



- teknik til praktisk køreprøve.

Connecting and disconnecting the trailer:

The ONLY important detail is that the parkingbrake has to be pulled as the first thing the trailer is disconnected from the car, and the same parkingbrake is released when everything is connected back again!

When you turn the wheel in the front of the trailer all the way up in order to make the connection, then stop as soon as the wheel leaves the road. Turn the wheel back down until you can see the car is rising, THEN THE TRAILER IS CONNECTED TO THE CAR!

After connecting the trailer you should by yourself without any suggestions from the examiner, say that the lights need to be checked before driving. This is done as the wire between the car and the trailer has been dismantled.

REMEMBER that you should look at the lights and the examiner, or the driving instructor must operate the indicating and braking lights. It is your responsibility that the light works!

After checking that the light is

working, wait for the examiner to ask further questions. The following questions can be asked:

Checking the brakes on the trailer:

Parking brake:

- Must be able to be left standing tensioned.
- When you try to drive forward with the parking brake pulled, the car should preferably not be able to move
- REMEMBER to at depress the parkingbrake again, after completion of the check.

Driftsbremsen, påløbsbremsen, stødstangens vandring (mange ord for samme kontrol):

- The brake rod must not have suffered any harm, e.g. look like someone has stepped on it.
- Drive a few meters forward and brake hard, there should not be any sound of a hard metallic sound.
- Pull the parking brake in the car and remember to put the car in neutral.
- Check that the two edges under the rubber cuff on the trailer do not hit each other. In that case, the service brake does not work as it should.
- If you notice during braking that the trailer is making a full braking while several metallic "clank" are heard, the trailer's shock absorber is broken or worn out

Safety wire:

- If the trailer has a maximum permissible weight above 750 KG, there must be a safety wire between car and trailer.

- If the trailer has a maximum permissible weight of more than 1,500 KG (double) or is two-axle (double), the safety wire must be connected to the parking brake of the trailer;

Reflekser og lys på traileren:

- The requirement is that all lights and reflexes must be clean and work.
- In front there must always be two white reflexes.
- If the trailer is wider than 1.6 metres, there must be two white position lights (combined with the reflectors).
- On the side there should always be yellow reflectors that are evenly distributed
- If the trailer is longer than six metres, yellow light must be provided with the reflectors
- At the back of the trailer there must be two triangular reflexes, the tip must point upwards.
- There must be position lights that light red and can be seen 300 meters away and they must light up the same.
- Indicating lights should be visible in sunlight and blink regularly.
- Brake lights. At least 2. A third brake light can be fitted and is then placed high on the trailer.
- Brake lights must light up significantly stronger than the regular backlight (Position light).
- The number plate must be illuminated so that it can be read at 20 metres when it is dark.

- The reverse and fog light at the back of the trailer is additional equipment, and is not included in the questions for the test.
- If the trailer is wider than 2.1 metres, high-position marker lights shall be fitted. White in the front and red in the back

Tyres and rims:

- Tyres on the same axle must be of the same type
- There must be even wear on the surface.
- At least 1.6 mm tread depth.No dents and cracks on the side of the tire.
- Along the rim edge you can read the tyre's "max load". This is multiplied by the number of tyres on the trailer and the sum of "max load" should be equal to or greater than the legal total weight of the trailer.
- The rim must not be significantly damaged

- If there is rust around one or more bolts, it is a sign that the bolts are or have been loose. Then the bolts must be tightened.
- There must be proper air pressure in the tyres.
- If there are spiked tyres on the car, there must also be spiked tyres on all the wheels of the trailer. Spiked tyres may be used in Denmark from 1 January to 15 November.

Chassis (Rammer, vanger, alt det kassen er monteret på):

- The triangle in front of the box (also called the chassiet) must not look like anything that has been damaged. The frame must not be bent, damaged or similar.
- Rust around bolts and rivets are signs that they are loose.
- There must be no sharp edges on the trailer.
- The wheels must be shielded.
- The opening must be secured so that it cannot open during driving. All brackets must look sound

Marking:

- On all trailers except caravans, there must be a sticker on each side telling about total weight and allowed cargo in the trailer.

Mirrors on the car:

- You should have the opportunity to look down the sides of the trailer. If this is not possible, additional mirrors must be fitted to the car.