centring plates are required for use on asphalt pavers and are also used for road construction. For other applications, the centring plates must be removed.



Important: Before closing the rear panel, check whether any objects have become wedged on the centring plates.



The discharge chute must be removed for earthworks.

3. Damage resulting from non-compliance with specifications

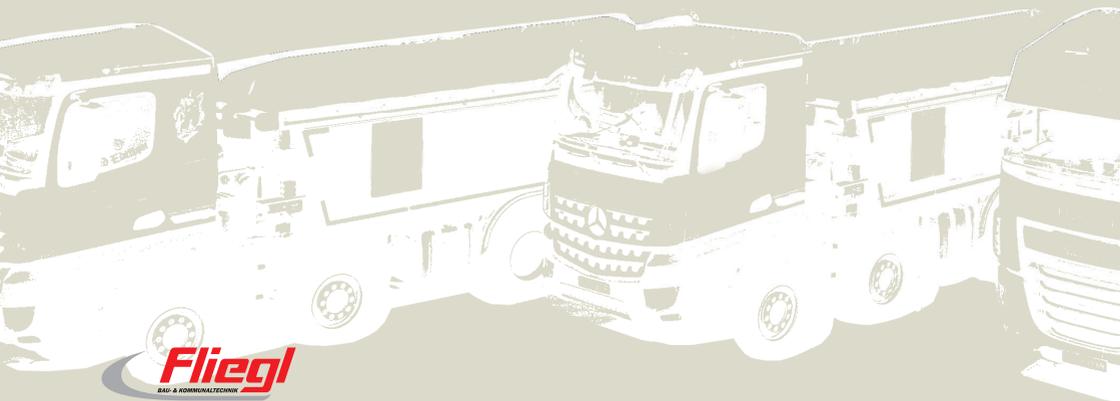


Fliegl Agrartechnik GmbH shall assume no liability whatsoever for such damage. The operating company itself bears all responsibility for this damage.

4. Cramaro tarpaulin



Detailed instructions are available from the vehicle manufacturer, or from the tarpaulin manufacturer at www.cramaro.com



► **Fliegl Bau- und Kommunaltechnik GmbH**

Bürgermeister-Boch-Str. 1
D-84453 Mühldorf a. Inn
Tel.: +49 (0) 86 31 307-382
Fax: +49 (0) 86 31 307-553
e-Mail: baukom@fliegl.com

We are Fliegl.