

## FOLDING RAMP AUN 250

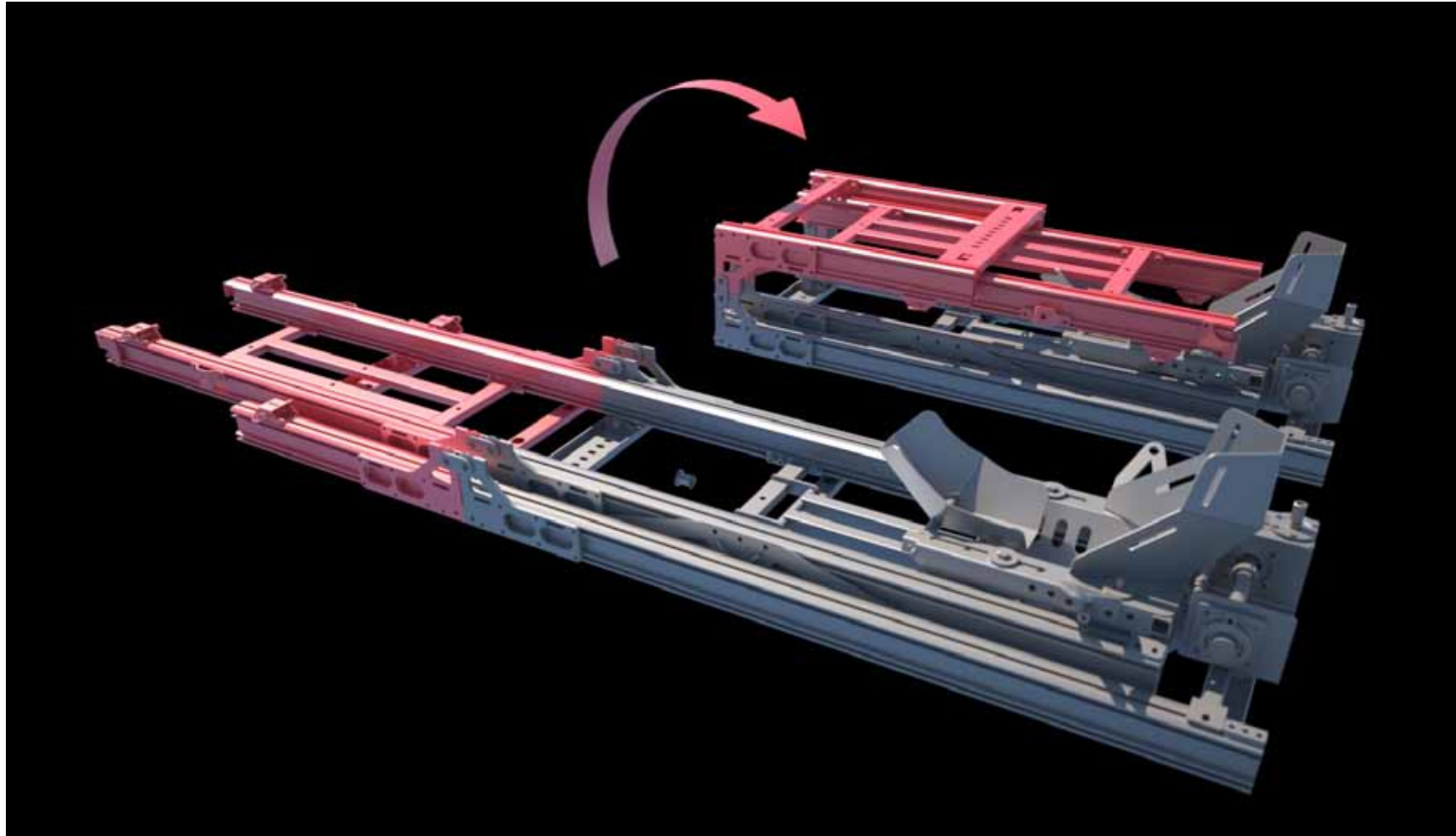
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### USER MANUAL

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Principle, capacities, AUN 250 F

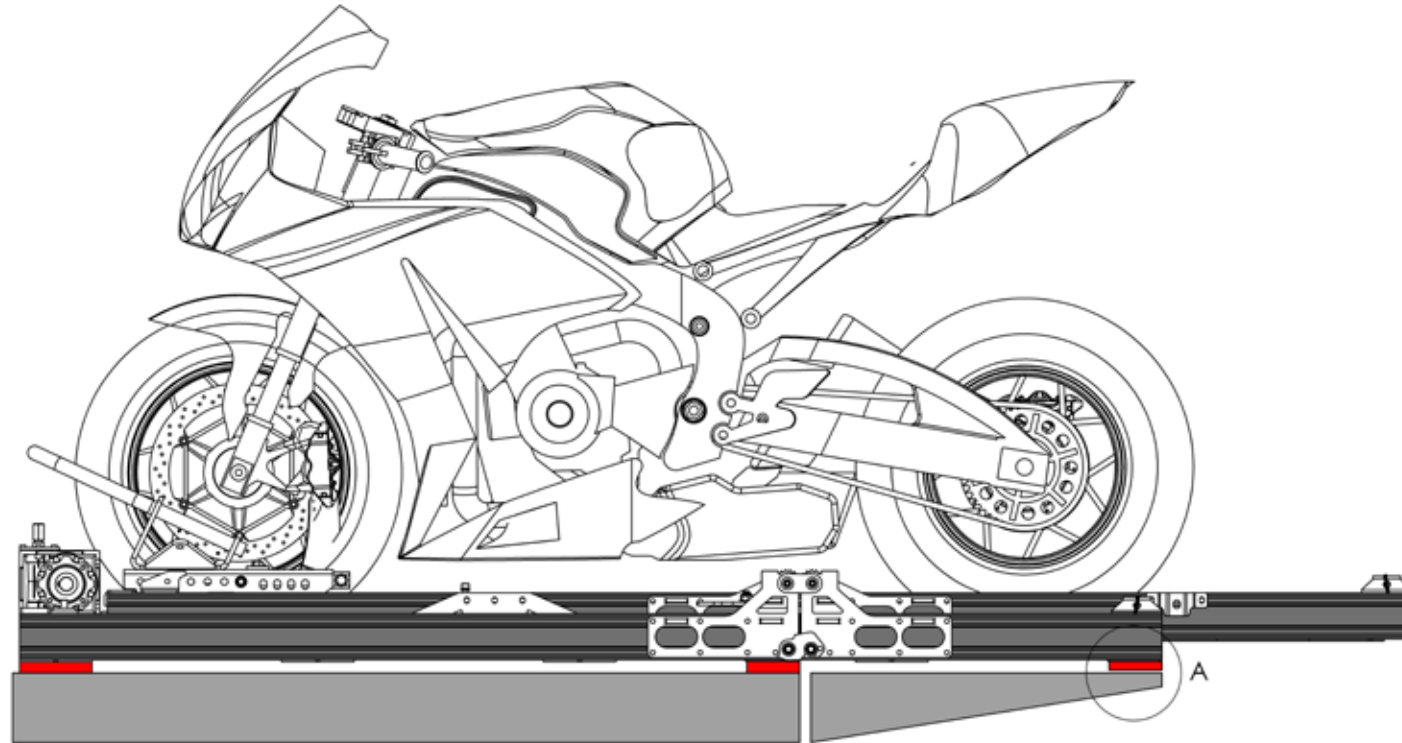


The AUN 250 F models use a coaxial geared lock system that allows users to simultaneously deploy both rear segments of the folded ramp, and lock them in place to create a full length ramp. The lift system has an air cooled, oil lubricated worm drive.

The ramp is activated using a cordless tool with an output of 130Nm in the second gear and 60Nm in the first gear. **Please do not use impact tools.** These will damage the worm drive and void the warranty.

<b>Empty weight</b>	<b>110kg</b>
<b>Max payload</b>	<b>500kg</b>
<b>Max loading height</b>	<b>900mm/35" (1,500mm with AC 001)</b>
<b>AC 012</b>	<b>compatible</b>
<b>AC 001 extender</b>	<b>compatible</b>
<b>AC 008</b>	<b>compatible</b>

Installation - Pick-Up trucks

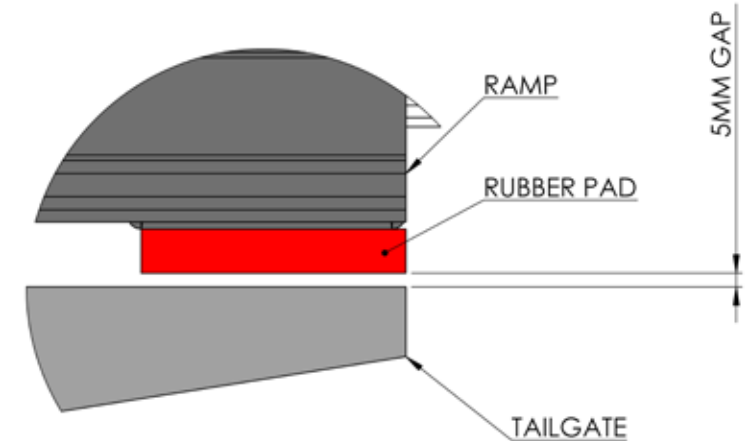


When installing, using AC 012 or simple bolts, make sure that after installation there's a 5-10 mm gap between the ramp's rear buffer and the tailgate. If there's no space, the locks may jam slightly when the ramp is unfolded, and you'll also be putting too much weight on the tailgate.

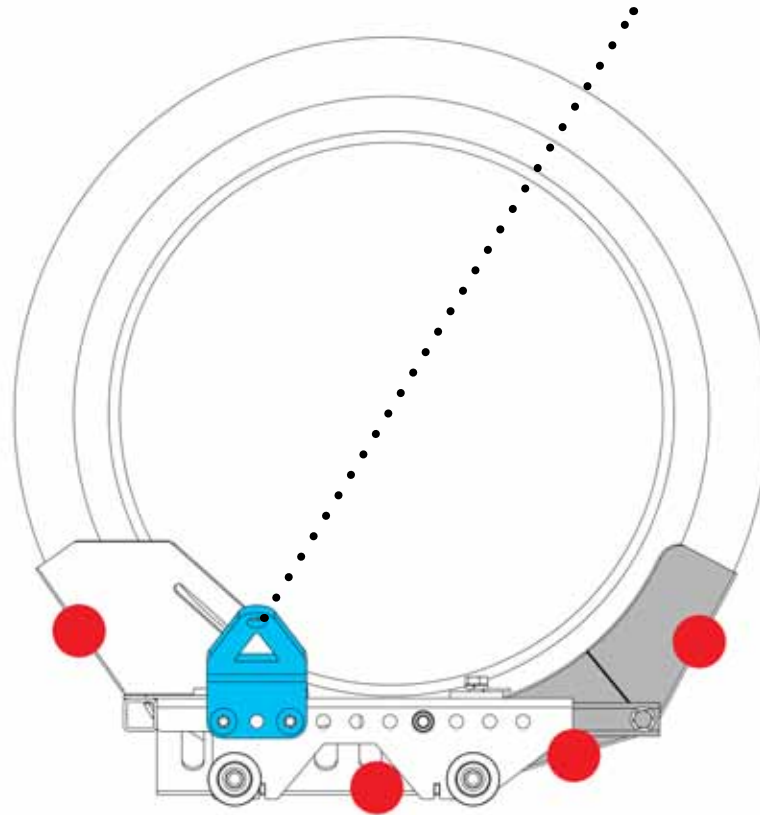
If you have this small gap, you won't exert a force greater than 150 kg on the tailgate, while the ramp profiles will flex slightly during loading and unloading. Aluminum is elastic.

You'll need three sets of pads, these are provided with the AC 012. One pad at the front of the ramp, one pad under the middle of the ramp, near the end of the cargo bed, and one at the rear, at the end of the tailgate.

DETAIL A  
SCALE 1 : 2



Neo-Dyne wheel chock



The wheel chock is computer designed to have four contact points with the tire. When using the wheel chock, you can adjust the flipper (in gray) according to the tire diameter. You can slide it until you achieve the four point contact.

The strap plate (blue) can be positioned so that the straps are always inline with your struts. When you load the bike the front struts will then not be compressed. This type of wheel chock has been copied by some less professional manufacturers however the strut adjustment was not copied since it is costly to manufacture and needs some calculations. Beware of using copied products as they can damage your motorcycle.

**Attachment to cargo bed**

Secure the ramps using either the AC 012 strap kit or the AC 020 stabilizer bar kit. The AC 020 kit is mainly used by customers who have purchased the AC 008 cargo loader.

Using the AC 012 kit, secure the front of the ramp with straps in the 400 kg payload range. More info on this can be found in the AC 012 and AC 020 manuals.

Both these systems will let you attach the ramp to your cargo bed without drilling holes.



**Unfolding the ramp**

In this picture the ramp is attached using the AC 012 strap kit. At the back however it has the AC 020 stabilization bar. As you can see, this bar has two rollers. These rollers support the cargo loader AC 008 (not in this picture). Therefore the ramp in the picture above can carry either a motorcycle, or cargo such as pallets etc.

To use the ramp, first you need to unfold it. This can be done by lifting the top segments after which they rotate in position until the ramp is flat.

Locks

GEAR LOCKS

SPRING LOCKS

GEAR LOCKS



First you need to extend the ramp until it bottoms out on its stoppers. To do this you need to open both spring locks.

Then lock the four main geared locks. These are fitted with a hook, and the hooks are designed to have a certain amount of friction so that they don't chatter or open with the vibrations of the moving vehicle.

Lock all four hooks. If they seem difficult to turn, use a pin and insert it into the holes in the hooks. These must be locked completely.



## Lowering the tilt ramp

**SLIDE LOCK**

Before lowering the tilt ramp, make sure it is locked in the extended position using the hook located next to the lifting system. If this hook is not locked, you risk damaging the ramp.

This hook must remain locked when the motorcycle is loaded or unloaded. The hook may look different from one ramp model to another, but they all have the same function.

Using a cordless tool, turn the hexagonal nut on the worm screw anticlockwise. **DO NOT USE PERCUSSION TOOLS.** The ramp lowers itself and after it reaches the ground, the wheel chock will automatically slide down the tilt ramp to load the motorcycle.



## Locking the wheel chock

LOCK



Lock the wheel chock in place so that it does not move when you push or drive the motorcycle into the chock.

Please note that, depending on the height of the vehicle, you can adjust these chocks so that the flipper and its pivot point rest on the ground. This will make loading much easier.

**Adjustments, wheel chock**

After having locked the wheel chock in place, you can push or carefully ride the motorcycle into the wheel chock. Under normal operating heights and with the flipper adjusted to the correct tire diameter, the motorcycle will stay locked in place without rolling back.

If it wants to roll back, please check your flipper adjustment or hold the brake (or keep the brake lever compressed using a rubber band etc).



## Using the straps



Use straps to secure the front of the motorcycle to the chock. Use straps with self-closing hooks. Straps with open hooks can jump out if you're riding on a rough road.

The best attachment point is the top of the front shocks.

You can also attach the straps around the handle bars, but only if the motorcycle is lighter, around 250kg max. For heavier bikes you need to attach the straps to either the strut tops, or around any hardware like strut brackets, chassis etc. Make sure the transmission is in NEUTRAL.



## Loading the motorcycle



Use the cordless tool in a clockwise direction (or use the winch) to lift the motorcycle all the way up. The motorcycle will first rise, then tilt horizontally.

Unlock the rail stop and push the motorcycle forward.

Depending on your cordless tool and the weight of your bike, you may have to change gears on your cordless tool during the horizontal tilt. Don't forget to lock the rear spring locks once the bike is loaded. You will need a cordless tool with 130Nm in second gear.



## Before driving



The front of the motorcycle is now securely attached with straps. Be sure to use additional straps to secure the rear of the motorcycle to the vehicle too, on the left and right.

To unload the motorcycle, follow these instructions in reverse:

- unlock the spring locks
- slide the ramp and lock the rail stop
- lower the ramp
- release the motorcycle from the chock.