allsafe JUNGFALK
Member of allsafe GROUP

ASSEMBLY MANUAL

TransSAFE® go

Please read thoroughly before use!

ZERTIFIZIERTE SICHERHEIT von allsafe JUNGFALK

TransSAFE® go

Ladegut-Sicherung
Made in Germany

SICHERHEIT MADE IN GERMANY

Contents

1.Foreword

Welcome to the world of intelligent systems! Thank you for choosing our productl This product was developed and manufactured according to applicable requirements and is certified according to DIN EN 9001 and ISO TS 16949 which are German quality management standards.

2. Technical data

Product version	TransSAFE®go is suitable for Mercedes-Benz Sprinter (W906 from 4/2006 on) and Volkswagen Crafter (from 2006 on).
Technical resilience	This system was exclusively developed for the vehicle mentioned above. It fulfills the requirements DIN EN 12195-2 and VDI 2700 et seqq. and allows a maximum capacity load of 1250 daN (with two dimensional loading). A certificate from an independent testing organization DEKRA is supplied with each order and can be ordered separately under the part number 560594-10 from allsafe JUNGFALK. (1daN ≈ 1 kg)

3. Safety information

Safety instructions	Please obey the safety instructions as well as the information attached. Otherwise we assume no liability.
Label/patch	Mind the safety instructions on product labels and stickers.
System	Only use the system in combination with dedicated components. The certificate does not apply if components other than those intended for this system are used.
Maintenance	Make sure that the system is clean. Dirt may impair the function of the product.
Positive locking	We recommend using positive blocking as the preferred method of load restraint. Positive blocking hinders additional resistive forces in the case of an accident.
Traffic regulations	Obey the recent laws and traffic regulations. Otherwise you could be guilty of an offence.
Load securing	Obey the general provision of load securing. Otherwise you could endanger yourself and others.
Installation and repairs of the vehicle	Make sure that all installations and repairs are carried out by qualified, certified garages.
Protection	It is recommended to wear protective gloves and glasses during installation.
Inspection	Check the system for damage before every use!. An anual inspection of the system is required. Please refer to the check book for the test specifications. **Replace damaged components!** **The system cannot be used after an accident. It must be replaced by a new one.**

4.Definition

	Attention
	Controlling
	Follow operating instructions

5. Required equipment

In order to achieve the maximum loading capacity, it is important to ensure that the load securing and load restraint components are properly installed in the vehicle. This is made possible with sidewall tracks which are available either from your vehicle manufacturer or allsafe JUNGFALK.This manual describes the assembly of TransSAFE® go in a vehicle equipped with side tracks positioned in the standardized middle and upper installation positions. The side tracks must have a minimum loading capacity of 150 daN (upper track) resp. 250 daN (bottom track)!

The vehicle has to be equipped with a wooden or synthetic floor with a sufficient thickness (approx.13 mm) and strength to fix the TransSAFE® go tie bar correctly.

If the vehicle is used for extremely short distance traffic and/or further extras (e.g. pre-heating system, additional indicators) are installed, we recommend keeping a second car battery in the vehicle

TransSAFE® go is only suitable for vehicles with one sliding door on the right hand side.

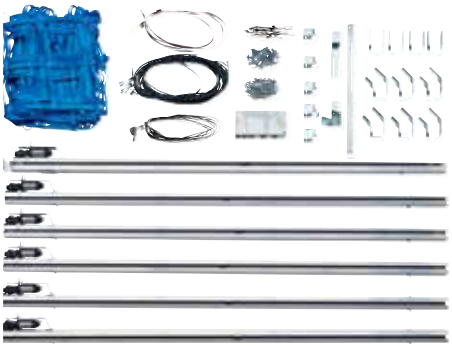
The vehicle has to be equipped with side tracks positioned at two levels. The vehicle must have a wooden or synthetic floor.

Roof and floor tracks are not necessary.

Mind the distance between the track center and floor and also the distance between track center and track center (see picture).

6. Scope for delivery TransSAFE®go

The following components are included in the delivery:



6 tie bars 511249-10
1 fixture set 511251-10
1 cable set 511258-10
1 electronic control set 511253-10
1 net set 511259-10
1 assembly instruction 560592-10
1 manual 560593-10
1 DEKRA-certificate 560594-10

7. Tools and qualifications

The following tools are needed to install TransSAFE®go in the vehicle:

- 10 mm wrench
- 13 mm wrench
- Ratchet with nut size 10 mm, 13 mm

- Small slotted screwdriver or voltage tester
- Medium-sized slotted screwdriver
- Medium-sized crossed screwdriver
- 4 mm Allen key
- Combined cordless drill/screwdriver with different hexagon socket, slot and crossheaded bits as well as Torx T10, T20 and T25
- 7,0 mm diameter steel drill: (ideal are non-cutting flow-drills)
- Recommended: center punch and hammer

- Combination pliers
- Insulation-stripping pliers
- Side Cutter
- Blind rivet pliers for M5 rivet nuts

- Level
- Pencil
- Jigsaw to cut out the inner side wall lining
- Utility knife
- Measuring tape
- Anti-corrosion paint (a few drops)
- Approx. 20 cable ties
- Ether and cleaning rags

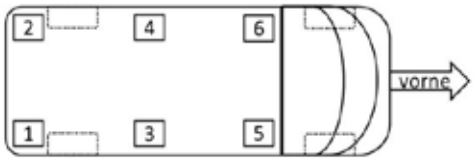
To install the TransSAFE®go, installation and electronic connection work is required. All work has to be done by qualified staff.

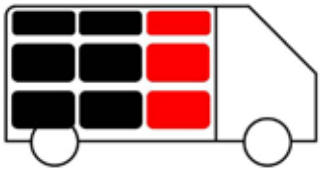
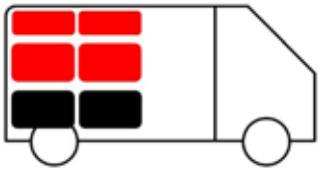
8. Installation into the vehicle

Die Montage darf ausschließlich von dem dafür qualifizierten Personal durchgeführt werden.

One person needs approximately 4,5 hours to assemble the TSG system. A second person is needed for approximately 20 minutes to install the net (p. 30). The installation may take longer if the vehicle is not equipped with the features described in point 5.

8.1. Preparation

Preparation	The installation of the TransSAFE®go should take place in a dry, bright and heated room. Lay out all tools and TransSAFE®go components.Make sure that the loading area is well lit.	
Definitions	We will be using the following numbering system to show the position of the individual tie bars throughout this entire manual.	
Removing the battery connection	Loosen the three screws (T20) and remove the plastic covers.	
	Remove the rubber component in the footwell area.	
	Slightly loosen the four screws with a few turns (do not unscrew completely) and slide the steel plate backwards and remove it.	

Removing the battery connection	Remove the negative pole of the battery. Attention: If your vehicle is equipped with a second battery be sure to remove the negative pole as well!	
Disassembling the interior lining	If your vehicle is equipped with an interior lining, remove the lining highlighted in red (T20). The van shown in the sketch has a long wheelbase. If you have a medium wheelbase, the middle planking will be missing on your vehicle.	Linke Fahrzeugseite  Rechte Fahrzeugseite 
Disassembly of the cable channels	Remove the cable ducts from the edge of the left hand side from the front to the back as shown in the picture. The cable duct consists of several individual parts and is fixed to the bod of the vehicle. Do not disassemble the cable duct above the rear door. The picture to the right shows what the left hand side of the vehicle should look like.	 
Remove the fuse panel cover	Remove the fuse panel cover. Mark the position for the cut-out for the push button. Make sure that the cut-out for the push button does not collide with the fuse panel behind it. If desired, it is possible to change the position of the fuse panel by loosing the screws (T20) and relocating the panel.	 

8.2. Installation

Remove the fuse panel cover	Cut a large rectangle (22x30) out of the cover with a sharp knife. Caution: Risk of injury! Do not damage the manufacturers warning stickers. Replace damaged stickers. Apply the sticker with the part number 560 591-20 (as shown here with a lock) over the cut-out and cut the sticker out with a knife. **The stickers can be found in the housing of the electronic control.**	
Laying the cable for the driver`s push button	Slide the driver's seat as far ahead as it will go. Slide the push button cable with the blade receptacle with the part number 560 538-10 (Length 2630mm) through the serial-production drill hole into the metal sheet from the back to the front under the driver's seat. Pull the cable through the cut-out in the fuse panel cover. Reinstall the fuse panel cover. Plug the blade receptacle in to the push button. Push the push button into the cutout until it clicks. Damaged or removed manufacturers warning stickers have to be attached again, for example on the metal sheet below the cover panel.	   

Mounting the driver's push button	Run the loose push button cables through the standard cable feed-through from the cab into the loading area. The arrow shows the position of the cable feedthrough behind the driver's seat.	
	Pull the cable completely into the load area.	
Laying the main power supply	Push the main power cable 560 563-10 with non-terminated endings from the front side through the cable tun-nels, made of black steel, situated un-derneath the handbrake.	
	Push the passenger's seat floor mat to the side in order to pull the cable out of the cable channel.	
	The arrows show the main power ca-bles.	
	Pull the cable completely out. Make sure that there is sufficient (but not too much) cable length available in the battery area to connect the TSG sys-tem correctly later.	
	Run the main power cable along the floor behind the driver's seat. Direct the cable through the standard drill hole of the partition and pull the cable completely into the load area.	

Lay the push button cable and the main power cable either in the gap between the load area floor and body or below the load area floor (depend-ing on tolerance in the vehicle). Both cables should run upwards along the partition wall as shown in the picture.

Do not damage the cables.

Lay both cables upwards as shown. Fix the cables with adhesive tape so that they are covered by the side panel cover. The cables cannot not be dam-aged by screws and sharp edges.

Laying the cables for the load area push button.

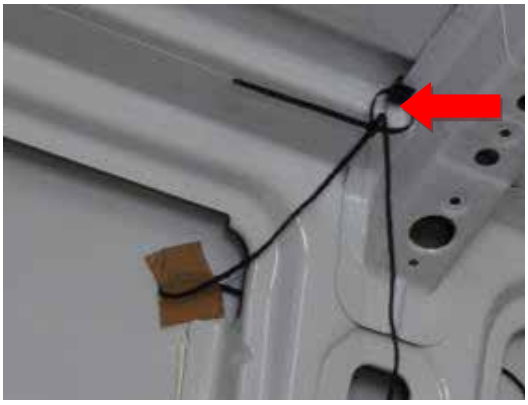
Use cables 560 538-11 (length ca. 7.000 mm).

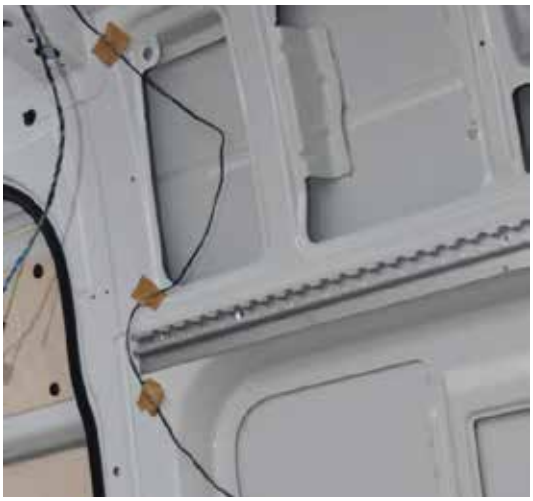
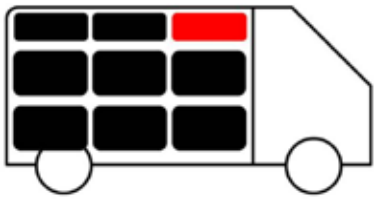
Start running the cables from the back right hand side of the vehicle close to the middle track (bar position 1). Lay the cable, as shown, by mean of provi-sional fixation of each blade receptacle.

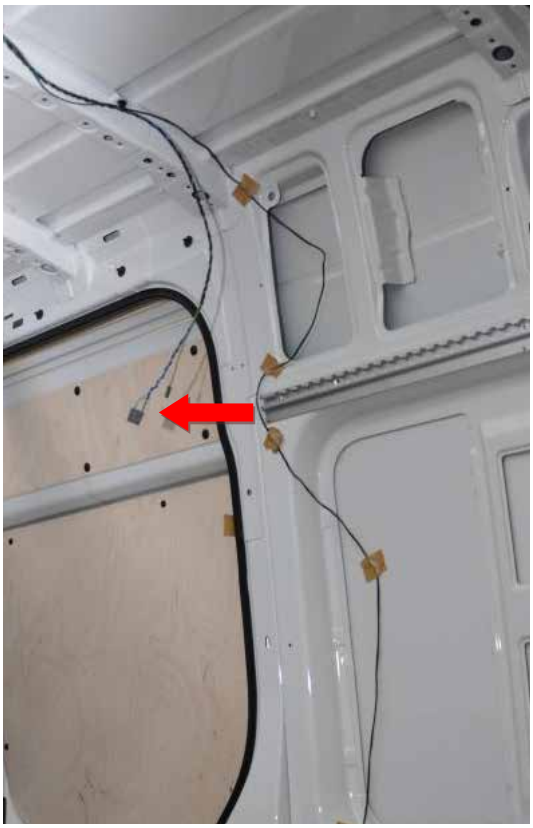
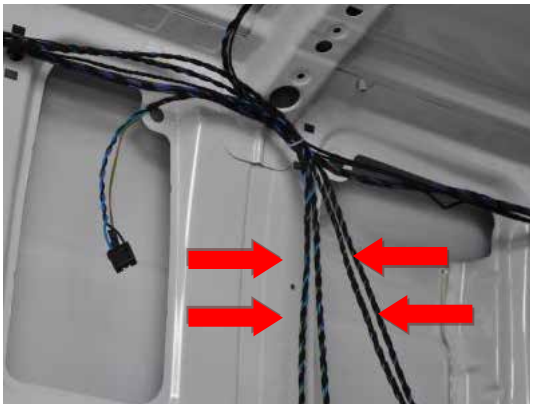
Make particularly sure that cables can be removed from the interior trim
The cable should run just above the lower side track as shown in the picture.

Lay the upper cable, as shown, above the gap between the vehicle body shell and inner panel

Secure the cables loosely as shown with a cable tie (arrow).



Laying the cables for the load area push button.	Use cable 560 538-11 (length ca. 7.000 mm). Repeat the same procedure in the area behind the side sliding door. Make sure that the cable ends with blade receptacles are placed so that they run towards the side of the panel when it is reinstalled. The cable should however be covered by the side panel. Loosely fix this part with Edge-Clips (arrow).	  
Mounting the interior trim	Reinstall all interior lining in the load area except for the front left hand panel which is marked red in the picture. Make sure that the cable ends for the push button do not get bent and that approximately 20 cm of cable is sticking out of the interior lining.	Linke Fahrzeugseite 
Assembling the cables for the tie bar	Use the motor cable 560 537-13 (length ca. 6.000 mm). Fix the ends of the cable with a connector in the rear upper right hand corner of the vehicle. The connectors will be plugged into the tie bar later on. Direct the cable in front of the cross tie bar on the roof where the push but-ton cable is already fixed.	

		Direct both cables (motor cable and push button cable) along the front of the cross tie bar **towards the left until the cable harness is reached** Fix both cables with cable ties with plates.	
Assembling the cables for the tie bar		Use motor cable 560 537-12 (length ca. 4.900 mm). Fix the end with the connectors to the upper right hand corner behind of the sliding door. Direct the cable behind the cross bar of the roof where the push button cable is already fixed. Direct both cables (motor cable and push button cable) In front of the cross tie bar **to the left until the automotive cable harness** is reached. Fix both cables with cable ties with plates.	
Assembling the cable for the tie bar		Use motor cable 560 537-12 (length ca. 4.900 mm). Fix the side with the connectors in the rear left hand part of the vehicle. Direct this cable as well as the cable from the rear right hand side along the automotive cable harness forward until the partition of the cab. Fix another motor cable 560 537-11 (length ca. 3.000mm), as shown, in the middle of the vehicle where the motor cable is coming from the right along the roof bar. Direct all four cables forward until the partition of the cab is reached.	 

Assembly of the cables for the tie bar	Use motor cable 560 537-11 (length ca. 3.000 mm). Lay this motor cable along the front area of the cross bar. Direct the cable until you reach the upper right hand side corner of the vehicle behind the partition to the cab. Use Edge-Clips for the fixation to the tie bar.	
Assembly of the cables for the tie bars	Use motor cable 560 537-10 (length ca. 1.000 mm). Fix this motor cable loosely in the upper part behind the partition behind the driver's seat.. The following cables should now be running along the sides (all without connectors on this side): 6 motor cables 2 push button cables from the load area 1 push button cable from the cab 1 main power cable from the cab	
Assembly of the cable channels	Re-assemble the cable channels which were disassemble at the beginning of the job.	
Assembly of the control system	Clean the mounting surface on the inside of the body shell. It must be clean, dry and free from grease. nstall the open control with the supplied double-sided adhesive tape. Make sure that the cut-out for cables is in the driving direction.	

Connecting the electronics

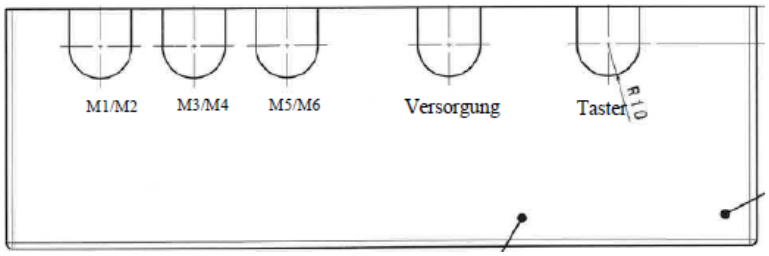
All cables must be plugged into the marked connections on the board.

Please observe the correct polarity of the connections!

Connecting the electronics

To simplify connection to the board, cut all the cables to same length, leaving approximately 50 cm to work with.

Direct one cable after the other as shown below with the rubber bushing into the housing from the outside in.



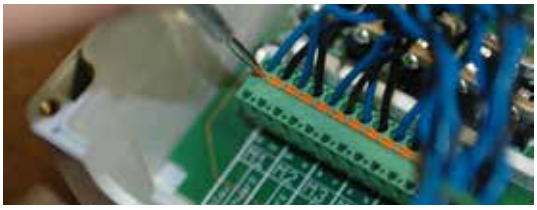
We recommend the following connection sequence:

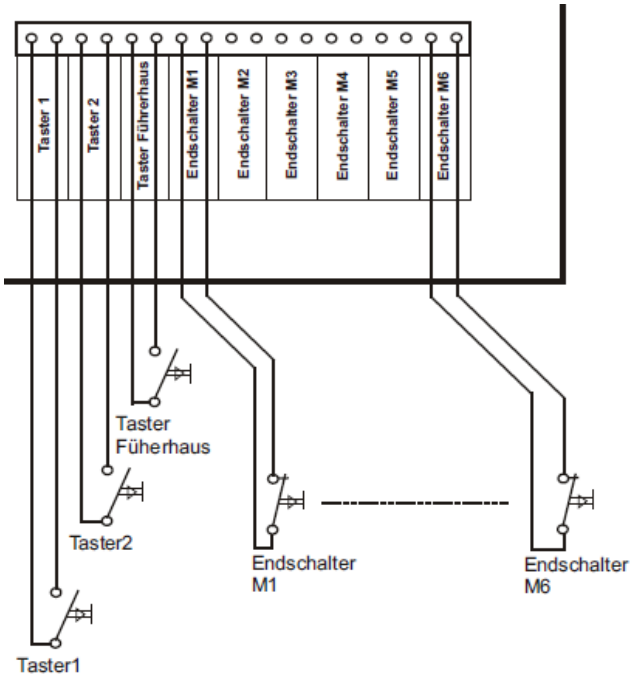
1. Push button
2. Supply
3. Motors

Connecting the electronics

Please proceed as follows to connect the single conductors electrically to the control board.

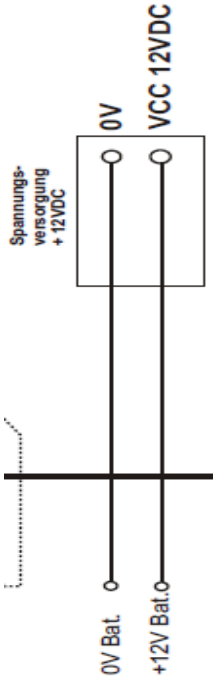
1. Cut the cables to the correct length.
2. Strip the cable end to approx. 10 mm and twist the wire.
3. Push the orange clip into the connector block with a small screwdriver.
4. Stick the stripped cable end into the drilled hole.
5. Pull out the screwdriver.





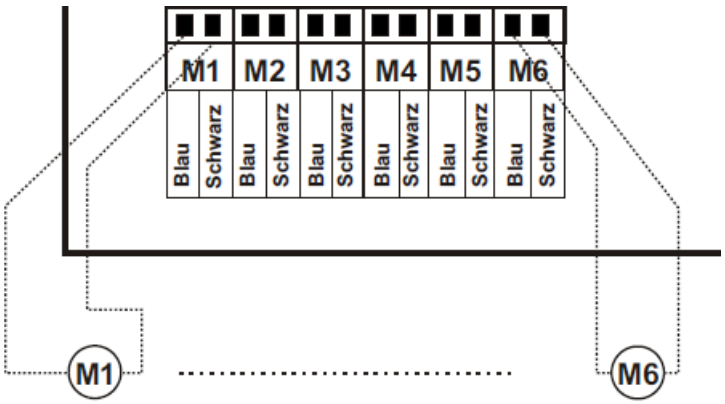
Connecting the electronics for the supply voltage

Use the luster terminal to connect the main power cable.



Connecting the electronics for the motor

Connection diagram for the motors:



M1…M6 being the number of the motors

It does not matter which bar you connect to which place on the control board. (M1…M6 and end switch M1 … end switch M6). Make sure that the connection-number of the motor and of the end switch are the same. (for example. M3 and end switch M3) so:

M1 >>> End Switch. M1
M2 >>> End Switch. M2
M3 >>> End Switch. M3
M4 >>> End Switch. M4
M5 >>> End Switch. M5
M6 >>> End Switch. M6

Every other allocation of motors to push button will lead to damage of the TSG-system and is not covered by the warranty.

Connecting the electro-nics	Close the control box and screw the lid shut with six screws.	
Cutting and assembly of the final inte-rior lining	In order to mount the interior lining around the control box, a hole must be sawed.	
Please note: Assembling the tie bars	**Make sure that you follow the as-sembly procedure of the tie bars step by step as indicated. This is necessary in order to ensure the proper functioning of the TSG system!** **The aim is to assemble all four bars in the corners of the vehicle. The bars have to be assembled as far to the outside and as vertically as possible.** **This ensures that the TransSAFEgo can reach its maximum loading capacity.**	
Assembly of the tie bars	**Pre-assembling the 10 U-Holders** Assemble the six angulated and the four straight holders with the screw fittings, M8-washer and plungers. As shown to the right. Tighten the self locking nuts but not too firmly. It must be possible to fix the U-Holder on the side track easily.	 

Assembly of the tie bars

Tie bar **position 6:**

Step 1:
Assemble one angulated U-Holder on the bottom and on the top side track.

Assemble the U-Holder so that the distance between middle drill hole of the holder at the end of the side track is as follows:

Upper side track: x=100 mm
Lower side track: x=50 mm

o not tighten the nut firmly at this time. The holder must be rotatable.

According to tolerance position in the vehicle and the tracks used (for exam-ple retrofitting) it could be possible that the position need to be changed at a later date.

Step 2:
Push a small floor shoe (arrow) onto a tie bar.

Set up the tie bar, thread it in both U-Holders and stick one M6 x 70 screw through the lower and the upper U-Holder of the tie bar.

Mark the indicated position of the floor shoe.

Make sure that the floor shoe does not cover the lashing point completely. It must be possible to continue to use the lashing point.

f it is not possible to assemble the bar due to an interfering contour adjust the bar in the tracks so that the bar can be set up correctly.

Step 3:
Remove the tie bar. Put the lower shoe into the marked area and fix it with two to four screws 4,8x13.

Assembly of the tie bars

Step 4:
Put the tie bar into the lower fixing shoe, thread it in both U-Holder and screw the tie bar with one M6x70 screw, washer and self-locking nut.

Make sure not to squeeze the slot for the glider when the screw is being tightened!

The tie bar must now fit tightly in the edge between the sidewall of the vehicle and partition to the cab. It must be square (+/- 5°) to the side tracks.

Advice: It might happen that an element of the cable duct (arrow) has to be removed depending on the position of the tie bar.

Step 5:
Tighten both M8 self-locking nuts with a small ratchet with a 13 mm nut.

Step 6:
Plug both electrical connections and the end switch cable to the motor.

The plugs must be safely latched.

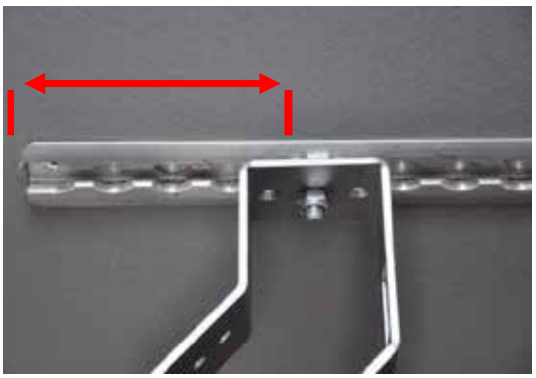
Secure excess cables with a cable tie so they cannot get damaged.

Tie bar **position 2 and 1 (in this order!):**

Repeat the procedure of assembling the tie bar in position 6. Use angulated U-Holders (see picture).

Upper side track: x=75 mm
Lower side track: x=85 mm

This tie bar should be vertical. The maximum slope forward is approx. 8°.



Assembly of the tie bars

After assembling the tie bar, plug both electrical outlets in the motor and the end switch cable in the recently fixed tie bar.

The plugs must be safely latched.

Secure excess cables with a cable tie so they cannot get damaged.

The hand grip may complicate the assembly. In this case, remove the hang grip during the assembly.

Attach the label 560 591-10 (showing an open and closed lock) to the lower holder of bar 1 (rear right) after completion of the installation of both bars.

Position the label and cut out the position of the push button with a sharp knife.

Put the push button on the blade receptacles (polarity does not matter) and snap in safely to the holder.

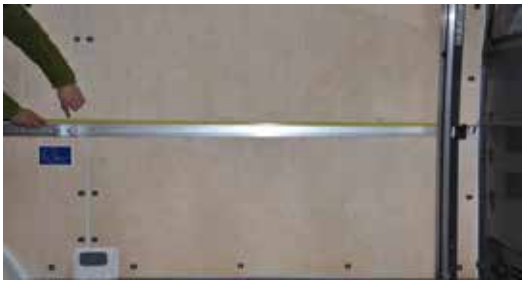
Secure excess cables with a cable tie.

Tie bar **<u>position 4:</u>**

<u>Step 1:</u>
Determine the positions of both straight U-Holders. These positions should be in the middle between the front and rear tie bar (position 2 and 6)

<u>Step 2 (analog pos. 2+6):</u>
Assemble one straight U-Holder to the lower and one to the upper side track.

Repeat the procedure for assembling with the other tie bars.



Assembly of the tie bars

Depending on the tolerance in the vehicle and the exact mounting point of the tie bar 2 and 6, it could be that the cross beam of the vehicle disturbs.
In this case, install the tie bar at position 4 as close as possible to the front or back of the cross beam.

The bar must be assembled as close as possible to the marked middle between tie bar number 2 and 6.

Tie bar **position 3:**

Position the tie bar so that it is exactly on the other side of position 4.

Repeat the procedure for assembling the tie bar in position 4.

Attach the label 560 591-10 (showing an open and closed lock) and assem-ble the push button (as described on page 23).

It must be possible to use the push button from the opened sliding door.

Tie bar **position 5:**

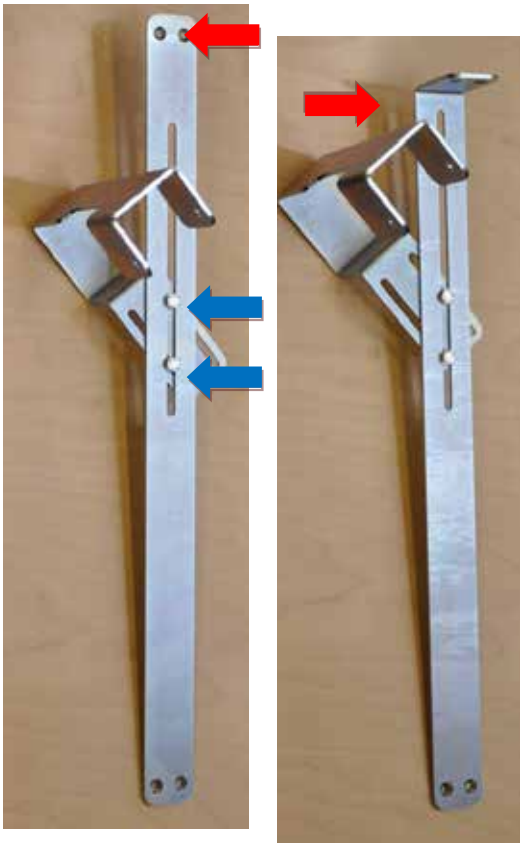
There are two different upper flat pro-files for holding (shown with the red arrows) to the tie bar in the TransSAFE®go set.

If your vehicle is equipped with a partition, which allows the access from the loading area to the cab, use the straight flat profile.

If you vehicle is equipped with a complete partition use the angled flat profile.

Step 1:
Assemble the upper holding shoe, as shown, with the flat profile for holding (straight or angled). Use two M6x16 screws, washer and self-locking nuts (blue arrows).

Tighten the nuts firmly enough to hold the flat profile. The upper holder should be able to be moved by hand.



Assembly of the tie bars

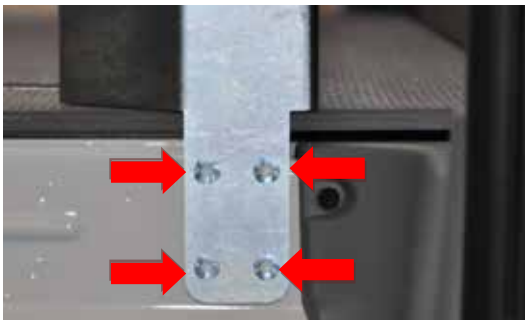
Step 2:
Push the upper holding shoe with the assembled flat profile for holding on a tie bar, as shown. Screw the upper holding shoe to the tie bar with an M6x70 hexagon screw, washer and self-locking nut.

Advice: to provide you with a better demonstration, the picture shows the upper holding shoe without the assembled flat profile.

Step 3:
Push the big floor shoe, as shown, on the lower end of the tie bar. Screw the big floor shoe to the tie bar with one M6x70 hexagon screw, washer and self-locking nut. **Make sure not to squeeze the slot for the glider when the screw is tightened!**

Step 4:
Set up the tie bar and place it vertically as close as possible to the partition of the cab.

Step 5:
Mark the positions of the 4 drilling holes within step tread.



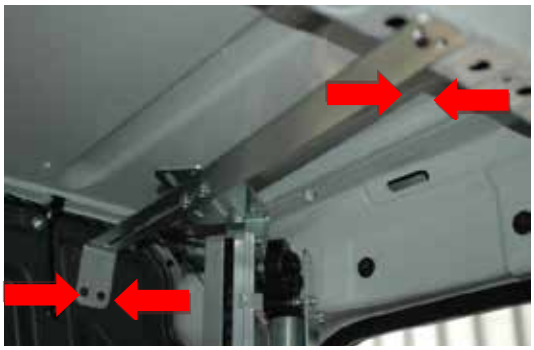
Lay down the tie bar. Punch the marked drill holes and drill with a 7 mm bit. If you do not use a Flow-Drill seal the cavity behind the holes with wax. Protect the drill holes with anti-corrosion paint and pull 4 riveting nuts into the drill holes.

Montage der Antriebs-holme

Step 6:
Assemble the tie bar with two M5x20 Allen screws above the big floor shoe to the vehicle. (advice: this screw connection will be loosened later to drill a new hole for the upper holder)

Step 7 **(only for vehicles with partition in full height):**
Mark the positions of both drilling holes on the angled flat profile on the partition to the cab.

Zeichnen Sie jetzt die Bohrungen im Dach-holm des Fahrzeugs an.

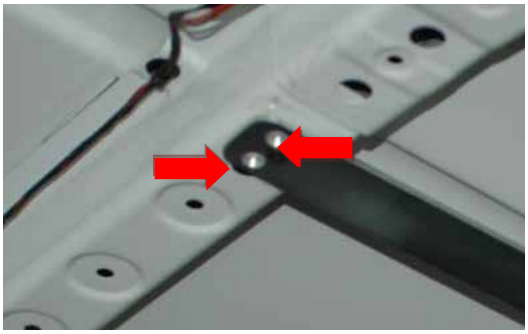


Make sure that the tie bar is positi-oned vertically when marking the drill holes!

Disassemble the Allen screws from the lower big holding shoe and lay the tie bar down.

Punch the marked drilling holes and drill with a 7 mm bit. Protect the holes with anti-corrosive paint and pull 4 M5 riveting nuts into the holes.

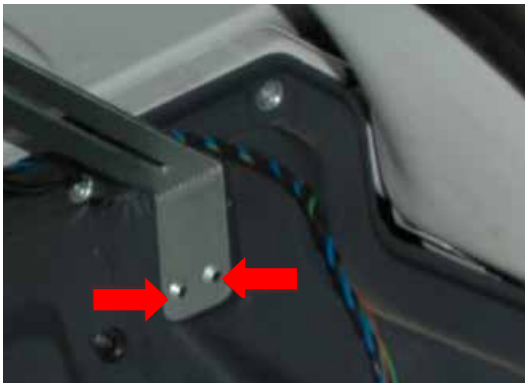
Assemble the tie bar with two Allen screws M5x20 to the lower big holding shoe.



Screw the flat profile for holding (top) with two M5x20 Allen screws to the riveting nut to the partition and in the roof tie bar.

Tighten the two M6x16 Allen screws bet-ween the holding shoe and the flat profile firmly. Make sure that the tie bar is positi-oned vertically when tightening the screw.

Secure excess cables with a cable tie so it cannot get damaged.



Assembly of the tie bars

Step 8 **(only for vehicles with a partition in ¾-height)**:
Mark the position of the drilling holes (front and back) of the flat profile for holding the two roof bars of the vehicle.

Make sure that the tie bar is positioned vertically!

Disassemble the Allen screws from the lower big holding shoe and lay the tie bar down.

Punch the marked drill holes and drill with 7 mm bit. Protect the holes with anti-corrosive paint and pull 4 riveting nuts M5 into the holes.

Assemble the tie bar with two Allen screws M5x20 to the lower big holding shoe.

Screw the flat profile (top) with 4 M5x20 Allen screws to the riveting nut in the roof tie bar.

Tighten the two M6x16 Allen screws between the upper holding shoe and the flat profile firmly. Make sure that the tie bar is positioned vertically.

Step 9:
Plug the two electrical connections of the newly assembled tie bar to the motor and in the end switch cable.

Secure excess cables with a cable tie so they cannot get damaged.

Connecting the battery

Plug in the main power cable and the supplied connection material in the vehicle battery. (red=positive pole, black=negative plole)l)

Connecting the battery

Connect the ground cable of the vehi-cle to the battery.

Make sure that the polarity is cor-rect when connecting the cables to the batte-ry! A wrong connection leads to damage of the TransSAFE®go-system, serious damage which could lead up to fire in the vehicle, which is not covered by the warranty!

Cover the positive pole of the battery with a suitable protecting cap.

Close the battery compartment with the metal lid and tighten the screws (T25).

Put the rubber component back into the vehicle and mount the plastic cover again.

1. Test

Activate the TransSAFE®go-system for the first time.

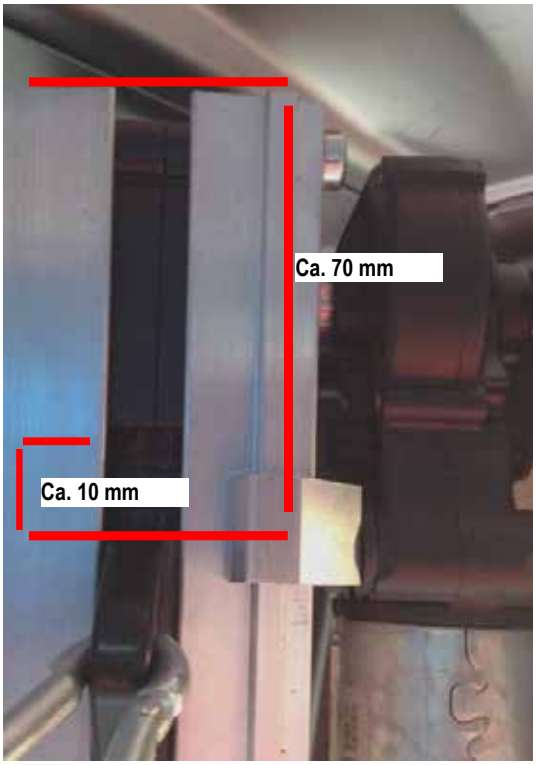
Start with the two push buttons in the loading area and activate the push button in the cab after all six tie bars are in the lowest position.

The glider must stop in the upper position as dimensioned in the sketch.

Move the glider to about breast height to assemble the net.

Please follow the instructions in the operation manual!

If the six tie bars do not function properly read the tips in our troubleshooter at the end of the assembly instruction..



Hang up the net

To suspend the net proceed exactly as described in the following steps.

Unpack the net in the vehicle at the end of the assembling as shown here. A different approach would lead to a tangled net and an extension of assembly time!

Step 1

Open the carton of the net and find out where the two belt loops with red-white straps are. The loops are in one of the four corners of the folded net.

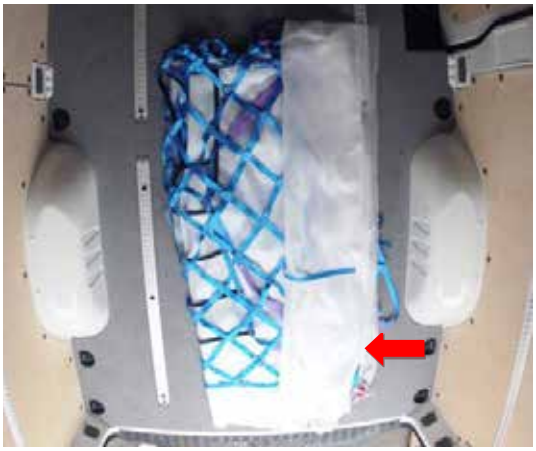
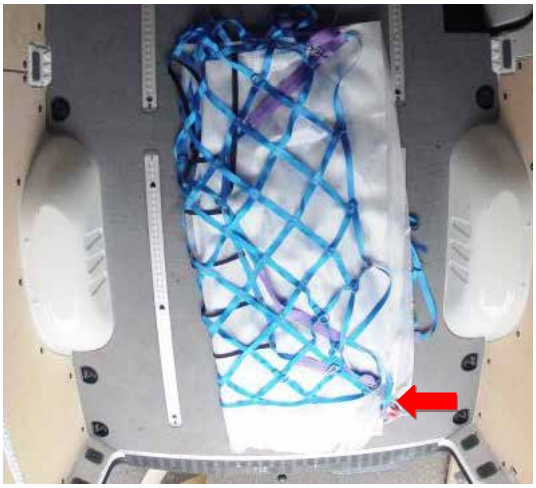
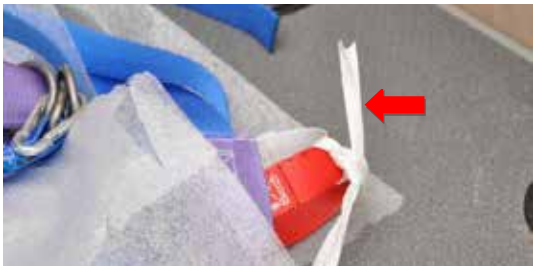
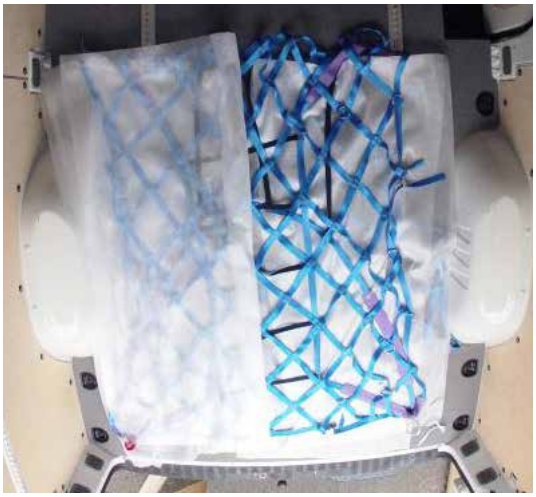
Step 2

Have another person help you.

Put the open net carton into the vehicle as shown. The red-white strap loops must be in the rear left hand corner of the carton (see arrow).

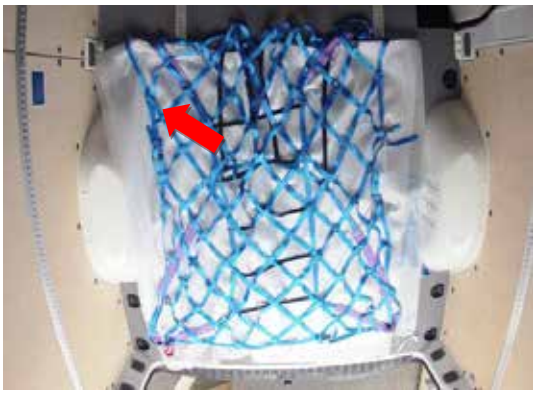
Take the net out of the carton carefully and put it in the rear left part of the vehicle as pictured.

Advice: Due to manufacturing it could be that the carton lid is on the right hand side and not as shown on the left hand side. If this is the case, it does not matter. Important is the alignment of the folded net in the vehicle.

Hang up the net		**Step 3** Unfold the upper half of the net package once towards the left side.	
		Remove the protective foil.	
		Open the oneway strap which still must be at the rear right hand corner of the vehicle (see arrow).	
		Step 4: Unfold the upper part of the net package to the left side once again.	

Hang up the net

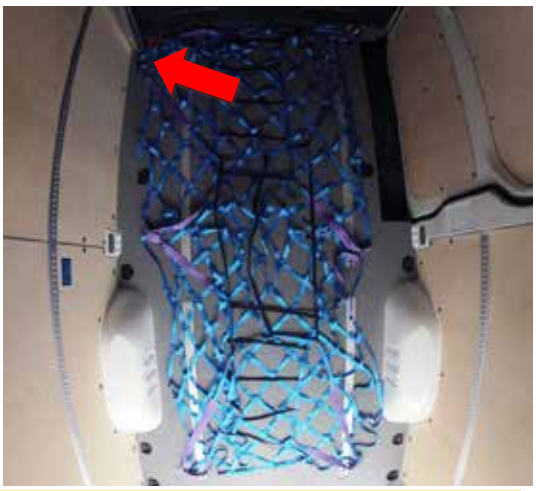
Remove the protective foil.



Step 5
Unfold the upper part of the net once towards the front.

Remove the protective foil.

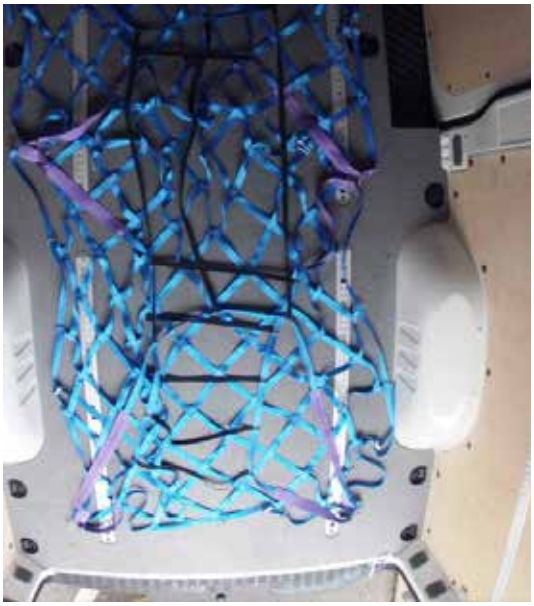
The red loop must be at the front left hand side (arrow) and the white loop must be at the front right hand side of the vehicle.



Step 6
Hold the net at the snap hook with the **white** loop.

Remove the white strap loop and fix the snap hook in the glider at the front **left** hand side of the TransSAFE®go tie bar.

The front part of the net folds out because right hand side is rolled over

Hang up the net	**Make sure to fix the snap hook straight and not twisted. A twisted assembling might lead to a breakage of the glider and to a failure of the system!**	
	<u>Step 7</u> Grab the snap hook from the right hand side of the vehicle which is in the middle of the net. Fix the snap hook to the middle left hand side tie bar.	 
	<u>Step 8</u> Take the rear right hand part of the net and fix the snap hook to the glider of the tie bar on the rear left hand side. The net should now be hanging down along the length of the vehicle.	
Hang up the net	<u>Step 9</u> Hook up the snap hooks of the net into the glider of the TransSafego tie bar to the right hand side of the vehicle.	

Check and adjust

Check the function of the push button and the proper top-down moving of the net.

The net stops automatically in both positions (at the top and at the bottom). This is carried out with end switches so that the tie bars are deac-tivated softly (without strong impact) at the top. The tie bars stop mechanically due to the spring mechanism.

Lower the net completely.

TransSafego net has six clamp buckles to compensate the tolerances. You can tighten the net strong enough to keep it under the roof of the vehicle and to secure the load correctly at the same time.

The net must lie straight and symmetrically on the floor. Tighten the clamp buckles so the straps are no longer loose (hand-tight)

Done!

9. Troubleshooting

Error describtion	Possible cause	Help
System beeps 3 times when push button is pressed.	Under voltage of the car battery.	Charge the battery for example by driving a longer distance. Replace the worn battery. If other features which use electricity were retroactively installed the battery may be too low. Add on another battery.
System is beeping when vehicle starts	See above	See above
System does not work anymore. It is „dead“	Blown fuse	The main fuse is installed at the main power cable of TransSAFE®goo close to the car battery (under the driver’s footwell area, see instruction manual 560592-10). Check and replace the main fuse.

One or more bars do not work	Glider jams	Try to move the glider about 1 mm back and forth (in the vehicle direction). If this is not the case: check the fixing srew M6 x 70 which are screwed to the bar on the fastening profile. If they are too tightly screwed, loosen the nuts slightly. 
	Glider jams	The glider might freeze up in the case of bad weather conditions (with humidity the temperatures can drop very quickly) in combination with minimal lubrication inside the bar (see chapter 6!) the glider could freeze. Jolt the glider and loose the frozen connections. Then lubricate all six (6) glides as described in chapter 7.
One or more bars do not move.	Drive motor of the bar defect	Replace the motor with a new one. (order number 560508-10)
One or more gliders are jolting while driving	Net is too tight	Loose all of the six (6) cam buckles. Lower the net completely and thighten the straps in the cam buckles slightely (maximum hand-tighten)
	Lubricating film worn	Lubricate the appropriate bar as described in item 6. Attention: The use of poorly lubricated or non-lubricated bars shorten the lifetime of the system and is not covered by warranty.

10. Maintenance

TransSAFE®go is maintenance free in everyday operation. The sliding surface has to lubricate about once a year, more frequently with heavy load, jamming or jolting. Please use a high quali-ty siliconoil for lubricating and apply it inside the sliding areas of the powered bars (broken line)
The system and water contact should be avoided! Damaged components have to be replaced to ensure perfect functionality of the system.

11. Contact

Contact our technical support at allsafe JUNGFALK GmbH & Co.KG for unexpected problems or in special cases.

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560592-21 / Subject to change / 08.2013