

**Technical data sheet**  
**for the APV**  
**"Coupling hitch attachment kit 00300-2-107"**



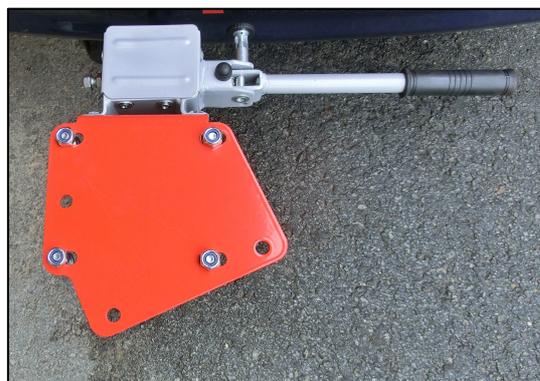
If used with the trailer hitch, the following basic safety precautions must be taken. **READ and CONSIDER these STATEMENTS** before you use the coupling hitch attachment kit.

**The coupling hitch attachment kit is approved for use with the following single-disc spreaders:**

Type	Max. fill level
KS 40 M2	Can be filled completely.
ES 100 M1 Classic	max. 70 kg seed/scatter material
ES 100 M2 Special	max. 70 kg seed/scatter material
WD 40 M2	Can be filled completely.

**Approved mounting of the coupling hitch attachment kit**

mounted straight



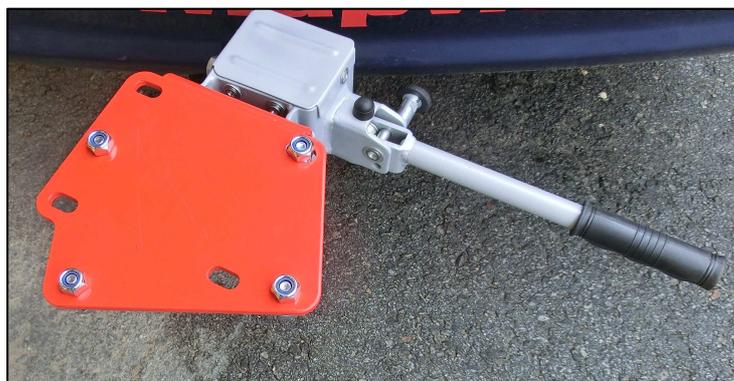
KS 40 M2

ES 100 M1 Classic

ES 100 M2 Special

WD 40 M2

mounted at an angle of 25°



KS 40 M2

WD 40 M2

1. Assembling the coupling hitch attachment kit on the trailer hitch:  
Ensure that the coupling ball is undamaged, clean and free of grease. The attachment kit is placed on top of the trailer hitch. Hold the attachment kit level with one hand and, with the other hand, move the clamping lever. Then turn the safety bolt until it locks in place.
2. The axle load distribution specified by the vehicle manufacturer is changed by the attachment kit (including the single-disc spreader) that is affixed to the rear. This change to the axle load must not cause the permitted axle loads to be exceeded. Also ensure that the maximum permitted bearing load of the trailer hitch of the vehicle is not exceeded.
-  3. If an **ES 100 M1 Classic** or an **ES 100 M2 Special** is mounted to the coupling hitch attachment kit, this is only permitted to be filled with a **maximum of 70 kg** of seed/scatter material. The manner of driving and the speed of driving must be adjusted according to the loading condition and the changed driving behaviour.
4. Even if the attachment kit (including the single-disc spreader) only partially covers lights and/or the registration plate, the lights of the carrier vehicle and/or the registration plate must be repeated on the attachment kit or the single-disc spreader.
5. The mounted coupling hitch attachment kit (including the single-disc spreader) must be checked for correct seating before each journey.
6. Grease the safety bolt from time to time to prevent rust in difficult operating conditions.

The test report from the RDW Test Centre Lelystad is enclosed (original report in English):



RDW

Test rapport no.: RDW -74/483 -0645 ext. 01

## TESTREPORT

TEST CENTRE



Statement concerning the external projections of separate technical units in accordance with Council Directive 74/483, as last amended by Council Directives 2007/15/EC.

- 0.1 Make : Eufab / LAS  
 0.2 Type : Quick release coupling, art.no: 11402  
 Variety : Coupling for luggage rack, which can be fitted on the coupling ball (Ø50 mm) of a vehicle.  
 0.5 Name and address of the manufacturer : EAL GmbH  
 Otto-Hausmann-Ring 107  
 42115 Wuppertal  
 Germany  
 Test(s) conducted by order of : See 0.5.

Tests : The tests are carried out in accordance with Annex I & II (with regard to separate technical units) of the above mentioned Directive.  
*Remark: Only the attachment was assessed.*

Documentation : ~~See attached photographs (total of 5 pages).~~ No documentation is attached to this extension. The documentation of the original report is still valid.

Conclusion : The type of luggage rack does / ~~does not~~\* comply with the requirements.  
 There are no / ~~are~~\* objections to granting approval under the above mentioned Directive.

Test date(s) : 26-01-2010, 21-12-2010

By : F. Kleinbussink

Lelystad, 21 Dec. 2010  
 The test engineer,

RDW Test Centre Lelystad  
 Talingweg 76  
 8218 NX Lelystad  
 The Netherlands



F. Kleinbussink

Test rapport no.:RDW -74/483 -0645 ext. 01

**RDW TEST CENTRE LELYSTAD**

**EXPLANATION OF THE CHANGES MADE TO THE TESTREPORT**

Concerning **CORRECTION/EXTENSION** \*

Belongs to reportnr.: **RDW-74/483-0645**

Changes concerning the pages: all pages

Remark: The changes in the report are marked by reference.

Explanation of the changes:

Item 2 from page 3 was re-tested (see also RDW-74/483-0722).



Test rapport no.: RDW -74/483 -0645 ext. 01

RDW Testcentre Lelystad  
Luggage and ski racks (Annex 1, 6.16 & 6.18)

Annex: 1

<b>6.16.1 Attachment</b>	<b>Pass / Fail*</b>
Positive locking should exist in, at least, one direction.	
Load-bearing capacity, as specified by the manufacturer:	See below
Horizontal, longitudinal and transversal forces can be transmitted which are, at least, equal to the above mentioned vertical load-bearing capacity.	

<b>6.16.2 External projections</b>	<b>Pass / Fail*</b>
Surfaces which, after installation of the rack, can be contacted by a sphere of 165 mm diameter shall not have parts with a radius of curvature less than 2,5 mm (unless the provisions of 6.3 can be applied).	

<b>6.16.3 Fastening elements</b>	<b>Pass / Fail*</b>
Fastening elements shall not project more than 40 mm beyond the surfaces referred to in 6.16.2.	

<b>6.18 Assembly instructions</b>	<b>Pass / Fail*</b>
The assembly instructions shall contain sufficient information to enable the approved component(s) to be mounted on the vehicle in a manner that complies with the relevant provisions in items 5 & 6.	

\* Strike out what doesn't apply.

Remarks:

This test was executed because of the introduction of a new quick-release-coupling. This coupling will be used on a number of luggage racks. The coupling is intended to be used on a standard coupling ball Ø50 mm.

The coupling was fitted on a clean and grease-free coupling ball. The coupling was adjusted for the used ball, according to the manufacturer's instructions. The mechanism of the coupling device was in good working order (lubricated). A force of 45 daN was required to close the coupling.

Two items were tested:

1.

A horizontal force was applied to the luggage rack, at an angle of 90° to the normal direction of traffic. This force was applied at a distance of 49 cm from the centre of the coupling ball.

The coupling ball did not rotate about the ball when a force of 75 daN was applied.

With regards to horizontal rotation a maximum torque of  $49 * 75 = 3675$  daNcm is acceptable.

2.

A static load of 80 kg was loaded onto the luggage rack, with an own weight of 21 kg. The centre of gravity was placed at a distance of 38 cm from the centre of the coupling ball.

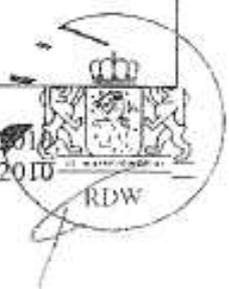
This did not cause any plastic deformation and/or breakage.

With regard to gravity, a maximum torque of  $(80+21) * 38 = 3838$  daNcm is acceptable.

(It is assumed that 1 kg equals 1 daN).

Conclusion from both tests: the worst-case situation is the horizontal rotation.

date: 26-01-2010  
21-12-2010



Initial:



# Notes

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