



OPERATION & MAINTENANCE MANUAL



LIVESTOCK RANGE



TABLE OF CONTENTS

TRAILER DETAILS	03
INTRODUCTION	04
SAFETY INFORMATION	
General safety requirements	05
Operator Responsibilities	
Intended Use	
Prohibited Use	
Modifications	06
Animal Welfare	
Hazard Awareness	
DEALER HANDOVER PRE DELIVERY CHECKLIST	07
OPERATION	
Coupling trailer to towing vehicle	08
Loading and unloading correctly	
Before loading livestock	
During loading livestock	
After loading livestock	
Rubber tail door/Floor	
Sheep Decks	09
Dividing gate	
Side access doors	
Ventilation system	
Interior lighting	
Effluent tank and drainage system	10
MAINTENANCE	
Tyre maintenance	11
Hub bearing maintenance	12
Brake maintenance	13/14
Coupling maintenance	
Galvanise finish	15
Trailer cleaning	
SERVICE	
Service Schedule	16
Service Record	17
WARRANTY	18



Enter the following information for your own records:	
Trailer Model: From CoC	
VIN number: (From VIN plate)	
Date of Purchase:	
Purchased from:	
Max Gross weight (MGW):	
Unladen Weight:	
Payload: (MGW minus unladen weight)	

Manufacturer's Plate

The trailer is fitted with a Manufacturer's Plate to the right-hand side drawbar which will show the following information:

- The manufacturers name and address details.
- The trailer Vehicle identification number.
- The trailer type approval number.
- Maximum gross weight for the trailer
- Axle capacity

Intended use:

The following are permitted:

- Transportation of cattle, sheep, calves and other livestock
- Agricultural livestock movements between farms, marts and processing facilities
- Temporary containment of livestock during loading and unloading operations
- General agricultural transport duties associated with livestock production

⚠ The trailer must only be used for the transportation of livestock and agricultural loads suitable for the trailer design.

⚠ Livestock must be loaded, transported and unloaded in accordance with local animal welfare regulations.



Welcome to M-TEC

Thank you for purchasing an M-TEC Livestock Trailer.

At M-TEC Engineering, we are committed to manufacturing trailers that deliver strength, reliability and ease of use for modern farming and agricultural transport. Your trailer has been designed and built using high-quality materials and components to provide many years of dependable service.

This Owner's Manual contains important information regarding the safe operation, maintenance and care of your trailer. Please read this manual carefully before using the trailer for the first time and ensure that all operators are familiar with its contents.

Important Notice

Failure to follow the instructions and safety information contained within this manual may:

- Result in injury to yourself, others or livestock.
- Cause damage to the trailer or towing vehicle.
- Affect the performance and service life of the trailer.
- Invalidate the manufacturer's warranty.

This manual should be retained for future reference and kept with the trailer throughout its service life.

If the trailer is sold, hired or transferred to another owner, this manual should be passed on with the trailer.

Owner Responsibilities

The owner and operator are responsible for:

- Ensuring the trailer is operated safely and within its design limits.
- Carrying out routine inspections and maintenance.
- Complying with all applicable road traffic, towing and animal welfare legislation.
- Ensuring all operators are suitably trained and familiar with the trailer.

Legislation and operating requirements vary between countries and regions. It is the responsibility of the owner and operator to ensure compliance with all local regulations.

Before Your First Journey

Before using your M-TEC Livestock Trailer:

- Read this manual in full.
- Familiarise yourself with all controls, gates, doors and safety features.
- Check tyre pressures and wheel nut tightness.
- Ensure all lights are functioning correctly.
- Verify that the trailer is correctly coupled to the towing vehicle.
- Confirm that all ramps, doors and dividing gates are secured before travel.

By following the guidance contained within this manual, your M-TEC Livestock Trailer will provide many years of safe and reliable service.

Thank you for choosing M-TEC Engineering.

Safety Information and Operator Responsibilities

The safe operation of an M-TEC Livestock Trailer depends on correct use, regular maintenance and adherence to all applicable road traffic and animal welfare regulations.

Before operating the trailer, all users should read and understand this Owner's Manual and become familiar with the trailer's controls, safety features and operating procedures.

General Safety Requirements

The trailer must only be operated by persons who:

- Have read and understood this Owner's Manual.
- Are familiar with the towing vehicle and trailer combination.
- Understand safe towing and loading practices.
- Are competent in handling livestock.
- Are aware of the animal welfare requirements applicable to the livestock being transported.
- Understand the road traffic laws and regulations applicable in their country or region.

The owner is responsible for ensuring that all operators are suitably trained and competent to use the trailer safely.

Operator Responsibilities

Before every journey, the operator should ensure that:

- The trailer is in a safe and roadworthy condition.
- The trailer is correctly coupled to the towing vehicle.
- The breakaway cable is correctly attached.
- All lights and electrical systems are functioning correctly.
- Tyres are correctly inflated and free from damage.
- Wheel nuts are secure.
- Loading ramps, access doors and dividing gates are correctly closed and secured.
- Livestock are loaded safely and evenly distributed within the trailer.
- The trailer does not exceed its Maximum Gross Weight (MGW).
- The nose weight is within the limits specified by the towing vehicle and trailer manufacturer.

During transport, the operator remains responsible for the safety of the livestock, other road users and the trailer itself.

Intended Use

M-TEC Livestock Trailers are designed specifically for the transportation of livestock and agricultural use.

Typical applications include:

- Transporting cattle, sheep, calves and other farm livestock.
- Movement of livestock between farms, marts, veterinary facilities and processing plants.
- Temporary containment of livestock during loading and unloading operations.

The trailer must only be used for its intended purpose and within its specified operating limits.

Prohibited Use

The following uses are not permitted:

- Carrying passengers within the trailer.
- Transporting livestock in numbers that exceed legal or recommended stocking densities.
- Operating the trailer above its Maximum Gross Weight (MGW).
- Driving with unsecured ramps, doors, partitions or equipment.
- Using the trailer for purposes for which it was not designed.
- Modifying the trailer structure without approval from M-TEC Engineering.
- Transporting loads that cannot be safely contained or secured.

Improper use may result in injury, damage to equipment, reduced trailer performance and possible invalidation of the manufacturer's warranty.

Modifications

No welding, drilling, cutting or structural modification should be carried out on the chassis, drawbar or body structure without prior approval from M-TEC Engineering.

Unauthorised modifications may:

- Compromise structural integrity.
- Affect vehicle handling and safety.
- Invalidate the manufacturer's warranty.
- Affect compliance with applicable regulations.

If additional equipment is required, professional advice should be sought before installation.

Animal Welfare

The welfare of livestock during transport is the responsibility of the owner and operator.

Always ensure that:

- Livestock are fit for transport.
- Adequate ventilation is maintained.
- Animals have sufficient space to travel safely.
- Dividing gates are used where necessary to separate livestock.
- Loading and unloading are carried out calmly and safely.
- Livestock are regularly checked during long journeys.

All transport must comply with current animal welfare legislation applicable in the country of operation.

Hazard Awareness

Always remain aware of potential hazards when operating or maintaining the trailer, including:

- Crushing hazards when coupling and uncoupling.
- Injury from moving ramps, doors or dividing gates.
- Livestock movement during loading and unloading.
- Overloading or uneven load distribution.
- Incorrect tyre pressures or damaged tyres.
- Parking on sloping, soft or unstable ground.
- Reversing manoeuvres and restricted visibility.
- Driving at excessive speed for road, weather or livestock conditions.

A pre-use inspection should be carried out before every journey to ensure the trailer remains safe and roadworthy.

Dealer Handover and Pre-Delivery Inspection

Prior to delivery, every M-TEC trailer undergoes a Pre-Delivery Inspection (PDI) carried out by either M-TEC Engineering or an authorised dealer.

This inspection ensures that:

- The trailer has been manufactured and assembled to the correct specification.
- All optional equipment has been fitted correctly.
- The trailer is in a safe and roadworthy condition.
- All lighting and braking systems are operating correctly.
- Tyres are correctly fitted and inflated.
- The trailer is ready for immediate use.

At handover, the owner or operator should be provided with instruction on the safe operation, maintenance and care of the trailer.

It is the responsibility of the owner to ensure that all persons who may operate, load, unload or maintain the trailer have read and understood this Owner's Manual.

Before Every Journey

The following checks should be carried out before every journey:

Coupling and Safety

- Ensure the trailer coupling is correctly engaged and locked onto the tow ball.
- Attach the breakaway cable securely to the towing vehicle.
- Raise and secure the jockey wheel.
- Confirm the trailer is level when coupled to the towing vehicle.

Braking System

- Check that the overrun braking system operates correctly.
- Ensure the handbrake functions correctly.
- Confirm that the breakaway cable is in good condition and free from damage.

Lights and Electrical Equipment

- Connect the electrical plug securely.
- Check that all lights are functioning correctly, including:
 - Indicators
 - Brake lights
 - Tail lights
 - Number plate light

Wheels and Tyres

- Check tyres for damage, cuts or excessive wear.
- Check tyre pressures and adjust if required.
- Check wheel nuts are secure.
- Following wheel replacement, recheck wheel nut tightness after the first journey.

Trailer Body and Livestock Area

- Ensure all ramps, doors, partitions and catches are secure.
- Check dividing gates are correctly positioned and locked.
- Confirm sheep deck locking mechanisms are engaged (where fitted).
- Remove any loose objects from the livestock compartment.
- Ensure ventilation openings are unobstructed.

Livestock Safety

- Load livestock calmly and evenly.
- Ensure livestock are fit for transport.
- Do not exceed legal stocking densities.
- Ensure animals have sufficient space and ventilation.

Final Walk-Around Inspection

Before moving off, carry out a final walk-around inspection and confirm:

- The trailer does not exceed its Maximum Gross Weight (MGW).
- No components are loose or damaged.
- All doors, ramps and gates are fully secured.
- Registration plate is fitted and clearly visible.
- The route can be completed safely with the trailer dimensions and load.

⚠ Never commence a journey unless the trailer is safe, roadworthy and correctly loaded.

Coupling the Trailer to the Towing Vehicle

1. Position the trailer on level ground.
2. Raise or lower the jockey wheel to align the coupling with the towing vehicle towball.
3. Lower the coupling onto the towball until it locks securely into place.
4. Attach the breakaway cable to a suitable anchor point on the towing vehicle.
5. Connect the electrical plug and check all lights are functioning correctly.
6. Raise and secure the jockey wheel before travel.

⚠ Always ensure the coupling is fully engaged and locked before towing.

Loading Livestock Correctly

M-TEC Livestock Trailers are designed to provide safe transportation when livestock are evenly distributed throughout the trailer.

- Load animals calmly and steadily.
- Avoid overcrowding.
- Distribute livestock evenly across the floor area.
- Use dividing gates where fitted to separate groups of livestock.
- Ensure animals have sufficient headroom and ventilation.
- Secure all gates and access doors before travel.
- Check that no animal can come into contact with moving trailer components.

⚠ Sudden movement of livestock during transport can affect trailer stability

Loading and Unloading Safety

Loading and unloading livestock is one of the highest-risk operations associated with trailer use. Care should always be taken to ensure the safety of operators, bystanders and livestock.

Before loading or unloading:

- Park the trailer on firm, level ground.
- Apply the towing vehicle handbrake.
- Ensure the trailer is securely coupled to the towing vehicle.
- Keep all bystanders, children and animals clear of the loading area.
- Use suitable handling facilities, pens, races and gates where available.
- Ensure adequate lighting is available when loading in low-light conditions.

During loading and unloading:

- Handle livestock calmly and avoid excessive noise or sudden movements.
- Allow animals to move at their own pace where possible.
- Never stand directly behind livestock.
- Avoid placing yourself between livestock and fixed objects.
- Keep escape routes clear at all times.
- Ensure ramps and access doors are fully opened and secured.
- Use dividing gates where necessary to safely control livestock movement.

After loading:

- Confirm livestock are evenly distributed throughout the trailer.
- Ensure all dividing gates, doors and ramps are securely fastened.
- Carry out a final inspection before commencing your journey.

⚠ Never attempt to load or unload livestock on steep slopes, unstable ground or in conditions that may compromise the safety of operators or animals.

⚠ Livestock should only be transported by persons familiar with safe livestock handling practices.

Rubber Tail Door/Rubber Floor (Where Fitted)

- Inspect the rubber surface regularly for wear or damage.
- Remove excessive mud or slurry after use.
- Replace damaged coverings promptly.

Sheep Decks (Where Fitted)

M-TEC sheep deck models feature a full-length deck system designed to maximise carrying capacity while maintaining ease of operation.

- Ensure decks are securely locked in position before loading.
- Use care when lowering and raising ramp sections.
- Keep hands and feet clear of moving components.
- Confirm all deck latches are fully engaged before transport.

The deck system incorporates a foot-operated locking mechanism allowing safe operation with minimal manual handling.

⚠ Never transport livestock on an unsecured deck.

Dividing Gates

All M-TEC livestock trailers are fitted with heavy-duty slam-shut dividing gates designed to improve livestock management and transport safety.

- Ensure dividing gates are fully engaged in their locating positions.
- Check all locking mechanisms before travel.
- Never force gates against livestock.
- Regularly inspect hinges, catches and mounting points for wear or damage.

Side Access Doors

M-TEC Livestock Trailers are fitted with side access doors to improve access during loading, inspection and animal management.

- Ensure doors are fully secured during transport.
- Check hinges and catches regularly.
- Never leave doors unsecured when livestock are inside the trailer.

⚠ Failure to secure access doors may result in livestock escaping or injury occurring.

Ventilation System

M-TEC Livestock Trailers are designed to provide adequate airflow for livestock during transport. Each trailer is fitted with a front fold down flap.

Depending on model specification, trailers may be fitted with:

- Open side vents
- Closed bottom vents
- Fold down side flaps

Ventilation Guidelines

- Maintain adequate airflow at all times.
- Adjust vents according to weather conditions.
- Monitor livestock closely during hot weather.
- Avoid restricting ventilation openings with bedding, equipment or coverings.

During cold weather, ventilation should be reduced only as necessary while maintaining sufficient fresh air circulation.

⚠ Poor ventilation may cause animal stress and discomfort.

Interior Lighting (Where Fitted)

Certain models are fitted with interior LED lighting.

- Inspect lighting before use.
- Keep lighting clean
- Replace damaged components immediately.

Effluent Tank and Drainage System

Depending on specification, some M-TEC Livestock Trailers are fitted with an effluent collection tank to assist with environmental compliance and hygiene management.

Operation

- Inspect the tank before use.
- Ensure drain plugs and covers are correctly fitted.
- Empty the tank at approved disposal locations only.

Cleaning

1. Empty all collected effluent.
2. Remove the tank cover where fitted.
3. Wash thoroughly using clean water.
4. Inspect for blockages or damage.
5. Refit all covers securely before returning the trailer to service.

⚠ **Never allow effluent to accumulate for extended periods.**

⚠ **Dispose of waste in accordance with local environmental regulations.**

Tyre Maintenance

Tyres must be maintained at the specified pressures. Underinflation, especially at maximum load, can cause overheating, uneven wear, reduced stability, and potential sudden failure.

When replacing tyres, ensure they match the same size and load/speed rating. The load and speed index codes are crucial; avoid tyres with lower ratings than specified, as they may be unsafe.

Tyre sidewalls may also list other speed, load, and pressure details for regions outside Europe, these should be ignored in Europe; only the load speed index is relevant here.

Note: Tyres should be inspected regularly for cuts, cracking, bulges and uneven wear. Regardless of tread depth, tyres showing signs of deterioration should be replaced.

Tyre Size	Correct Load/Speed Index	Pressure (Cold)
185/60/R12	106/104N	95psi

Hub Bearing Maintenance

1. Position the Trailer

Place the trailer securely on axle stands with all wheels clear of the ground.

Note: Ensure the handbrake is fully released before commencing work.

2. Check for Bearing Condition

- Check the condition of the bearing by rocking the road wheel and assessing for excessive play.
- Rotate the wheel by hand and listen for any rumbling, grinding, or roughness, which may indicate bearing wear or damage.

Note: Knott Compact Bearings are sealed, pre-greased, and non-adjustable. If excessive play, noise, or roughness is detected, the bearing must be replaced.

3. Remove Wheels and Hub Cap

- Remove the road wheel.
- Carefully remove the hub cap by working progressively around the flange to avoid distortion.

If necessary, back off the brake adjuster to aid drum removal.

4. Remove the Axle Nut and Brake Drum

- Remove the axle nut and washer.
- Withdraw the brake drum from the axle shaft. A suitable hub puller may be required if the drum is difficult to remove.

Warning: Avoid inhaling brake dust. Do not use compressed air to clean brake components.

5. Inspect the Brake Drum

- Using a soft brush, carefully remove any accumulated brake dust.
- Inspect the brake drum for scoring, cracking, heat damage, or excessive wear. Replace the drum if any defects are found.

6. Replace the Hub Bearing

- Remove the retaining circlips from the hub.
- Using a suitable press or bearing drift, press the bearing from the hub.
- Thoroughly clean the bearing housing and inspect it for damage.
- Press the new bearing squarely into the hub until fully seated against the shoulder.
- Refit new retaining circlips, ensuring they are correctly seated in their grooves.

Note: Compact Bearings are supplied as complete sealed units and must not be dismantled, cleaned, greased, or adjusted.

7. Refit the Brake Drum

- Refit the brake drum to the axle shaft.
- Install the washer and axle nut.
- Tighten the axle nut to the manufacturer's specified torque.

Torque: 280 Nm

Note: High-torque axle nuts may only be reused a limited number of times. If the service history of the nut is unknown, fit a new nut.

8. Reassemble

- Refit the hub cap and road wheel.
- Tighten wheel fasteners to the trailer manufacturer's specified torque.
- Rotate the wheel to ensure smooth operation.
- Check that there is no excessive bearing play

Note: Wheel nuts should be rechecked after the first 30 miles (50 km) of use following wheel installation and periodically thereafter.

9. Adjust the Brakes

Adjust the brake shoes and linkage in accordance with the brake adjustment procedure detailed in the next section.

Brake Maintenance

The brake cable consists of the following components:

- Outer plastic sheath
- Spiral steel case
- Thick nylon sheath
- Inner steel cable

Local wear on the outer plastic sheath, which exposes the steel spiral, does not affect the brake function. However, if the steel spiral case is damaged or penetrated, urgent replacement is required.

Brake Cable Functionality Check:

- The brake cable should move smoothly and evenly when the handbrake is applied.
- When the coupling head is moved side to side with the handbrake engaged (and the trailer wheels on the ground), the wheels on both sides should engage auto-reverse and show equal movement.

If equal movement is not observed at either stage, it is possible that water has entered the system, causing the cable to rust, swell, and seize. However, the most likely cause is that the brakes are out of adjustment. The first step should be to reset the brakes as described in the next section.

Signs for Immediate Replacement:

- Rust or fraying of the inner cable.
- Rusting of the threaded end, preventing the adjuster nuts from turning.

If any of these issues are present, immediate replacement of the brake cable is necessary.

Brake Adjustment

When adjusting the brake drum, always turn the wheel in the direction of forward rotation. Ensure that the coupling drawtube is fully extended and that there is no tension in the brake rod or cables.

1. Adjust the Brake Shoes

- Turn each wheel in the direction of forward rotation.
- Turn the brake adjuster bolt clockwise until you feel some resistance as the brake shoes begin to grip the drum.
- Slowly turn the brake adjuster bolt anticlockwise until the wheel rotates freely again.

2. Adjust the Brake Rod

- Tighten the brake rod adjustment nut until all free play is removed from the linkage. Do not apply preload to the brake system.

Caution: Do not over-tighten the nut, as this can cause the brakes to drag and overheat.

3. Check Re-assembly

- Warning: Double-check that everything has been reassembled correctly, with all fasteners securely tightened.
- Operate the handbrake several times to ensure the compensators are properly seated.
- Check that each brake cable operates freely and that movement is equal on both sides. Excessive or unequal cable movement may indicate incorrect adjustment or component wear.

4. Check Auto-Reverse Mechanism

- With the handbrake applied, attempt to rotate each wheel in the reverse direction. Initial resistance should be felt as the brake shoes contact the drum. As the auto-reverse mechanism operates, the wheel should then rotate with controlled resistance.

- If a wheel rotates freely with no resistance, or remains locked and cannot be turned, further inspection and adjustment are required.

Note: As each wheel is turned, you will notice a rearward movement of the handbrake lever as the energy store operates. This action should occur only once on the rearward turn of each wheel.

Warning: If the expected braking resistance is not achieved, inspect the brake adjustment, cable condition, compensator alignment and linkage for excessive free play or wear.

5. Check Compensator Alignment

- Ensure the compensators are positioned at a 90° angle to the brake rod. When the brakes are fully applied, the compensator should remain approximately perpendicular (90°) to the brake rod.
- If misalignment occurs, adjust the cable locking nuts. This is particularly important if a new cable has been fitted.

6. Recheck Wheel Nut Tightness

- After engaging the handbrake and leaving it on, lower the trailer back to the ground and recheck the tightness of the wheel nuts.

7. Brake Bedding-In

- Note that the brakes will not be fully effective until the new linings have properly bedded in.

8. Recheck Brake Adjustment

- After a short journey, recheck the brake adjustment for proper functionality.

Warning: The brake drums may be hot.

Coupling Maintenance

- Inspect the overrun coupling, coupling head and jockey wheel every 2,500 miles (4,000 km) or every six months, whichever occurs first. Replace any worn or damaged components immediately.
- Lubricate the jockey wheel spindle, screw thread and all specified grease points every 5,000 miles (8,000 km) or annually.
- Clean the coupling socket and inspect the coupling head during routine servicing. Apply a light film of grease when used with a standard coupling head. Do not grease stabiliser coupling friction surfaces.

Coupling Checks

1. Coupling Mounting Bolts

- Check that the mounting bolts securing the coupling are tight.

2. Coupling Head Bolts

- Ensure the bolts securing the coupling head are tight.

3. Coupling Head

- Using a 50 mm test towball conforming to BS ISO 1103 (formerly BS AU 113c) and measuring between 49.61 mm and 50.00 mm in diameter, check that the towball locates and locks correctly in the coupling head.
- Verify that any wear indicators are functioning properly (see below).
- Lubricate the coupling head pivot points and moving components as required. Apply a light film of grease to the coupling socket when used with a standard coupling head.

Note: Do not grease stabiliser-type coupling heads. Keep the towball and coupling head friction surfaces clean and dry.

4. Coupling Wear Indicator

- Where fitted, check the coupling wear indicator in accordance with the manufacturer's instructions. If the indicator shows excessive wear of either the coupling head or towball, the worn component must be replaced.

5.. Draw Tube

Check the draw tube for excessive vertical or lateral movement. Excessive play may indicate wear of the guide bearings or housing components.

6. Drawtube Gaiter

- Inspect the gaiter for any splits or tears. Replace the gaiter if damaged.

7. Damper

- With the handbrake released and the wheels securely chocked, compress the draw tube by hand.
- The draw tube should move smoothly with consistent resistance and return gradually to its extended position.
- If the draw tube does not move, moves without resistance, fails to return correctly, or shows uneven movement, the damper should be replaced.

Note: Ensure that the correct specification of replacement damper is used.

8.. Handbrake

- Check that the handbrake operates with the correct movement. Lubricate the pivots for smooth operation.

9.. Grease Nipples

- Where grease nipples are fitted, apply grease using a grease gun until fresh grease is visible at the bearing surfaces.

10. Breakaway Cable

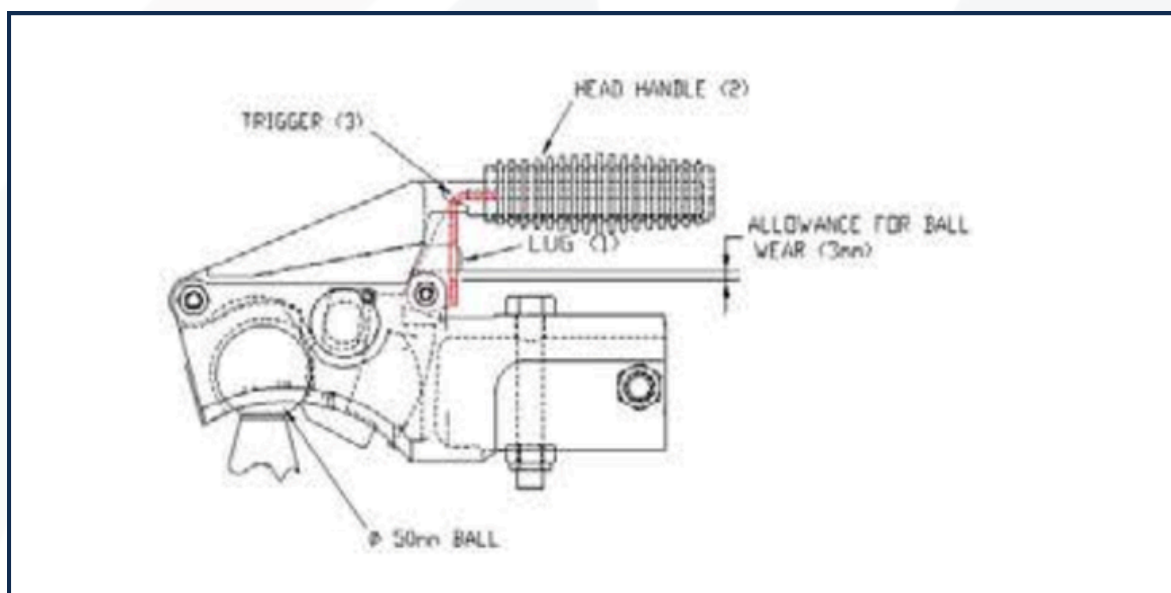
- Check the breakaway cable for any kinks or fraying. Verify that the clip operates correctly and attached to the designated breakaway cable attachment point or breakaway ring.

Checking for excessive wear on the coupling head

To assess if either the vehicle's tow ball or the ball coupling is excessively worn, follow this procedure:

- Couple the trailer to the towing vehicle and ensure that the coupling head is fully engaged and locked onto the towball.
- Observe the square wear-indicator lug (1) located at the rear of the head handle (2) in relation to the slot in the trigger (3).
- If the square lug is positioned clear of the bottom of the slot, the wear of the coupling head and towball is within acceptable limits.
- If the square lug rests on, or very close to, the bottom of the slot, excessive wear may be present in the towball, the coupling head, or both.
- **To identify the worn component,** repeat the check using a new 50 mm towball complying with BS ISO 1103.
- If the square lug remains at or near the bottom of the slot when coupled to the new towball, the coupling head is excessively worn and must be replaced.
- If the square lug moves noticeably higher within the slot when coupled to the new towball, the original towball is excessively worn and must be replaced.

Note: If the coupling head is replaced, repeat the wear-indicator check using the existing towball. Wear may be present in both components and replacement of the towball may also be required.



For additional details on
maintenance,
please scan the QR code.



Galvanised Finish

Hot-dip galvanizing is the process of coating steel with a thin layer of zinc by immersing the steel in a molten bath of zinc at approximately **460°C**. All M-TEC trailers undergo galvanizing to protect against rust and extend their working life. The galvanized coating creates a protective outer layer that shields the steel from corrosion and wear.

Over time, galvanized surfaces form a natural oxide layer that further protects the zinc and underlying steel from corrosion. This gives the trailer a finish that can range from bright silver to dull grey.

If the trailer is exposed to road salt, this can alter the appearance of freshly galvanized surfaces, turning them grey or black and causing white or grey deposits.

This discoloration typically occurs if the trailer is not washed after use, allowing the chemical properties of the salt to react with the galvanized surface and cause staining.

Important Notes:

While the galvanized surface may appear stained, this does not affect the protective properties of the coating.

To prevent staining and maintain the finish, it is essential to wash the trailer thoroughly after every use, especially if exposed to road salt or other corrosive materials.

Trailer Cleaning

Regular Washing: Wash the trailer regularly with a solution of water and a mild detergent, such as a car wash product, to help maintain the surface finish of plated and painted components.

Special Attention in Harsh Conditions: This is especially important if the trailer is used on salt-treated roads, in coastal areas, is heavily soiled, or is used to carry corrosive substances like fertilizers. In these cases, thoroughly wash the trailer down after each use** to prevent corrosion.

Pressure Washing Caution: If using a pressure washer, avoid directing the high-pressure spray at electrical components or decals for extended periods, or at close range, to prevent damage.

Avoid Harmful Additives: Do not use additives designed for brightening aluminium, often containing phosphoric acid, on galvanized surfaces. These products can slowly remove the protective zinc coating, compromising the durability of the galvanization.

Service Schedule

Regular inspection and maintenance are essential to ensure the safe operation, reliability and longevity of your M-TEC Livestock Trailer.

Trailers operating in demanding agricultural conditions, coastal environments, or high-mileage applications may require more frequent servicing.

Interval	Maintenance Requirement
Before every journey	Check coupling, breakaway cable, lights, tyres, wheelnuts, ramps, doors, partitions and general trailer condition
After first 50 km (30 miles)	Check wheel nut torque and inspect coupling security
After first 500 km (300 miles)	Inspect braking system, wheel bearings, coupling assembly and all fasteners
Every 5000 km or 6 months	Inspect brakes, brake cables, wheel bearings, suspension components, coupling and electrical system
Every 10000 km or annually	Full trailer service by a competent technician
After wheel removal	Re-torque wheel nuts after first 50km of operation
After prolonged storage	Carry out full pre-use inspection before returning trailer to service

Wheel Nuts

Wheel nuts should be checked:

- Before every journey.
- After the first 50 km (30 miles) of operation on a new trailer.
- After any wheel removal and refitting.

Wheel nuts must always be tightened to the torque specified for the wheel and axle assembly fitted to the trailer

Braking System

The braking system should be inspected regularly for:

- Correct operation.
- Brake cable condition.
- Brake shoe wear.
- Auto-reverse functionality.
- Excessive free play or adjustment requirements.

Any braking defects should be rectified immediately before the trailer is returned to service

Wheel Bearings

Wheel bearings should be inspected at regular service intervals for:

- Excessive play.
- Noise during rotation.
- Overheating.
- Damage or contamination.

Damaged bearings should be replaced immediately.

Coupling Assembly

The coupling assembly should be inspected regularly for:

- Excessive wear.
- Correct locking operation.
- Damaged components.
- Condition of the breakaway cable.
- Damper performance.

Replace worn or damaged components immediately.

Livestock Body and Equipment

After every use:

- Remove manure, bedding and debris.
- Wash the floor, ramp and internal partitions.
- Inspect gates, catches and hinges.
- Empty and clean the effluent tank where fitted.
- Check ventilation openings remain unobstructed.

Annual Service

M-TEC recommends that all trailers undergo a comprehensive annual service by a competent technician familiar with Knott running gear and trailer braking systems.

A record of all inspections, servicing and repairs should be retained for future reference and warranty purposes.

Service Record

This service record should be completed following each scheduled service, inspection or repair carried out on the trailer. Maintaining an accurate service history will assist in ensuring the continued safe operation, reliability and longevity of your M-TEC Livestock Trailer and may be required for warranty or resale purposes.

Date	Hours/KM	Work Completed	Dealer/Technician	signature

M-TEC WARRANTY

M-TEC Engineering trailers are supplied with a 12-month warranty from the date of first retail purchase. Any faults, omissions or deviations from the original specification should be reported to M-TEC Engineering or the supplying dealer as soon as they are identified.

Any damage sustained during transport or delivery should be reported immediately to the carrier or delivery company.

The warranty does not cover:

- Normal wear and tear.
- Routine maintenance and servicing.
- Wheels and tyres.
- Damage caused by misuse, abuse or neglect.
- Damage caused by overloading.
- Damage resulting from accidents or impact.
- Damage resulting from unauthorised modifications, alterations or repairs.
- Corrosion or deterioration caused by inadequate cleaning, storage or maintenance.

Warranty Procedure

If you believe your trailer has a fault that may be covered under warranty, contact the supplying dealer or M-TEC Engineering, quoting the trailer model and VIN number.

Do not delay reporting faults, as continued use of the trailer may result in further damage which could affect the assessment of any warranty claim.

To assist with diagnosis, please provide as much information as possible regarding the issue, including photographs where appropriate.

No warranty repairs should be carried out without prior authorisation from M-TEC Engineering.

It is the responsibility of the owner and operator to read and understand the contents of this manual before operating the trailer.

This Owner's Manual should remain with the trailer at all times. If the trailer is sold or transferred to a new owner, this manual should accompany the trailer.

Manufacturer
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Thank you for choosing M-
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