

Stabilizer and heave props in Fiat Ducato, model 244 with standard frame.

After several years of rent / test run in different travel-mobile we could fetch our Laika at the beginning of May 2004. To the maiden voyage it went in the Netherlands and everything were as well as we had fancied it to ourselves a coach with nearly 120 km on the highway overtook.

All at once this caught Travel-mobile behind in to wobble like a duck.

The disagreeable one sway by side wind and train wind.

We did not know this from our test run in 2001 with the same Laika EcoVip model 2000.

What was that a problem, and what solution had to fetch we to take remedial action?

The problem was which the chassis with level ground, model 244, were bought not more with Encumber from Fiat for these models, around thus to the EU standard of 3.5 t. to connect.

How we could solve the stabilizer problem taking into account that Travel-mobile within the family is used;

- One has driving license class 3 and the other a European B.
- One owns a Dutch and the other a German driving license.
- I personally with my old driving license in the Netherlands to 3.5 t. may go and in Germany to 7.5 t.
- The assurance accepts the state of affairs.

Example; to me it becomes bad on vacation and my woman or daughter with driving license B has to do this Travel-mobile can go on.

Almost no way passes the rise / Encumber to maxi. 4.0 t. But what?

Behind stabilizer, aerial feather, screws and/or steel addition feathers?

Behind stabilizer drops for us, because we also want to use immediately the technically possible load. Air cushioning was too soft to us and, moreover, we had by a coach in 1980 a negative experience, because he has got stuck on the ferry by atmospheric pressure failure.

See you also aerial feather remark under recommendation in this progress report.

Screw feathers reach, according to our opinion, not from. Because we more often go with 4 people and are used to capacity then to about 3.9 t.

If only the proven conventional steel addition feather is left in combination with trace spreading and Specially shock absorber. Then our arrangement was also;

- Camperpaket (available) with a red Goldschmitt-steel feather,
- Trace spreading only behind with 60 mm,
- Ranch Specially shock absorber, Type RS 9000*

* The advantage of this Type is if we in twos are we have him on standard (5) and with more people or useful load we can put him on from 7 to 8 harnesses and damping rate. (It is maximum 10)

TIP: To consider the European driving license B, one allows taking up this as "a **note**" in the vehicle papers and **not as Encumber** by safety standards authority decrease as a cultivation check. **Certificate collection** steel feather, partial certificate No. 18 10 09 0056 for model 244.

IMPORTANTLY: Certificate collection for the rise zul. Of total weight leave at home!



Plus deficit

- + Everybody may drive Him class 3 as the European B driving license.
- + To 3.5 t. No speed limitation, truck city centre barrier or no passing.
- + Technically equipped around up to 4 t. to load
- + Assurance goes out from the technical certificate of the vehicle.
- + Later With or paraphrase is always possible after presentation of the certificate collection

for the rise zul. Of total weight / Encumber.
+ Installation with almost every truck professional workshop possibly.

- About 25 kg less useful load, if one 3.5 t. wants to consider.
- One must include that with more than 3.5 t it can happen sometimes in other countries that one a ticket agrees because of Breeding, if one there strictly to 3.5 t. sticks and technical loading to 4 t does not recognize. For comparison; penalties in Germany 10€ to about 35€ (from 5 to 20% of excess with 3.5 t.)

Recommendation etc.:

The whole package costs lies with about 825€ and the assembly with about 200€ to 300€

Aerial feather remark: Rightly I would be pointed out to the fact that air cushioning from 1980 compare is not with the today's addition-aerial feather, they an independent compressive by which of the readiness to drive is guaranteed. Moreover, the atmospheric pressure is step by step adjustably after load of the vehicle.

More information:

Goldschmitt techmobil AG, D-74746 Höpfingen
Tel. +49 (0) 6283 – 22 29 0 or www.goldschmitt.de

Heave prop Type in 1000 mechanically

Because we could not endure the swings any more on parking lot or camping places with get out by the construction door, we allowed making heave props under the rear.

Later turned out that it is also important for the tyre load with longer state times, for the discharge. Place tyre risk will jack up by the light diminished!

We have decided on the article No. 247 142 from AL-KO by which the sewage pipes was moved minimally.

(Foundation with **free wheel mechanism**)

If you want to mount it at the side of the cream

lengthening then need the articles No. 247 149th assembly material and assembly instruction of AL-KO exists.

Please, always check whether everything is right before order, crank specially co order!



Recommendation etc.:

These props are to be mounted themselves, because one with the kind. No. 247 142 only 4 holes per props vertically need to bore in the frame lengthening and then with easy castle screws can screw together (M6). Not as a carriage siphon use concerning the frame and load-carrying capacity of the props. 1 x 2 props for behind about 240€

More information:

AL-KO Alois Kober GmbH, D-89359 Kötz
Tel. +49 (0) 8221 – 970 or www.al-ko.de