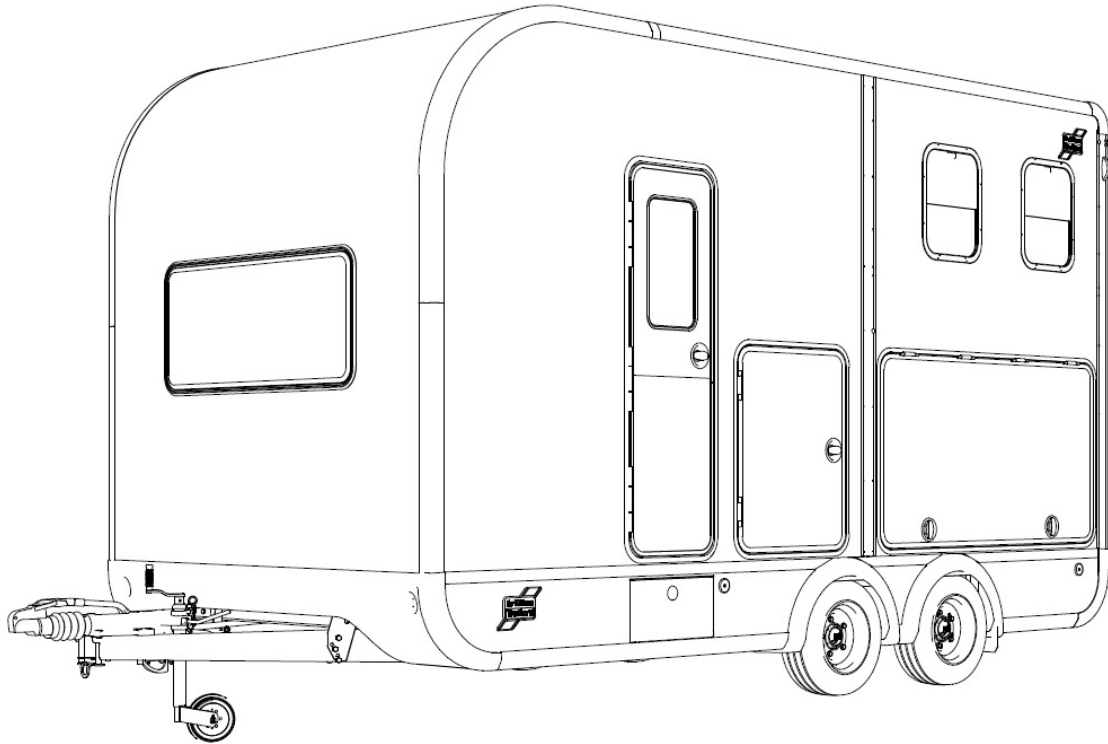


# Eventa User Handbook



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## IMPORTANT

If you sell your trailer, please pass this book on to the new owner

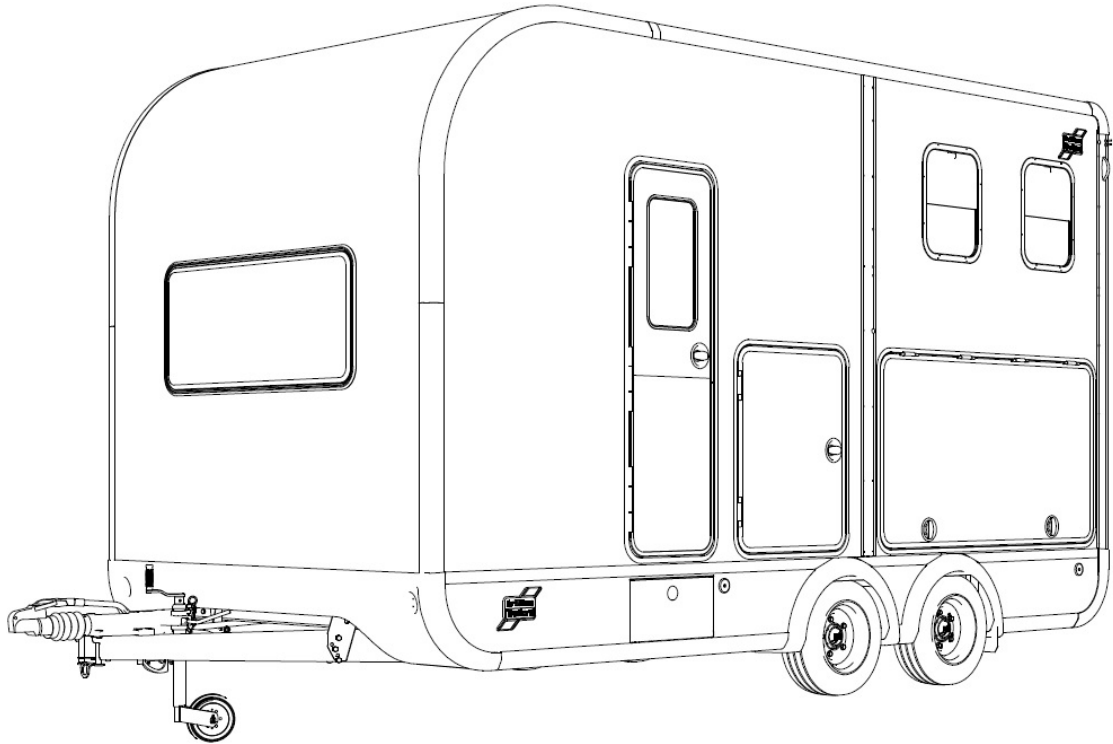
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**Iss06**<sub>(N.E.)</sub>

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# Eventa User Handbook



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## IMPORTANT

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**Iss06**<sub>(N.E)</sub>

# Eventa User Handbook

## Models Covered By this Publication:

Eventa M  
Eventa L Tandem  
Eventa L Tri-axle

All Eventa models are fitted with brakes and have a MGW (Maximum Gross weight) of 3500Kg.

Used correctly and maintained to this handbook, your trailer should give many years of safe and reliable service. If you are in doubt about any of the instructions, please contact your distributor or our customer care department.

Please enter the following information for your own records:

<b>Trailer Model:</b>	
<b>Variant:</b>	
<b>Serial Number:</b>	
<b>Date of purchase:</b>	
<b>Maximum Gross Weight (MGW):</b>	<b>3500 kg</b>
<b>Payload:</b>	
<b>Unladen weight:</b>	
<b>Coupling Key No.:</b>	
<b>Door Key No:</b>	
<b>Datatag Serial No:</b>	
<b>Drawbar security number:</b>	

## Manufacturers plate

The trailer is fitted with a Manufacturer's Plate on the right hand side drawbar which will show the following information:

- The manufacturers name and address details
- The model number
- The trailer serial number
- Maximum gross weight for the trailer

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- 1.2 Customer Care
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## 1.1 Introduction

Please take the time to read the contents of this manual before you attach the trailer to the towing vehicle, or attempt to load it. It is a good idea when reading this manual, to take a tour of the trailer with all persons who will be using it.

Make sure everyone responsible is fully conversant with the procedures for attaching to the towing vehicle, towing, loading and maintaining the unit. By following, understanding and practising the information and procedures in this manual, the trailer will give you many miles/kilometres of safe travelling.

Certain information in this manual is governed by law and is subject to change without prior notice. Great care has been taken to ensure that the information is correct at the time of publication. However, it is the trailers user's sole responsibility to ensure that they fully comply with all legal requirements.

We reserve the right to implement changes and improve specifications without prior notice. *Whilst every effort has been made to ensure the accuracy of these instructions, they are intended only as a guide to the user.*

## 1.2 Customer Care

If you require any help or advice, please do not hesitate to contact our customer care team: email [care@iwt.co.uk](mailto:care@iwt.co.uk) or telephone 0843 216 7447.

Our business hours are 8am to 4:30pm, Monday to Friday. *(Please note that telephone calls to our Customer Care Department may be recorded for Quality & Training purposes)*

## 1.3 Accompanying Literature

Various publications and appliance instruction manuals are supplied with your user handbook. These are to be read in conjunction with the user manual.

### **“Towing and the Law” –SMMT Booklet Included with this handbook**

Compiled by The Society of Motor Manufactures and Trailers Ltd. There are wide-ranging rules and regulations to comply with when towing a trailer. This book covers subjects such as the suitability of a vehicle for towing a particular trailer and the necessity for correct maintenance of tyre and brakes. “Towing and the Law” has been designed to assist trailer users to ensure that they are complying with the law.

Please note that the information given in “towing and the Law” is subject to change without prior notice. Great care has been taken to ensure that the information is correct at the time of publication. However, it is the owner/ user's sole responsibility to ensure that they fully comply with all legal requirements. Ifor Williams Trailer Ltd. Will not accept liability for any inaccuracy or incorrectly stated legal requirements.

### **‘Towing Horse Trailers’ by John Henderson**

This book has been included with your trailer as it contains useful information on the safe transportation of horses. It is recommended that you carefully study its contents in detail prior to using your trailer.

## **1.4 Security**

Your trailer is security marked, but as an added means of assisting the police in making a positive identification we recommend that you mark the trailer with your postcode or another unique mark. Eventa trailers are also fitted with Datatag electronic tags for use with Police scanner systems. If you wish to protect your trailer with a coupling lock or other security device your distributor will be pleased to advise you of the various devices which are available. The trailer is supplied with two keys, one for the coupling hitch and one for the entrance door and compartments. Padlocks can be fitted to the rear ramp.

## **1.5 Warranty**

Your new Ifor Williams trailer is warranted against defects in material and workmanship.

For full terms & conditions refer to IWT web page: <http://www.iwt.co.uk/terms-conditions/consumer-terms-conditions>

### **1.5.1 Warranty Claims**

Warranty claims should first be directed to the distributor, who will in many cases be able to rectify the fault quickly on their premises, or assist in presenting the problem to IWT for appraisal.

### **1.5.2 Guarantee Registration Card**

It is important that the registration card is completed and returned without delay, not only to ensure that the guarantee is validated, but also so that we can assist the police in returning your trailer to you should it be stolen. Also, it allows us to contact you without delay should this become necessary in the future.

## 1.6 Safety

THE FOLLOWING POINTS ARE MOST IMPORTANT TO ENSURE SAFE USE OF THE TRAILER

- Ensure all occupants are aware of their escape routes in the event of a fire.
- Always keep escape routes and exit points clear from obstruction.
- Provide one approved dry powder fire extinguisher of at least 1kg capacity by the main door and a fire blanket next to the cooker. Familiarise yourself on your fire extinguisher and local fire precaution arrangements.
- Ensure the trailer and appliances are serviced and maintained to the manufactures recommendations.
- Your trailer is a living environment, and appliances should be treated in the same way as those in the home to prevent any accidental burning or scalding – keep young children away from hot surfaces.
- Your trailer has fold down entrance steps. Always take care when entering and exiting the trailer, ensuring the step is folded down and safe before use. Check the steps are folded up and latched before moving the trailer. Do not use a broken step.
- Never attempt to lift the tow hitch with your hands when hitching the trailer to the tow vehicle or at any other time. Always wind the jockey handle to raise and lower the hitch.
- Use an approved towing bracket and coupling ball/jaw on the towing vehicle.
- Always follow any recommendations for maximum trailer weights given in your towing vehicle's handbook.
- Never exceed the maximum gross weight shown on the trailer plate.
- Never exceed the recommended towing speeds.
- Check tyre pressures before every journey. Correct pressures are shown on a label inside the inspection door of the trailer.
- Check wheel bolts after first 25 miles of service and subsequently before every journey. (See section 7.2.2 Fitting Wheels, for wheel bolt tightening details)
- Check lighting equipment before every journey.
- Always make use of the breakaway cable.
- Always leave the handbrake on or chock the wheels when the trailer is parked. When parking the trailer for extended periods, it is advisable to chock the wheels and release the handbrake to avoid the possibility of the brake shoes adhering to the brake drum surface.
- With the trailer coupled to the towing vehicle, the bed of the trailer should be level. It is recommended, therefore, that provision be made on the towing bracket for adjustments to be carried out to the towing ball height to allow for various conditions of loading.
- Never exceed the maximum nose weight.
- Except in emergencies, never unhitch a loaded trailer. If unavoidable, take great care to ensure that the jockey wheel is securely clamped and the handbrake is fully applied. If the trailer is on a slope, chock the wheels as an added precaution.
- Always tie down securely or restrain effectively all loads and carry out regular checks on the condition of the load during the journey.

If any additional equipment is to be fitted to the trailer that involves any welding, drilling or any structural modifications to the trailer, then this is done entirely at the owners risk and may invalidate your warranty. Always seek professional advice and guidance from your coach builder/bodywork specialist before undertaking any modifications

## 1.7 Glossary of Terms

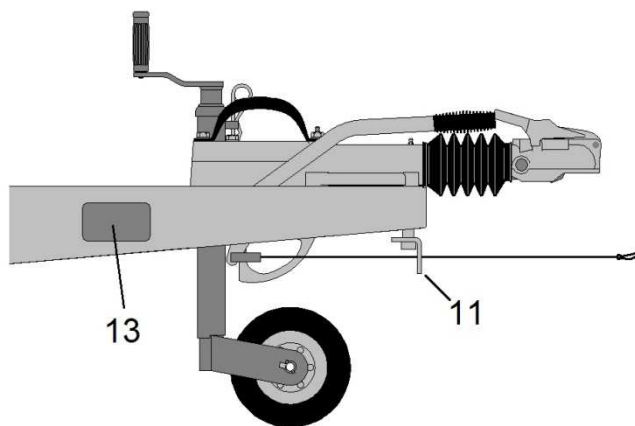
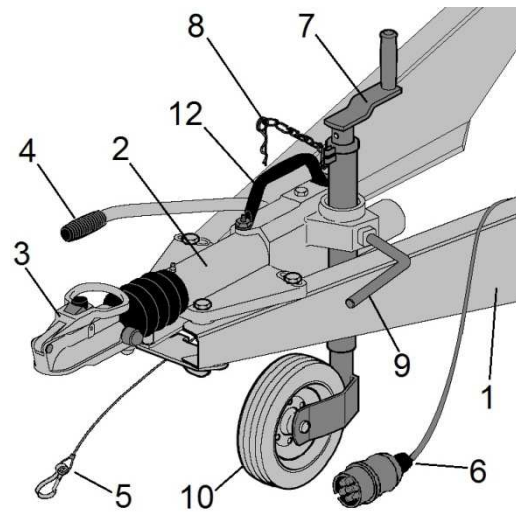
<b>Trailer</b>	Your new Ifor Williams trailer.
<b>GVW</b>	Gross vehicle weight - Referring to the towing vehicle, this is the maximum allowable weight of the vehicle and its contents.
<b>MGW</b>	Maximum Gross Weight - Referring to the trailer, this is the manufacturers stated maximum for the trailer and its load, often governed by such items as coupling, tyres etc. although this may have been adjusted downward for one of a number of reasons.
<b>MAM</b>	Maximum Authorised Mass, A new term used in driver licensing regulations, this has the same meaning as MGW detailed above.
<b>Unladen weight</b>	The weight of an empty trailer (usually as delivered before fitting of any optional accessories).
<b>Payload</b>	The amount you are allowed to carry, the payload and the unladen weight added together must never exceed the Maximum Gross Weight.
<b>Nose weight Left &amp; Right</b>	The downward force exerted on the tow ball by the drawbar of the trailer. Are always referred to with regard to forward travel, i.e. viewed from on-board the trailer with the drawbar visible in front of you.
<b>Outfit</b>	The towing vehicle and trailer combined.

## 2. TOWING

### 2.1.1 Understanding your Trailer

#### Coupling Drawbar & Jockey Wheel:

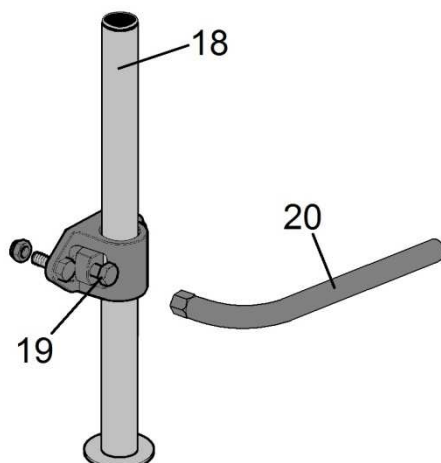
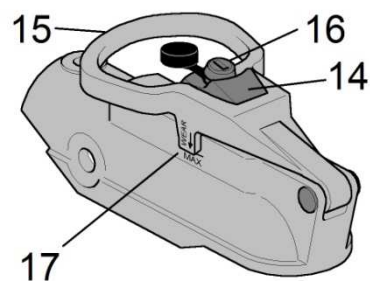
1. Drawbar
2. Overrun unit (Coupling body)
3. Coupling head
4. Handbrake lever
5. Breakaway cable & clip
6. Lighting cable & Plug
7. Jockey wheel operating handle
8. Jockey wheel 'R' Clip



9. Jockey wheel clamp handle
10. Jockey wheel
11. Breakaway cable guide
12. Manoeuvring handle
13. Manufacturers type plate

#### Coupling head

14. Release button
15. Operating handle
16. Lock & cover
17. Wear indicator tab



#### Standard prop-stands

18. Prop-stand tube
19. Prop-stand clamp bolt
20. Wheel brace / prop-stand tool

### **2.1.2 Recommended tow ball height**

The recommended tow ball height when fully loaded is 430 +/- 35mm (i.e between 395mm and 465mm).

### **2.1.3 Nose Weight**

Never exceed the maximum nose weight stated on either, the trailer, towing vehicle or towbar. It is advisable to distribute the load to achieve a nose weight of between 75Kg and 120Kg.

It is not recommended that you tow with just the living area loaded as this may exceed the permitted nose weight. The living area payload must be removed or additional payload must be placed behind the axle to compensate for this.

When using the large Eventa L trailer without payload in the rear, redistribute the fixed payload by moving the partitions to the rear of the trailer, see chapter "Partitions, 5.3 to 5.3.4", and by moving or removing load from the living area.

A towing vehicle with a minimum nose weight capacity of 140kg is recommended for towing this trailer. Check the plated weights of the towing vehicle and towbar before hitching up. The upper limit for the trailer coupling head is 150kg.

## **2.2 Pre-Hitching up Checks**

**Before hitching up always check the following:**

1. Check wheel bolts after first 25 miles of service and subsequently before every journey.  
Torque to: 81 lb ft, 110 Nm, 11 kgm
2. Check tyre pressures before every journey. 95p.s.i. (6.5bar)
3. Inspect all wheels and tyres for signs of deterioration or damage.
4. Check the lighting equipment for damage.
5. Ensure all loose articles are stowed securely.
  - a. Do not store heavy items in the overhead lockers.
  - b. Do not store any items other than the ladder on the bunk.
6. Check all lockers, drawers and cupboards doors are closed and secured.
7. Check the bunk bed is in the lowered position.
8. Check the table, bunk and ladder is secure.
9. Check the living area roof light is closed.
10. Switch the fridge (if fitted) to 12v operation and check the door lock is latched.
11. Check living area windows are fully closed and latched.
12. Check horse area windows and vents are opened accordingly to the horse's requirements.
13. Check gas cylinders are correctly positioned, secured and turned off.
  - a. Ensure there are no loose items in the gas compartment that may block the floor ventilation grills.
  - b. Ensure there are no items in the gas compartment that could pierce a gas pipe or bottle.
14. Check the battery is secured with its strap and the isolation switch is in the on position for charging.
15. Check all doors, flaps and ventilation ducts are closed and secure with their relevant covers (fridge vent and water heater exhaust covers) in place. Lock all doors where possible.
16. Check all door steps are raised and latched up in place.

## 2.3 Attaching the trailer to the towing vehicle



- It is recommended that a minimum of 2 people work together when hitching up the trailer to the tow vehicle.
- When reversing ensure any pedestrians and your assistant are visible at all times.
- All gas appliances and the gas bottles must be turned off whilst towing.

### Breakaway cable



The breakaway cable is designed to operate the handbrake if the trailer becomes detached from the towing vehicle. It will then detach itself by the spring ring opening out.

After use, the cable and spring ring should be replaced to ensure correct future operation.

### 2.3.1 Coupling Instructions

Whenever possible, both trailer and towing vehicle should be on level ground.

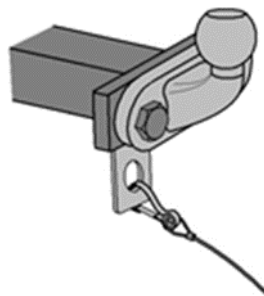
#### 2.3.1.1 50mm Ball Couplings

1. Check the condition of the breakaway cable. If frayed or kinked, replace before using trailer.
2. Check that the ball is clean, and the coupling head cup is well greased.
3. Ensure that the trailer handbrake is fully applied.
4. Disengage the jockey wheel R clip.
5. Ensure that the jockey wheel clamp handle is tight and, by turning the jockey wheel jack handle, raise the coupling to a height greater than that of the coupling ball.
6. Reverse the towing vehicle up to the trailer so that the coupling head is directly over the towing ball. Fully apply the towing vehicle handbrake and switch its engine off.



When reversing your vehicle towards the trailer use an assistant to direct you, take great care to avoid striking the coupling head which could cause damage to towing vehicle and trailer coupling.

7. Attach the breakaway cable to the attachment eye or strong point of the towing bracket, either directly to a dedicated loop or eye.
8. Check the breakaway cable cannot drag along the ground and cannot become taut during normal use.

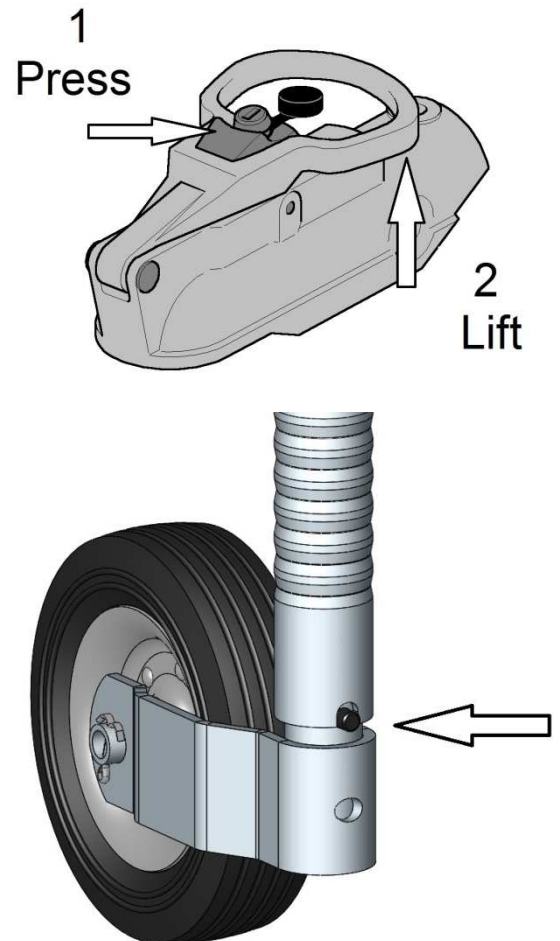


**If there is no breakaway cable** fitted to your trailer, or if it or any other part of the coupling, draw tube or handbrake assembly appear to be damaged or missing parts - **DO NOT TOW !**



If your vehicle is fitted with a combination tow ball/jaw please read the section on attaching the trailer to the towing vehicle which relates to eye couplings for important safety information on breakaway cable attachment and tow-pin locking devices.

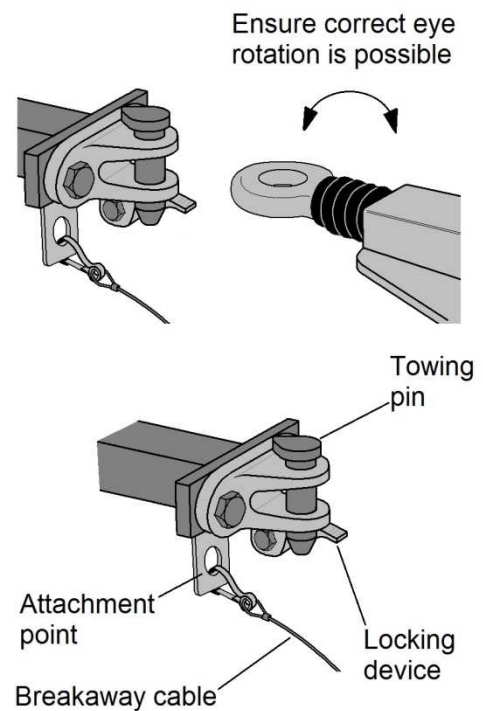
9. Remove the protective cap and unlock the coupling head (turn the key anti-clockwise).
10. Press the release button on the coupling head and lift the handle. Lower the coupling head by means of the jockey wheel jack handle until the coupling head is in place over the towing vehicle ball, and release the handle.
11. Check the ball is fully engaged into the coupling body.
12. Check the release button has clicked back into place.
13. Test that the ball is engaged by attempting to lift the coupling off the ball with the jockey wheel.
14. Retract the jockey wheel until it is fully wound up.
15. Hold the top of the jockey wheel assembly and release the clamp.
16. Line up the anti-rotation pin on the jockey forks with the notch on the stem and wind the wheel further up so it can no longer rotate.
17. Taking care lift the jockey assembly fully up, positioned well clear of the brake linkage and inside the drawbar channel with the wheel trailing rearwards.
18. Clamp the jockey wheel in place and engage the jockey wheel R clip.
19. Attach the electrical plug to the towing vehicle's socket ensuring there is enough slack in the cable for the trailer to correctly negotiate tight turns, without the cable dragging on the road. Check that all the lights are operating correctly.
20. Release the trailer handbrake.





### 2.3.1.2 Eye Couplings

1. Check the condition of the breakaway cable. If frayed or kinked, replace before using trailer.
2. Check the towing eye can rotate.
3. Clean the towing eye and jaw and apply grease to the pin and eye.
4. Ensure that the trailer handbrake is fully applied.
5. Disengage the jockey wheel R clip.
6. Ensure that the jockey wheel clamp handle is tight and, by turning the jockey wheel jack handle, raise the coupling eye to the height of the towing jaw opening.
7. Remove the safety clip or release the safety catch on the towing jaw and remove the pin.\*
8. Reverse the towing vehicle up to the trailer so that the coupling eye is in position between the towing jaw. Fully apply the towing vehicle handbrake and switch its engine off.



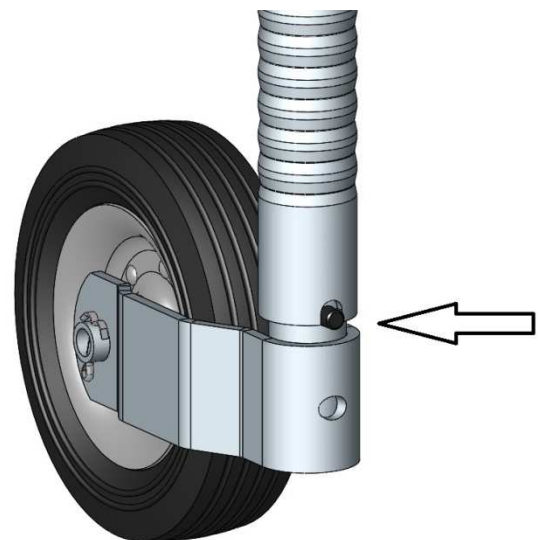
When reversing your vehicle towards the trailer use an assistant to direct you, take great care to avoid striking the coupling eye which could cause damage to towing vehicle and trailer coupling.

9. Replace the pin and safety clip.\*
10. Attach the breakaway cable to the towing vehicle. The practice of wrapping the cable around the towing pin is not recommended. It is better to fit a suitable eye bracket to the towing bracket for the purpose.
11. Check the breakaway cable cannot drag along the ground and cannot become taut during normal use.



**DO NOT** attach the breakaway cable to the towing pin or anywhere that it may interfere with the free movement of the eye within the jaw or come into contact with the pin locking device. **If there is no breakaway cable fitted to your trailer**, or if it or any other part of the coupling, draw tube or handbrake assembly appear to be damaged or missing parts - **DO NOT TOW !**

12. Retract the jockey wheel until it is fully wound up.
13. Hold the top of the jockey wheel assembly and release the clamp.
14. Line up the anti-rotation pin on the jockey forks with the notch on the stem and wind the wheel further up so it can no longer rotate.
15. Taking care lift the jockey assembly fully up, positioned well clear of the brake linkage and inside the drawbar channel with the wheel trailing rearwards.
16. Clamp the jockey wheel in place and engage the jockey wheel R clip.



17. Attach the electrical plug to the towing vehicle's socket ensuring there is enough slack in the cable for the trailer to correctly negotiate tight turns, without the cable dragging on the road. Check that all the lights are operating correctly.
18. Release the trailer handbrake.

\*NOTE: Safety devices on towing jaws vary depending upon the manufacturer. The manufacturer's instructions should be followed to ensure correct operation.

### **2.3.2 Mirrors**

You are required to be able to see the rear corners of the trailer in your rear view mirrors. If you cannot, use add on mirror extensions.

### **2.3.3 TV Antenna**

The TV Antenna (if fitted) is located on the roof of the trailer and it increases the trailer height. If your planned routes go under any low bridges the antenna can be unscrewed and removed. Use a suitable step ladder to gain access to the antenna.

### **2.3.4 Final checks before moving off**

Check that you are displaying the correct registration plate for the towing vehicle you are using. Any load should be securely tied or if animals are being carried check they are safe and secure. If rear prop stands are fitted check that they are raised and that any doors or ramps are correctly closed. Finally release the trailer handbrake and you are ready to move off.



### **Passengers**

Passengers are forbidden to ride in a trailer at any time.

## **2.4 Reversing**

All trailers are fitted with auto-reverse braking systems. Manual reverse catches are available as optional extras for use in particularly adverse conditions, eg. reversing up a slippery incline, where the slight drag present in the auto-reverse brakes may otherwise cause the wheels to lock.

## **2.5 Detaching the trailer and parking**

### **2.5.1 Parking the Trailer**

Before detaching the trailer from the towing vehicle, you should choose the area where the trailer is to remain with care. Ideally the trailer should be parked on firm level ground to safeguard against the trailer rolling or sinking into the ground.

Where you have no option but to park on soft ground, the trailer should rest on suitable scaffold type boards. Always apply the handbrake when the trailer is parked independently of the towing vehicle and chock the wheels on sloping ground.

## 2.5.2 Detaching the Trailer



***Except in an emergency, you should never unhitch a laden trailer!***

If you have reversed the trailer into a parking position, pull forward a small amount so that the trailer brakes come out of auto-reverse mode, apply the towing vehicle and then the trailer handbrake.

1. Return to the towing vehicle, release the (towing vehicle's) handbrake and allow the towing vehicle to move forward slightly this allows the compressed draw tube to re-extend to its normal position, otherwise uncoupling will be difficult.
2. Re-apply the towing vehicle handbrake and switch its engine off.
3. Check once again that the trailer handbrake is fully applied, especially if the trailer was reversed to its parking position as there may still be some 'slack' in the braking system.
4. Detach the trailer's lighting cable from the towing vehicle's socket and attach it to the parking socket provided on the trailer coupling.
5. Release the jockey wheel clamp, lower the jockey wheel to the ground and securely tighten the clamp
6. Disengage the R clip and turn the jockey wheel operating handle anticlockwise until it just begins to take the weight of the drawbar.
7. Release the coupling head as described under 2.3.1.1 coupling the trailer, continue turning the jockey wheel until the coupling head is raised clear of the ball. (For eye couplings, remove the pin from the towing jaw following the towing jaw manufactures instructions.)
8. Finally disconnect the breakaway cable from its attachment point. Don't forget to re-fit your tow ball cover to keep the ball in good condition and protected from the effects of the weather.



**IMPORTANT –Never detach the breakaway cable before uncoupling the trailer.**



If the trailer is to be parked for a long period of time it is advisable that the wheels are chocked and the handbrake released, this minimises the possibility of brake linings sticking to the drums.

## 2.6 Driving

### 2.6.1 Driving Licence

Only drivers with a full driving licence with B+E categories are allowed to tow this trailer.

### 2.6.2 Towing Speed

The maximum speed limit under UK regulations is 60mph. However, we strongly recommend that speeds are reduced when transporting horses and speed is kept below 55mph.

NOTE: The 60mph limit is allowed on motorways and unrestricted dual carriageways only. On other unrestricted roads the limit is 50mph. If your vehicle & trailer combination is over 7500Kg combined MAM speeds are further restricted to 50mph on dual carriageways and 40mph on other roads.

### 2.6.3 Stability

All our trailer models are of a well balanced design and should be exceptionally good towers. The common causes of poor stability include:

- a. Worn springs or loose suspension fixings on the towing vehicle.
- b. Towing vehicle springs too soft.
- c. Insufficient nose weight.
- d. Nose of the trailer either too high or too low, due to incorrect height of the tow ball.
- e. Insufficient tyre pressures, towing vehicle and trailer.
- f. Unsuitable towing vehicle.

### 2.6.4 Snaking

This is a term used to denote an unstable towing vehicle and trailer combination where the trailer 'weaves' from side to side often causing a similar swaying movement in the towing vehicle itself.

#### Causes:

1. Unsuitable or unbalanced outfit.
2. Incorrect loading or weight distribution.
3. Excessive speed, especially downhill.
4. Side winds.
5. Overtaking.
6. Being overtaken by a large fast moving vehicle.
7. Erratic driving.
8. Insufficient tyre pressures, tow vehicle and trailer.
9. Incorrect vehicle towball height.
10. Insufficient nose weight.



#### On the road

If you do find your outfit snaking, try to keep the steering wheel in a central position as far as possible, decelerate and avoid braking if possible.

### 2.7 Stabilisers

A stabiliser should never be used to try to improve a trailer/towing vehicle combination that has poor stability as instability may occur at higher speed.

However, a good stabiliser can make an acceptable trailer/towing vehicle combination more comfortable and easier to handle.

### 3.1 Eventa Living Area Manual

### 3.2 The Water System.

Your trailer is fitted with either a manual or electrically pumped water system. The manual system is a single sink tap supply from a water carrier and the electric system supplies multiple outlets from an onboard water storage tank. The sink waste is discharged via a flexible hose underneath the trailer.

#### 3.2.1 Manual Water.

The manual water system comprises of a manual pump action sink tap and suction hose located in the cupboard under the sink.

Only use when the trailer is stationary to avoid spillage of water.

Place a suitable water container in the sink cupboard and insert the suction hose into the water. Pump the sink tap for water.

Before moving the trailer remove the suction hose from the water container and replace the container cap. Pump tap to drain out remaining water.

#### 3.2.2 Electrically Pumped Water System.

The electric water system comprises of a 50 litre water tank located under the trailer chassis and a 12volt electric water pump located in the tack compartment box. The tank is filled by mains water via a hosepipe with Hozelock connectors to a connection point on the right hand side of the trailer. The electric pump supplies water to the sink tap and the outside tap, toilet and water heater options.

The water tank is located under chassis between the axles to minimise the effect on the weight distribution of the trailer when it is either full or empty.



The water system, and in particular the storage tank is susceptible to contamination by bacteria if care is not taken with its use and cleaning. The symptoms caused by bacterial contamination are not purely limited to gastro-intestinal diseases, but may also manifest themselves as ear, nose, throat, eye or skin infections. Even if you boil or filter your water for drinking these symptoms may still occur.



**We advise on board water should not be used for drinking water and you use bottled water instead**, as maintaining the water system to the required standard requires regular cleaning before each time the trailer is used. However if you use the system for non-drinking water it is still important that you clean the system at least monthly during use to keep the system in good condition and clear of dirt and algae.

If you wish to use the on board system for drinking water the system must be cleaned as detailed in section 6.9 before each use and filled using a food grade hose pipe.

### 3.2.2.1 Filling the Water Tank

1. Locate the water filler cap on the outside front right side.
2. Lift the cap and connect your mains supply hose pipe.
3. Turn on the mains water to start filling the tank.
4. The tank is fitted with a clear overflow pipe which enters and loops around the tack compartment before exiting to the ground.
5. When you see water flowing around the overflow pipe or hear it running out turn off the mains water supply.
6. Disconnect the mains supply hose and lower the cap.

### 3.2.2.2 Priming the System

1. Open one cold tap.
2. Switch on the water pump. The switch is located on the digital control panel by the side of the entrance door.
3. Water will flow from the open tap expelling any trapped air in a few seconds. The water at first may be dirty, so leave the tap open to flush it out.
4. Close the cold tap and open the hot tap if a water heater is fitted. Expel any remaining air in the water heater.
5. Repeat this expelling air exercise with remaining taps and systems fitted to the trailer.
6. The system is now ready for use.



When the trailer is left unattended, or the water supply has been allowed to empty, to prevent the water pump running continuously, turn it off at the pump switch. The pump may over heat and be damaged if left to run dry for a long period. It also may drain the battery if left running.



If your trailer is fitted with a water tank level gauge the pump will automatically switch off as the water level reaches empty. To override this feature hold down the pump switch button to keep the pump running. The pump will stop once you release the button.



The water pump has a built in water pressure on/off switch so it will automatically start and stop as you operate the taps.

### 3.2.2.3 Water Pump Troubleshooting

See the instruction sheet for the “Jabsco Pump” supplied with the user manual.

### 3.2.2.4 Routine Maintenance

Drain the system thoroughly during winter months and replace the pump water filter annually.

### 3.2.2.5 Cleaning the system

Clean the system at least once a month during use. If used for drinking water the system must be cleaned before each use of the trailer. See General Maintenance section 6.9 for cleaning the system.

### 3.2.2.6 Draining and Winterisation of the Water System.



Allowing water to freeze in the system may result in damage to the pump and plumbing system.

Frost damage cannot be claimed under warranty.



Do not use automotive antifreeze to winterize water systems. These solutions are highly toxic and may cause serious injury or death if ingested.

1. Drain the water tank. Use the pump to drain the tank by opening all the taps in the system. Allow the pump to operate until the tank is empty. Do not operate the pump more than 15 minutes continuously. If your trailer is fitted with a water tank level gauge you will need to hold down the pump switch button to empty out the last remains of water.
2. Turn off power to the pump.
3. Disconnect the 230v supply if connected.
4. Place a suitable container under the pump to collect water.
5. Protect the 12v battery from splashes.
6. Remove the quick-connect inlet and outlet fittings from the pump.
7. Hold a rag against the pump ports and turn the pump on to pump out remaining water from the pump head. Turn the pump off once the plumbing is empty. Leave the fittings disconnected from the pump until the system is ready to be used again. Make a note on your tank filler that the plumbing is not connected.
8. Be sure that all taps are left open to protect against damage to the plumbing.

### 3.2.3 Waste Water

Waste water from the sink is directed down a grey hose underneath the trailer located ahead of the offside wheel. The hose is pushed down a chassis cross member tube to stow it.

When setting up your trailer reach underneath the trailer side skirt for the hose and pull it out from the side of the chassis and direct into a suitable waste container.

### 3.3 Gas System

All gas appliances fitted to your trailer are suitable for operation on both Butane and Propane without the need for adjustment.

#### 3.3.1 Gas Cylinders

Bottled Butane and Propane are also known as Liquid Petroleum Gas (LPG). Cylinders are available in many different sizes but your gas box is only sized to take cylinders between 6 and 7Kg.

- Butane  
Butane is supplied in the UK in 7Kg Green or Blue cylinders.  
In the UK a hose with a clip on adapter is used to connect to Butane cylinders.  
Butane is suitable for use at temperature down to 2°C but will not work below that temperature as it remains a liquid in the bottle below 2°C. Therefore butane is not suitable for use in winter.
- Propane  
Propane is supplied in the UK in 6Kg Red cylinders.  
In the UK a hose with a male left hand thread end is used to connect to Propane cylinders.  
Propane will work at temperatures down to -40°C and is therefore suitable for winter and all year use.

#### 3.3.2 General Information



Make sure that heating, cooking appliances and gas cylinders are switched off before you move the trailer.

All gas appliances in your trailer can have their gas supply individually isolated by turning off the relevant tap on the gas manifold. The manifold is located in the gas box beside the regulator. The taps are quarter turn, when the tap handle is in line with the outlet pipe the tap is open, and when the tap handle is perpendicular to the outlet pipe the tap is closed.

Regularly check flexible gas hoses, joints and connections for tightness. All hoses should be replaced before the expiry date marked on the hose or every five years, whichever is sooner.

Regularly check that each appliance is working efficiently to the recommendations of the appliance manufactures.

Your trailer is fitted with a gas regulator. It is a governing device which reduces the gas cylinder pressure to 30mbar to suit the appliances fitted to the trailer and is suitable for both propane and butane liquid petroleum gas. There are different dedicated hoses available to connect the regulator to the gas cylinder depending on the cylinder used. Contact your retailer who will have stock of these hoses. Note, in mainland Europe the LPG cylinders are different and will require a different hose and connection.



U.K. trailers are supplied with Propane hose as standard. This will not connect to a Butane bottle. To connect a Butane bottle you will need to purchase a Butane hose and adaptor.



### 3.3.3 Gas Safety

- Always ensure that the gas system is inspected & maintained every 12 months.
- Always ensure the gas cylinder is strapped inside the gas box.
- In the event of a fire ensure all occupants evacuate the trailer via the nearest escape route and if it is safe to do so turn off the yellow isolating valve located in the gas box directly below the regulator.
- If you suspect a leak then immediately turn off the supply of gas at the yellow isolation tap located below the regulator in the gas box and turn off the valve on the gas cylinder. Then you must have the system inspected by a competent person. **See 3.3.5 Gas Leaks.**
- Regulator valves and cylinder valves should always be in the 'OFF' position when towing and storage.
- When leaving the caravan for any period of time or storage always turn off the gas at the gas cylinder.
- Never use gas cylinders located outside the trailer gas box. Do not use any gas extension hose.
- Do not fit an awning above the exhaust vents from the fridge, water and air heaters.



LPG is not poisonous. There is a danger if all air and oxygen is excluded, therefore all ventilation vents must be kept clear at all times.

LPG has a strong unpleasant smell in order to identify leaks.

LPG is heavier than air and therefore sinks to the lowest point. Underneath each gas appliance/cabinet there is a gas dropout vent in the floor. Regularly check these are clear.

### 3.3.4 Changing the Gas Cylinders

Avoid naked lights when connecting or disconnecting a cylinder.

1. Ensure that the bottle is empty, then:
2. Turn off the tap located on the gas regulator.
3. Turn off the cylinder bottle valve and all gas appliances.
4. Remove the gas hose from the cylinder bottle.
5. Release the retaining strap.
6. Remove the cylinder from the gas cabinet and stand on the ground.
7. Fit the plastic protecting cap to the cylinder head.

With the new full cylinder bottle:

1. Check the cylinder cradle is clean and clear of any debris.
2. Place cylinder bottle in the cradle in the gas cabinet.
3. Strap the cylinder bottle in.
4. Remove the plastic protector from the cylinder head.
5. Connect the gas hose and check all the hose connections are tight.
6. Check all appliances are turned off.
7. Turn on the cylinder valve, regulator and then systematically relight appliances as required.



If the hose is to be left disconnected for any length of time ensure the hose ends are protected from dirt and insects.

### 3.3.5 Gas Leaks



- If you smell gas the supply should be turned off at the cylinder immediately.
- Extinguish naked lights including cigarettes and pipes.
- Do not operate electrical switches. Do not operate any electrical apparatus whatsoever, especially light switches.
- Open all doors and windows to disperse any gas escape.
- Check the gas is not escaping from an unlit appliance.
- LPG gas is heavier than air, any escaping gas will therefore collect at a low level. The strong smell of gas will enable the general area of the leak to be detected.
- Never check for leaks with a naked flame, leak investigation should be carried out using a leak detector spray or soapy water solution.
- If the leak is not obvious, the trailer should be evacuated and a competent service engineer consulted.

### 3.3.6 Ventilation

All ventilation complies with European Standard BS EN 721 and the vents should not be obstructed in any manner as this could lead to insufficient fresh air and carbon monoxide poisoning.

The ventilation at high and low level has been calculated to suit the individual needs of your trailer.

High level ventilation is achieved by means of the roof light. The low level ventilator is positioned underneath the cooker drawer cabinet and vents around the drawer fronts. The drawer fronts are fitted with pads that hold them open a small amount to allow air flow. Do not remove these pads and check regularly they are in place.

It is advised that fixed ventilation points are checked and cleaned (if necessary) on a regular basis. To access the lower vent go underneath the trailer or remove the bottom drawers from its runners.

The roof light has permanent fixed ventilation around the outside of the frame. Closing the hatch, fly screen or blind will not restrict the minimum air flow requirement.

Additional night time ventilation is obtained by releasing the window catches and placing them in the second groove. Note the windows are not sealed from rain in this position.

There should be no modifications made which may result in reduced ventilation levels.



**! WARNING: Do not obstruct ventilation. The safety ventilation in no circumstances shall be obstructed, even partially.**

Appliances such as cookers with naked flames shall not be used for room heating.

## 3.4 Electrics

### 3.4.1 Electrics 12v

For trailers fitted out with 12v electrics and an auxiliary leisure battery.

#### Overview

The 12v electrical system is powered by an auxiliary leisure battery located in the tack compartment. The battery feeds power to the Power Distribution Unit (P.D.U.) located under the left hand bench seat, which then distributes power to the water pump, fridge, living interior lights, optional 12v sockets, cooker ignition and air & water heater controls. The power distribution unit is controlled by a digital display control panel located by the entrance door.

The control panel provides the user with a central point to check:

- Leisure battery voltage
- Level in fresh water tank (if fitted, optional extra)
- Inside (Internal) temperature
- Clock

The control panel also provides the user with the ability to:

- Switch off all non-essential electrical appliances/accessories
- Switch off all the lights
- Switch off the water pump
- Switch the awning light (if fitted, optional extra)
- Charge the vehicle battery when 230V mains is connected (if hook up is fitted, optional extra)

The control panel has optional audio and visual warnings for:

- Low battery (Leisure)
- Low level (Fresh water tank)
- 230V mains supply lost

The auxiliary battery must be placed inside the battery box provided to contain accidental acid leaks and must be used at all times. This box will hold a battery of up to 80 amp hour's capacity, depending on the battery dimensions. The battery and box should be secured with the strap to prevent movement when towing. The power cable from the battery has the main fuse.



**A gas vent hose is fitted to the battery and exits through the tack compartment floor. This vent hose must be fitted at all times to vent away hydrogen gas and to isolate the gas from the electrics.**



When leaving the trailer in storage for long periods disconnect the battery to prevent any appliances discharging the battery.



Note, the P.D.U. is fitted with 230v mains circuit breakers and power switches regardless if the trailer has mains hook up fitted or not. On 12v only trailers these switches are not connected to anything and do not do anything when switched.

#### **3.4.1.1 Towing Vehicle Power**

Power from the towing vehicle is only supplied to the trailer when the engine is running. This power is only used to charge the battery and power the fridge when travelling. When the towing vehicle is providing power to the trailer, power to the 12v output circuits is cut off via a relay. This is a legal requirement, so any interference from the trailer electrical appliances cannot interfere with the towing vehicle.

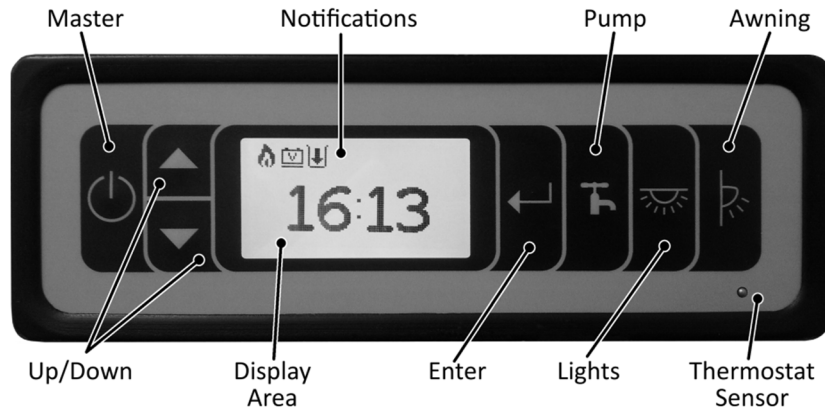
You will need to turn the towing vehicles engine off before you can use 12v power inside the trailer and if at any time you turn on the engine back on, power in the trailer will be cut off.



**Always disconnect the electrical connector between the towing vehicle and the trailer before connecting a 230 volt supply to the trailer and before charging the auxiliary leisure battery by any other means.**

### 3.4.1.2 Control Panel

#### Function Buttons



#### Master Switch

When pressed will switch power to all non-essential accessories. Holding down the master switch will cause the control panel to shut down completely. The time will be lost and have to be reset when restarted. The control panel can also be shut down from user settings.

*Note: The alarm and fridge still receive power when the master switch is off.*

#### Lights Switch

When pressed will switch power to all the interior lights.

*Note: If the master switch is off, this button will not function.*

#### Pump Switch

When pressed will enable/disable the water pumps.

*Note: If the master switch is off, this button will not function.*



*Note: See "Notifications and Warnings" section for pump running notification.*

#### Awning Switch

When pressed will switch power to the awning light.

*Note: If the master switch is off, this button will not function.*

#### Navigation Buttons

Use  and  buttons to navigate up and down through menus.








Press  to enter function or change settings (if further settings are available).

## Menus

### Home

The home screen is displayed by default. The control panel will return to the home screen when left idle. The home screen displays the time as well as any relevant notifications or warnings that are present.




### Setting the time:

1. On the home screen, hold  for 3 seconds until the hours begin to flash.
2. Keep pressing  or  to change hours.
3. Press  to set hours, minutes will now flash.
4. Keep pressing  or  to change minutes.
5. Press  to finish.

### Internal Temperature







The inside temperature, as detected by a sensor inside the control panel, is displayed on this screen.

You can change between degrees Celsius and degrees Fahrenheit by pressing  and selecting  for °C or  for °F.

### Leisure & Vehicle Battery Voltage



This screen shows the voltage of the currently selected battery as set on the “Select Battery” screen. If a 230V mains supply is connected then the charging voltage of the Leisure battery will be displayed.


An estimate of your batteries’ remaining charge can be seen by pressing  then . 12V or less reads 0%, and 12.7V or more reads 100%. You can return to displaying the voltage by pressing  then .

To increase accuracy of the battery voltage reading, switch the “Master Switch” off.








*Note: See “Notifications and Warnings” section for low voltage warnings and the “User Settings” section the Low Volts alarm enable.*

## User Settings



Press  to access the “User Settings” screen.  
See below for a description of each option.

### Navigation

1. You can scroll through the settings with the  and  buttons.
2. To edit a setting, highlight it then press  to change.
3. If there are several options you may need to use the  and  buttons to change value.
4. Press  to accept new value.
5. To exit, scroll to “Exit to main menu” and press .

### Settings

#### Contrast

Adjusts the contrast of the LCD display if you are finding it difficult to read.


#### Sound

Enables or disables the sound when a button is pressed


#### Standby

Sets how long the control panel waits for a button press before going into standby.


#### Water Low

Enables or disables the warning alarm when the water tank is low.  
Press  to acknowledge an alarm that has triggered.  
The warning will only re-arm when the water level increases by 25%.

#### 230V Lost

Enables or disables the warning alarm when the 230V mains connection is lost.  
Press  to acknowledge an alarm that has triggered.  
The warning will only re-arm when the 230V connection is restored.

#### Leis Batt Low

Enables or disables the warning alarm when the leisure battery voltage is less than 11V.  
Press  to acknowledge an alarm that has triggered.  
The warning will only re-arm when the leisure battery is charged over 13V.

#### Shut down now

Pressing enter here will shut the control panel down into its low power mode. The master switch will be turned off and the clock will lose its time. Pressing any button will turn the panel back on.

#### Firmware

Displays the current firmware version installed on the control panel.





#### Exit to Main Menu


Saves any changes to the settings and navigates back to the main menu.

## Notifications and Warnings

There are a number of icons that can appear at the top of the home screen.

See below for a description of each icon.

Icon	Description
	Internal pump is running
	The leisure battery voltage is below 12.2V
	The water tank level is below 10%
	The 230V mains is connected

When a new warning is triggered it may be accompanied by a pop up alarm screen if the appropriate user setting is enabled. When this happens the control panel will flash and beep until the warning is acknowledged by pressing .

### 3.4.1.3 Battery Charging

Whilst the trailer is being towed the towing vehicle supplies power to the trailer to charge the battery. If battery charge is low and your journey is short it is unlikely the battery will be fully charged at your destination. It is advisable to fully charge the battery before each trip. Avoid running the battery flat as this will shorten the life of the battery.

To charge the battery (trailers without 230v hook up):

1. Turn off all appliances
2. Disconnect the electrical connector to the towing vehicle.
3. Un-strap the battery box and lift off the lid.
4. Using a spanner disconnect the battery at the negative “-“ terminal.
5. Connect and charge with a suitable battery charger and follow the chargers instructions.
6. After charging reconnect the “-ve” terminal, replace the lid and strap up the battery box.
7. Re-set the time on the control panel. See 3.4.1.2



Do not use a standard car battery charger as many are not suitable for charging a leisure battery and may damage the battery. Some modern car battery chargers with monitoring electronics are suitable, check the charger states it is suitable for leisure batteries before using it.

If there is a risk of rain falling on the battery charger and circuit, or any other safety risk, remove the battery from the trailer and charge it indoors/undercover in a well ventilated area.



**Always disconnect the electrical connector between the towing vehicle and the trailer before connecting a 230 volt supply to the trailer and before charging the auxiliary leisure battery by any other means.**



#### 3.4.1.4 To charge the battery with 230v hook up.

The 230v system has a built in battery charger located within the P.D.U. under the LH bench seat. When the hook up power is on the charger will work automatically and charge the battery when required.



Do not use:

- With a generator set with a non stabilised output voltage.
- With a mains power voltage exceeding the rated value 230v +/-10%
- Without a battery in the circuit.

#### 3.4.1.5 Removing and Replacing the Battery.

Remove.

1. Turn off all appliances.
2. Disconnect 230v supply if fitted.
3. Un-strap the battery box and lift off the lid.
4. Using a spanner disconnect the battery at the negative “-“ terminal first followed by the positive “+” terminal.



**Avoid contacting the two terminals simultaneously with the spanner.**

5. Un-plug the vent pipe.
6. Lift out the battery.

Replace.

1. Check all appliances are switched off.
2. Check the battery box is clean inside and remove any debris.
3. Lift in the battery into the box.
4. Reconnect the vent pipe ensuring it exits through the trailer floor.
5. Using a spanner connect the positive “+” terminal followed by the negative “-“ terminal.
6. Place the lid and strap up the battery box.
7. Reset the clock on the control panel. See 3.4.1.2

Exhausted batteries shall be disposed of in accordance with existing environmental protection regulations.

Any replacement of an auxiliary/leisure battery should be of the same type and specification as that originally fitted and fit within the battery box.

### 3.4.2 Electrics 230v



For your safety it is IMPORTANT that you follow these connection instructions each time your trailer is connected to a 230v mains supply. This section assumes that the system is complete and that an auxiliary leisure battery has been installed.

#### Overview

The 230v mains electrical system obtains its power from an external power supply point via a flexible supply cable plugged into the power input socket located on the LHS of the trailer. Power from this socket is fed into the Power Distribution Unit (P.D.U.) located under the LH bench seat in the living area. From the P.D.U. power is supplied to 3pin sockets and the battery charger. If a fridge is fitted a socket for it is located under the RH bench.

#### 3.4.2.1 Power Distribution Unit (P.D.U.)

The P.D.U. provides overload and earth leakage protection for the 230v electrical supply in your trailer via a M.C.B and a R.C.D.

For normal operation all switches on the box need to be in the ON position. The switch to the right on the R.C.D (residual current device) is the mains switch to turn 230v power inside the trailer on or off.

The switches on the left of the box are known as M.C.B (miniature circuit breakers) and take the place of conventional fuses. In the event of a fault the M.C.B “trips” by automatically moving into the OFF position. After the elimination of the fault the M.C.B can be re-set by switching to the ON position.

If an earth fault develops or a person was to touch a live piece of equipment the leakage of current to earth should immediately operate the R.C.D (residual current device) and “trip” the main switch, to the OFF position. This switch is only re-settable after the elimination of the fault, reset by switching to the ON position.

Every time you connect to a to an external power supply point the R.C.D should be checked by operating the test button marked “T”. The R.C.D unit should immediately switch to the OFF position. If the unit does not switch off then a qualified electrician should be consulted.

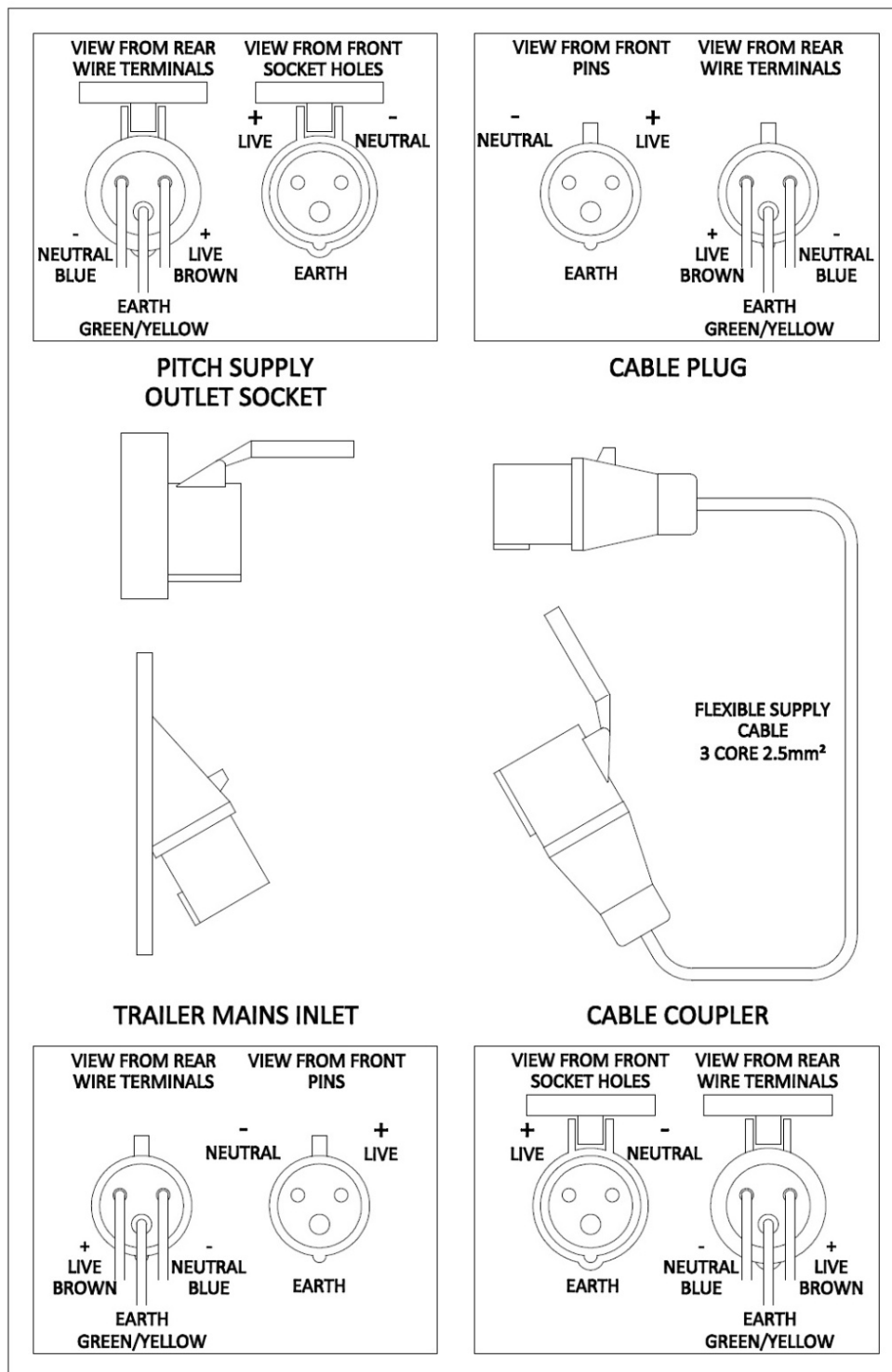
If the unit does switch off, the test is complete and the switch can be reset restoring the supply back to normal.

- Having too many appliances switched on at the same time will trip the M.C.B. This is a safety measure.
- It is possible that all of the 230v mains electrical equipment may not be able to be operated simultaneously. A typical UK caravan park mains hook up point provides a maximum output of 16 amps and on some continental sites the available output may be as low as 5 amps. If your loading exceeds the sites supply it may “trip” the sites circuit breaker. Check with your site operator the available “amps” output.

### 3.4.2.2 Flexible Supply Cable

The flexible supply cable also known as the Hook Up cable is used to connect the trailer to a 230v supply point. It is rated at 16 amps with 2.5mm<sup>2</sup> core wire and has blue round type plug and socket couplings. Cable with 1.5mm<sup>2</sup> core wire or less must not be used. Use a 13 amp fused plug adaptor lead if connecting to a standard house socket.

Do not use a cable with any visible damage or deterioration. It is essential that the connections are made exactly as shown below. If the terminal markings are not in accordance with the diagram they must be ignored. If in doubt consult a qualified electrician.



### 3.4.2.3 Connecting



**WARNING: Always disconnect the electrical connector between the towing vehicle and the trailer before connecting a 230 volt supply to the trailer and before charging the auxiliary leisure battery by any other means.**

#### To Connect.

1. Before connecting the trailer to the mains supply, check that:
  - a. The supply available at the supply point (caravan, camping pitch or home) is suitable for the trailer electrical installation and appliances, and
  - b. The voltage and frequency and current ratings are suitable, and
  - c. The polarity is correct, and
  - d. The supply point is properly earthed, and
  - e. The trailer main switch is in the OFF position, and
  - f. The supply point switch is in the OFF position, and
  - g. The trailer is not electrically connected to a towing vehicle.

Also, prior to use, examine the supply flexible cable to ensure there is no visible damage or deterioration.

2. Open the outside cover to the trailer power input socket located on the LHS ahead of the entrance door and insert the connector of the flexible supply cable.
3. Open the cover of the electricity outlet provided at the pitch supply point, insert the plug of the flexible supply cable and switch on.



**THE TRAILER FLEXIBLE SUPPLY CABLE MUST BE FULLY UNCOILED TO AVOID DAMAGE BY OVERHEATING**

4. Switch on at the trailer main isolating switch on the Power Distribution Unit.
5. Check the operation of the residual current devices (RCDs) fitted in the trailer on the main distribution box by depressing the test button and reset.



**IN CASE OF DOUBT OR, IF AFTER CARRYING OUT THE ABOVE PROCEDURE THE SUPPLY DOES NOT BECOME AVAILABLE, OR IF THE SUPPLY FAILS, CONSULT THE CARAVAN PARK OPERATOR OR THE OPERATOR'S AGENT OR A QUALIFIED ELECTRICIAN.**

#### To Disconnect.

1. Switch off at the trailer main isolating switch on the Power Distribution Unit.
2. Switch off at the pitch supply point.
3. Unplug the cable first at the pitch supply point and then from the trailer inlet socket.
4. Replace any socket covers.

### 3.4.2.4 Periodic Inspection

Preferably not less than once every three years and annually if the trailer is used frequently, the trailer electrical installation and supply cable should be inspected and tested and a report on their condition obtained as prescribed in BS 7671 Requirements for Electrical Installations published by the Institution of Engineering and Technology and BSI.

### 3.4.2.5 Generators

Generators must have a stabilized voltage output device, 16 amp max output. 230v +/-10%

#### Connecting



1. Before connecting the generator to the trailer, check that the trailer is not electrically connected to a towing vehicle.  
Also, prior to use, examine the supply flexible cable to ensure there is no visible damage or deterioration.
2. Switch off all appliances, the miniature circuit breakers (M.C.B) and the residual current device (R.C.D)
3. Start the generator and allow it to run for a few minutes to stabilise.
4. Connect the trailer to the generator via the input socket.
5. Switch on the 16 amp miniature circuit breaker (M.C.B)
6. Switch on the residual current device (R.C.D)
7. Before switching anything on, first switch on the fridge in 230v mode or plug in a 230v light into one of the 230v 13 amp sockets. This is to provide a load on the generator and help reduce any voltage spikes in the supply which may damage the charger.
8. Switch on any other appliances you require.

It is always advisable to have at least one other mains appliance switched on with the charger unit to minimise the chance for the generator to damage it.

#### To Disconnect

1. Before turning off the generator first switch off the appliances.
2. Switch off at the trailer main isolating switch on the mains distribution box.
3. Switch off the generator.
4. Unplug the cable first at the generator and then from the trailer inlet socket.
5. Replace any socket covers.



**If your generator has a 12v supply, do not connect the 12v supply to the trailer or the auxiliary battery.**



### **3.5 Table & Lower Bed**

- Do not at any time sit or stand on the table.

#### **3.5.1 Lower Bed Assembly**

1. Unclip the two quarter turn buckles under the table top against the wall.
  2. Press in the clip half way up the table leg.
  3. Lift up the table top.
  4. Rotate the table top clockwise 90 degrees so the chamfered corners are to the left.
  5. Lower the table top down onto the lower supports on the bench bases and front wall.
  6. Pull off the upper back cushions from the walls and place on top of the table top.
- It is now safe to sit and lie on the table top.

#### **3.5.2 Table Re-assembly**

1. Rearrange the cushions back to their seat positions.
  2. Lift the table top.
  3. Rotate the table anti-clockwise so the chamfered corners are towards you.
  4. Lower the table and line up with the table leg first.
  5. Lower the table onto the wall support
  6. Buckle up the two quarter turn catches under the table against the wall to secure it.
- It is now unsafe to sit or stand on the table top.

### **3.6 Bunk Bed, Ladder & Safety Net**

The upper bunk bed can be simply raised and lowered by pushing it up or pulling it down. It is held in place with gas spring struts that require no further action to lock it in place. Be prepared to hold the weight of the bunk as it lowered so not to let it slam down.

- Lower the bunk into the lowered position when in transit.

A ladder is provided to access the upper bunk and should be hooked into the locating brackets on the bunk side before safe use. Store the ladder on top of the bunk when not in use and wrap the safety net up over and then under it to stop it moving around during transit.

The Safety Net is provided to prevent you falling off during sleep. After climbing onto the bunk clip the two straps from the top of the safety net into the receivers on the ceiling.

### 3.7 Shower Unit



Before using the shower ensure the trailer is on a slight tilt from level so water will drain to the drainage hole in the shower tray and not overflow.

Always use the shower curtain to cover the doors and prevent water leaking out of the unit when in use.

The shower unit is fitted with a ceiling extractor fan and light. The double operating switch for this is fitted on the cabinet by the entrance door. Always use the extractor fan when using the shower to minimise moisture entering the living area.

Do not expose the shower room plastic fittings to cleaning products or abrasive material containing concentrated perfumes, body oil, linseed oil, gritty or abrasive substances, solvents (white spirits, antifreeze etc). These may cause permanent damage to the materials. Always clean the shower room straight away after use with warm soapy water and a soft cloth. Thetford bathroom cleaner is suitable for cleaning the shower and vanity unit plastic items (sinks, shower trays, Thetford toilets etc). Domestic cleaning products are not to be used to clean the shower/vanity unit plastic items. Some mouthwashes can cause plastic items to crack and for this reason should not be used.

## 3.8 Acrylic Windows

The living area of your trailer may be fitted with optional double glazed acrylic windows with integrated flyscreen and blinds.

### 3.8.1 Window Catches and Stays

The acrylic windows have three positions: Open, Ventilation, & Closed.

#### To Open

1. Turn the bottom catch arms to the vertical position and side arms to the horizontal position.
2. Check the support stays locking screws are undone.
3. Push the bottom of the window out.
4. To hold the window open, tighten the locking screws on the support stays.

#### To Close

1. Loosen the locking screws on the support stays.
2. Pull the window closed.
3. Turn the bottom catches to the horizontal position and side catch to the vertical position.

#### For Ventilation

1. Turn the bottom catch arms to the vertical position and side arms to the horizontal position.
2. Push the window open just so the catch arms line up with the second groove on the catch keep.
3. Turn the bottom catch arms to the horizontal position to hold the window.
  - Note the windows are not sealed from rain in this position.

- We recommend that you open and close the window from the centre.
- Close all windows before driving.
- The stay arm locking screw must always be undone before you open or close your window.
- Always ensure that the windows are fully closed during wet weather and not on the night vent/ventilation position.



### 3.8.2 Window Blinds

The acrylic windows are fitted with a flyscreen and blackout blinds. The flyscreen blind pulls down from the top edge of the window and the blackout blind pulls up from the bottom. The bottom edge of the flyscreen clips onto the blackout blind to seal off the window from insects. The height of the blackout blind can be positioned as required.

#### Sun blinds and how to handle with acrylic windows



If the blackout blind is used long-term as a sun blind then there is a risk of damaging the window as a result of overheating.

- In the event of persistent heat the window should be left in the ventilation position.
- If you put away the trailer for a longer period of time then the blackout blind should be left open.



### **3.9 Roof Light Hatch**

The roof light hatch is three way opening, front up, rear up or both up. To open the hatch select either the front or rear handle. Near the centre of the handle there is a tab which holds the handle down. Push this tab towards the centre of the hatch and at the same time pushing the handle up. Repeat to open the other end. To close, pull the handles down.

#### **3.9.1 Roof Light Flyscreen and Blind.**

The roof light is fitted with a flyscreen and blind either of these can be pulled across the roof light opening.

### 3.10 Fire and Safety Precautions



Your attention is drawn to the notice affixed inside your trailer advising on fire prevention, ventilation and what to do in case of fire. Ensure that the occupants are familiar with escape routes, in case of a fire.

#### 3.10.1 Children



Do not leave children alone in the trailer in any circumstances. When in the trailer ensure that children are supervised at all times. Keep potentially dangerous items out of reach as at home, e.g. matches, medicines etc.

#### 3.10.2 Fire Extinguishers

One dry powder fire extinguisher to ISO 7165 is provided by the main exit door, or in the cupboard by the exit door and a fire blanket above the sink, to the left of the cooker. Familiarise yourself with the instructions on your fire extinguisher and the local fire precaution arrangements.



A fat pan fire should not have an extinguisher aimed at it but be smothered with a fire blanket. **It is not advisable to cook with a fat pan or deep fryer in the enclosed space of the trailer.**

Extinguishers containing vaporising liquids should not be used by a person inside the trailer or from the outside whilst other persons are inside the trailer. Dry powder extinguishers will deal with fat or electrical fires and water type extinguishers should not be used for this type of fire.

#### 3.10.3 In case of fire

1. Get everyone out of the trailer as quickly as possible using whichever exit is quickest including windows. Do not stop to collect any personal items.
2. Raise the alarm – Call the Fire Brigade, call 999 in the UK.
3. If it is safe to do so turn off the yellow isolating valve located in the gas box directly below the regulator.

#### 3.10.4 Smoke and carbon monoxide alarms



A smoke alarm and a carbon monoxide alarm are fitted within the living area of the Eventa trailer. It is recommended these are tested before you set off for all events so you have time to address any problems and don't alarm your horses. Check them at least once a week when the trailer is in use. Replace the battery if an alarm no longer operates or replace the whole unit if a new battery fails to make it work.

#### 3.10.5 Ventilation

All ventilation complies with European Standard BS EN 721 and the vents should not be obstructed in any manner as this could lead to insufficient fresh air and carbon monoxide poisoning.

Carbon Monoxide is odourless, colourless and tasteless and will rapidly cause unconsciousness and death with little or no warning prior to collapse. There is no danger when adequate ventilation is provided.

It is advised that fixed ventilation points are checked and cleaned (if necessary) on a regular basis.



**! WARNING: Do not obstruct ventilation. The safety ventilation in no circumstances shall be obstructed, even partially.**

### **3.10.6 Petrol/Diesel Fumes**

It is not advisable to leave a vehicle's engine running beside the trailer as fumes from the vehicle could enter the trailer. If it is necessary to run a vehicle's engine nearby park the vehicle so exhaust fumes are directed away from the trailer.

### **3.10.7 Original Equipment Appliances**

**Please read carefully the sections regarding safety in appliance manuals provided.**



**Replacement parts for any appliance shall conform to the appliance manufactures specification and should be fitted by them or an authorised agent.**

### **3.10.8 Portable Appliances**

**Never use portable cooking or heating equipment, other than electrical heaters that are not of the direct radiant type, as it is a fire and asphyxiation hazard.**



### **3.10.9 Modifications**

**Never allow modification of electrical or LPG systems and appliances except by qualified persons.**



## 4 Eventa Living Equipment

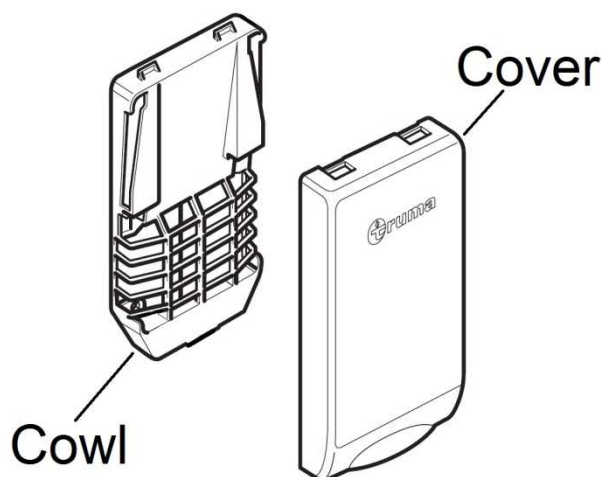
### 4.1 Truma Ultrastore Gas Water Heater

If your trailer is fitted with a “Truma Ultrastore” gas water heater the operating instruction manual for it is supplied with your trailer. Read the Truma Ultrastore operating instruction manual thoroughly before use. If you lose the operating instruction manual it is available online at [www.truma.com](http://www.truma.com), (ultrastore\_rapid\_installation\_instruction.pdf)



#### Important Operating Note:

- Always remove the cowl cover prior to operating the water heater on gas.
- Always mount the cowl cover if the heater is not being used. Non observation of this point can lead to the function of the appliance being impaired through water, dirt or insects.



### 4.2 Trumatic E 2400 Gas Warm Air Heater

If your trailer is fitted with a “Trumatic E 2400” gas warm air heater the operating instruction manual for it is supplied with your trailer. Read the Trumatic E 2400 operating instruction manual thoroughly before use. If you lose the operating instruction manual it is available online at [www.truma.com](http://www.truma.com), (trumatic\_e2400\_installation\_instruction\_de\_gb\_fr\_it\_nl\_dk\_es.pdf)

### 4.3 Dometic RM 5310 Absorption Refrigerator

If your trailer is fitted with a “Dometic RM 5310” absorption refrigerator the operating instruction manual for it is supplied with your trailer. Read the Dometic RM 5310 operating instruction manual thoroughly before use. If you lose the operating instruction manual it is available online at [www.dometic.com](http://www.dometic.com), (RM%205310%20manual.pdf)

### 4.4 Dometic SMEV PI 0913 3 Burner Hob

If your trailer is fitted with a “SMEV PI 0913” 3 burner hob the operating instruction manual for it is supplied with your trailer. Read the SMEV hobs operating instruction manual thoroughly before use. If you lose the operating instruction manual it is available online at [www.dometic.com](http://www.dometic.com), (SMEV-hobs\_EN.pdf)

#### 4.5 Thetford Spinflo MK3 Mini Grill, Gas 4 Burner & Grill

If your trailer is fitted with a “Spinflo MK3 Mini Grill” gas 4 burner & grill the operating instruction manual for it is supplied with your trailer. Read the Spinflo’s operating instruction manual thoroughly before use. The operating instruction manual is unavailable online.

#### 4.6 Avtex L185DR TV & DVD Player

If your trailer is fitted with a “**Avtex L185DR**” TV & DVD player the operating instruction manual for it is supplied with your trailer. Read the Avtex operating instruction manual thoroughly before use. If you lose the operating instruction manual it is available online at [www.avtex.co.uk](http://www.avtex.co.uk/avtex_l185dr_manual.pdf), (avtex\_l185dr\_manual.pdf)



**The TV Antenna is located on the roof of the trailer and it increases the trailer height. If your planned routes go under any low bridges the antenna can be unscrewed and removed. Use a suitable step ladder to gain access to the antenna.**

#### 4.7 ThetfordC-200 CW Manual Flush Toilet

If your trailer is fitted with a “Thetford C-200 CW” manual flush toilet the operating instruction manual for it is supplied with your trailer. Read the Thetford operating instruction manual thoroughly referring to the CW parts before use. If you lose the operating instruction manual it is available online at [www.thetfordservicenet.com](http://www.thetfordservicenet.com), (C200-User-manual\_29744\_0813-V02.pdf)

#### 4.8 Thetford C-200 CS Electric Flush Toilet

If your trailer is fitted with a “Thetford C-200 CS” Electric flush toilet the operating instruction manual for it is supplied with your trailer. Read the Thetford operating instruction manual thoroughly referring to the CS parts before use. If you lose the operating instruction manual it is available online at [www.thetfordservicenet.com](http://www.thetfordservicenet.com), (C200-User-manual\_29744\_0813-V02.pdf)

#### 4.9 Thetford Porta Potti Qube 345 Toilet

If you have the “Thetford Porta Potti Qube 345” portable toilet the operating instruction manual for it is supplied with it. Read the Thetford operating instruction manual thoroughly before use. If you lose the operating instruction manual it is available online at [www.thetford-europe.com](http://www.thetford-europe.com)

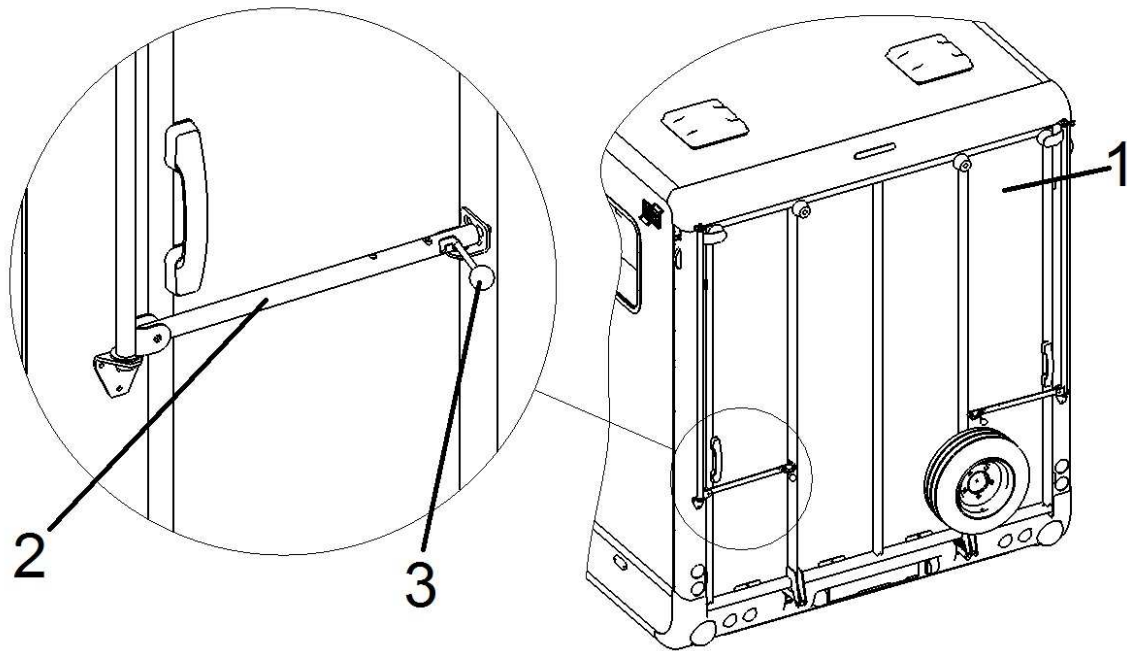
## 5. Eventa Horse Area

### 5.1 Rear Ramp Operation



**DANGER.** To avoid the possibility of being injured in the event that the ramp drops down, always stand to the side of the ramp when operating the latches and when lowering or raising the ramp. The rear ramp may be subjected to a fallen horse against it or to kicking from any horse onboard.

#### 5.1.1 Understanding your Ramp.



1. Ramp
2. Latch Arm
3. Shoot Bolt



The weight of the ramp is spring counterbalanced to help reduce the effort required to raise and lower the ramp. Note the counterbalance force is not constant, so the weight of the ramp will change as it is raised or lowered.

### 5.1.2 Opening the ramp

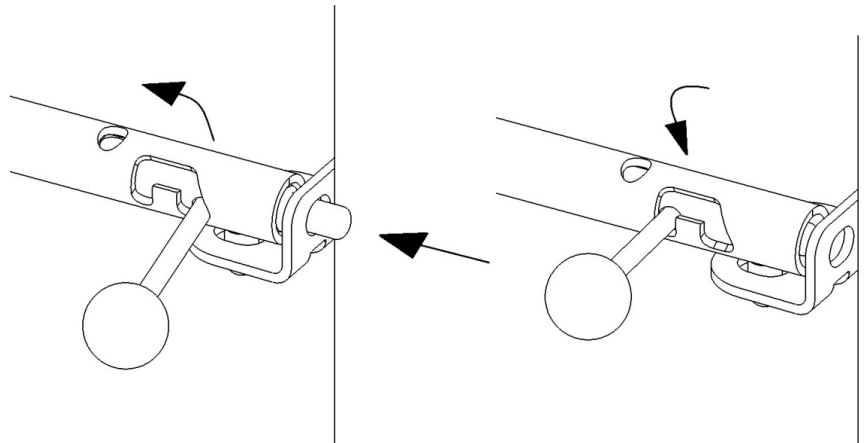
1. Position the trailer on firm level ground and apply the vehicle and trailer handbrake.
2. Lower the rear prop stands if fitted.



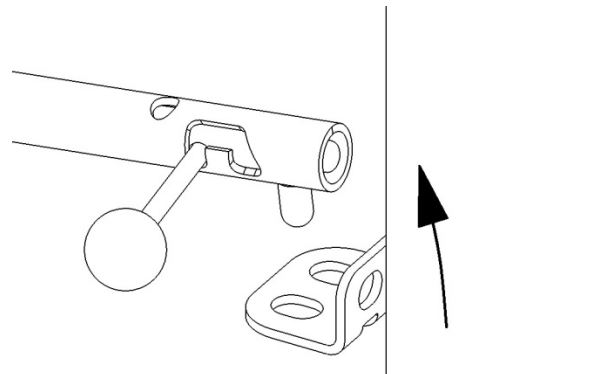
**Caution.** If the trailer is facing up hill, nose up, when opening the rear ramp, the ramp may start to drop as soon as the catches are released.

3. Before opening the ramp look inside for anything leaning against the ramp and remove if possible.
4. Unlatch each side of the ramp in turn as follows:

- i) Whilst holding the latch arm stationary pull back the shoot bolt and latch it in the retracted position.

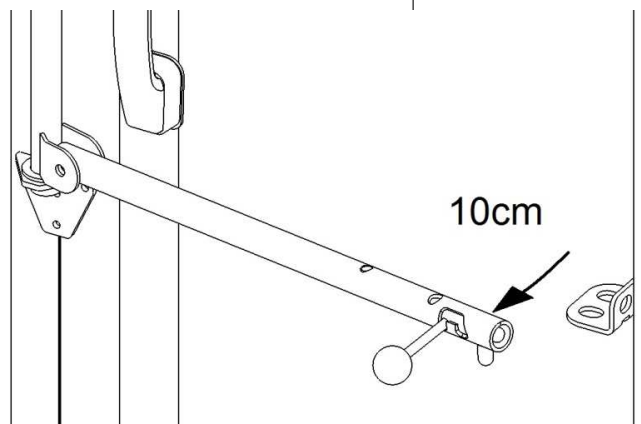


- ii) Keeping a firm hold, push away and lift the latch arm to unhook it from the ramp keep.



- iii) Move the latch arm away from the ramp by 10cm. (4 inch)

- If the arm is still pushing towards you at this point push it back and latch it back into place, and stop to investigate inside the box for a load pushing against the ramp.
- If there is no load on the latch arm continue.



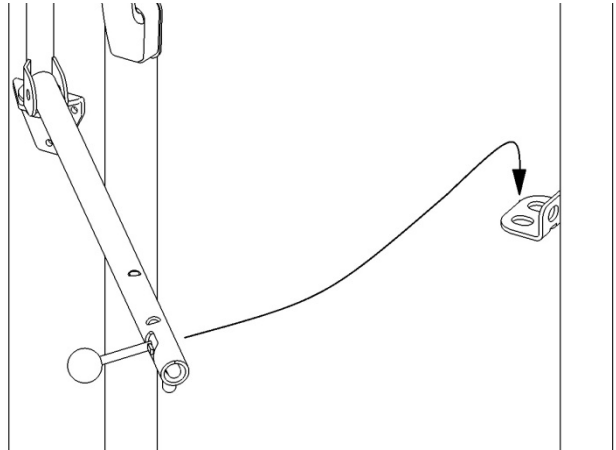
- iv) Rotate the latch arm away from the ramp and make sure you are to one side of the ramp as you do this.
- v) Allow the latch arm to drop down.
- vi) Continue to unlatch the other side.

5. Standing to the side of the ramp, lower the ramp down slowly.

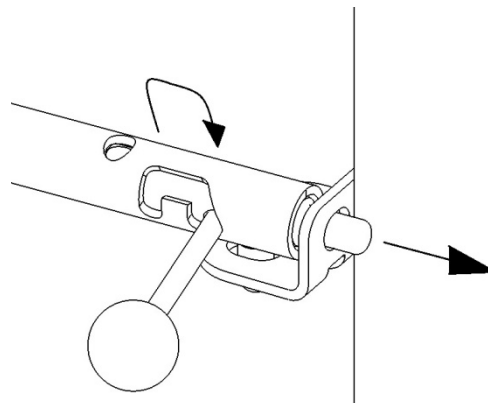


### 5.1.3 Closing the ramp

1. Check the ramp gates are closed and secure, and nothing is protruding to block ramp closing.
2. Standing to the side of the ramp, lift and close the ramp. Try to avoid slamming the ramp as this may disturb your horses.
3. Latch each side of the ramp in turn as follows:
  - i) Lift and rotate the latch arm towards the ramp.
  - ii) Push the arm towards the ramp and hook it onto the keep.

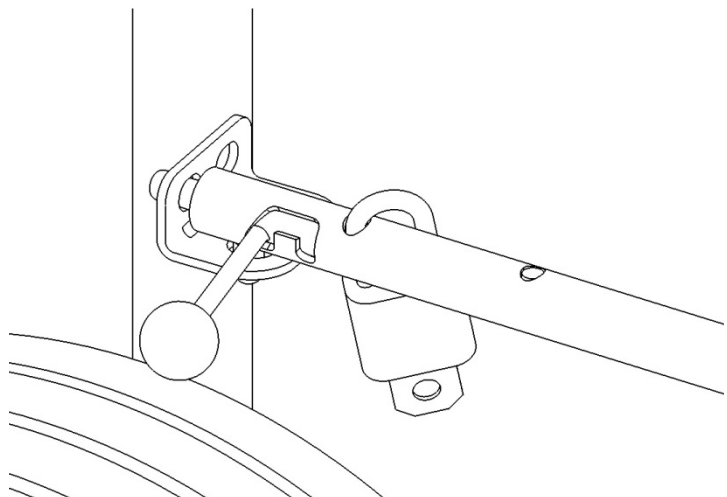


- iii) Release the shoot bolt.
  - iv) Continue to latch the other side.
4. Raise the prop stands if fitted.



### 5.1.4 Locking the ramp

The ramp can be locked with two padlocks. The padlocking holes are located in the latch arms and shoot bolts. Before locking the padlocks check you have key access to unlock them.



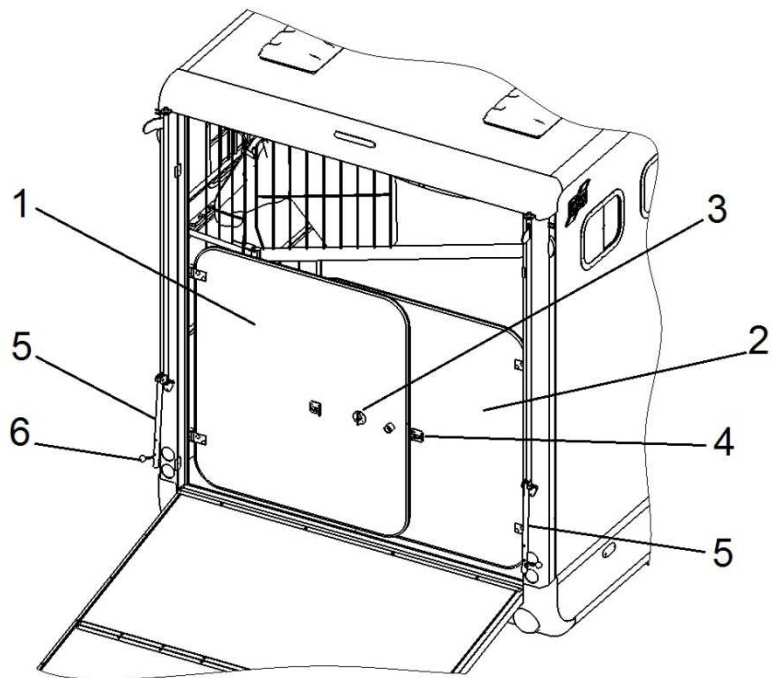


## 5.2 Ramp Gates

The ramp side gates protect your horse from stepping off the side of the ramp, as well as performing the same functions as a rear breeching bar.

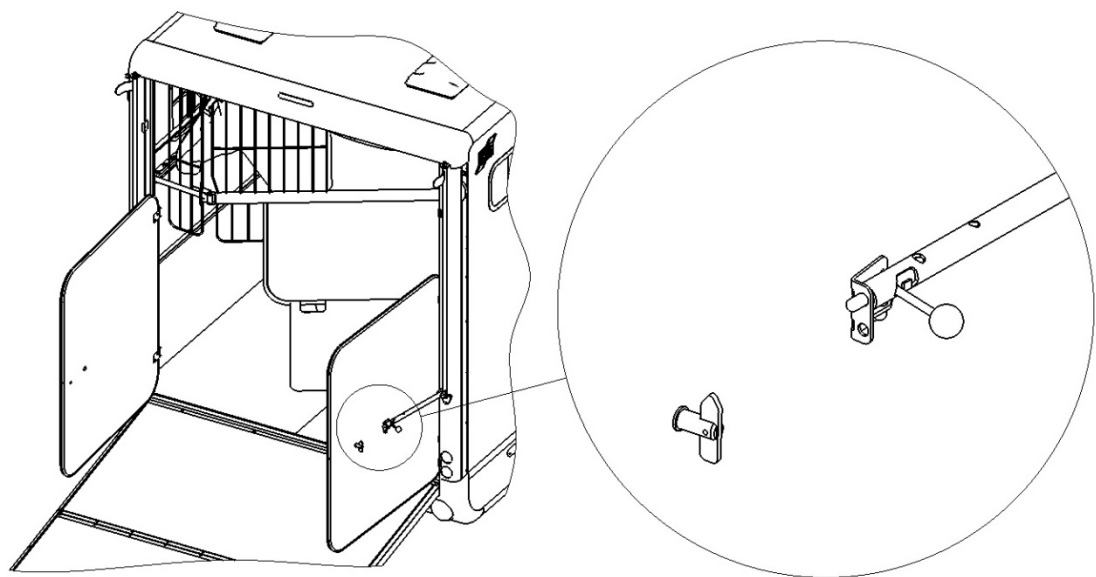
### 5.2.1 Understanding your Ramp Gates

1. LH Gate
2. RH Gate
3. Antiluce Fastener
4. Gate Keep
5. Ramp Latch Arm
6. Shoot Bolt



### 5.2.2 Opening the Ramp Gates

1. Uncouple the antiluce fastener holding the two gates together.
2. Open the LH gate.
3. Raise the LH ramp latch arm and hook it into the gate keep.
4. Release the latch arm shoot bolt to lock the gate in place.
5. Repeat the process to open and lock the RH gate into place.
6. Close the antiluce fastener so it doesn't stick out in harm's way.



### 5.2.3 Closing the Ramp Gates

1. Prepare the antiluce fastener so it is pointing out on the RH gate.
2. Pull back and catch the shoot bolt on the RH gate.
3. Unhook and lower the ramp latch arm.
4. Close the RH gate.
5. Repeat for the LH gate.
6. Fasten the antiluce fastener to hold the two gates together.

### 5.3 Partitions

The Eventa uses a system of diagonal partitions mounted on a pair of multi-positional rails so they can be repositioned for stall width and weight distribution. They come with a hinged retainer arm and head leaf to allow for width adjustment when placed at differing angles. The partitions can be easily moved and removed with the help of an assistant.

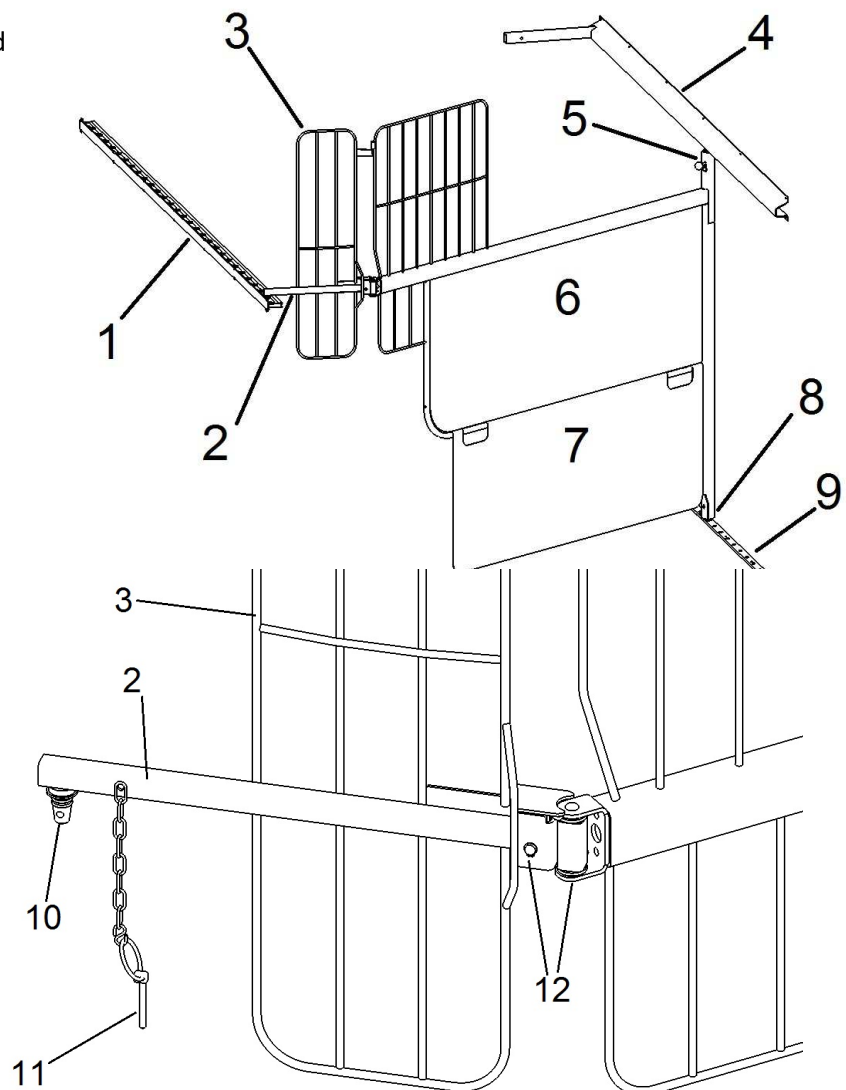


**Always ensure there is a partition between the inspection door and a horse.**

Note. It is illegal to carry two or more horses in an un-partitioned trailer.

#### 5.3.1 Understanding your Partitions

1. Retainer Rail
2. Retainer Arm
3. Head Leaf
4. Top Rail
5. Top Pivot Shoot Bolt
6. Main Partition Leaf
7. Skirt
8. Bottom Pivot Pin
9. Floor Rail.
10. Retainer Hook
11. Linch Pin
12. Hinges



## 5.3.2 Operation

### 5.3.2.1 Opening the partition

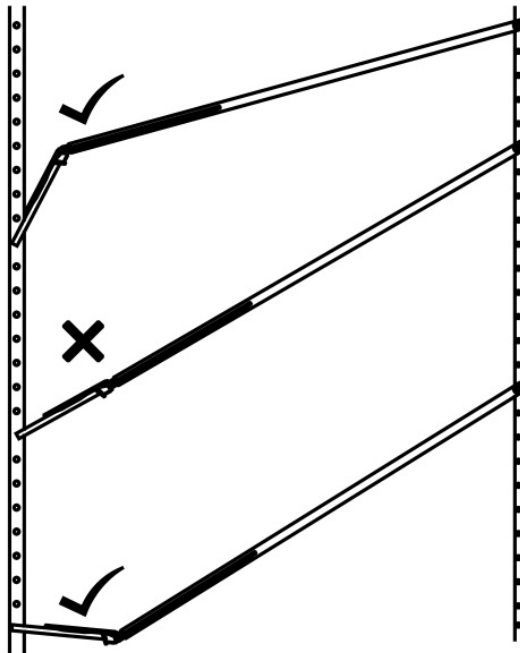
1. Remove the linch pin from the retainer hook
2. Lift up the retainer arm to unhook it from the retainer side rail.
3. Lower the retainer arm.
4. Swing open the partition to against the RHS wall.
5. Straighten out the head leaf so it is out of the way.
6. Tie the partition to the RHS wall by hooking the rubber bungee on the top rail to the partition.

### 5.3.2.2 Closing the partition

1. Untie the partition from the side wall and put the bungee into its storage position.
2. Fold the head leaf 45 degrees relative to the partition to allow the retainer arm to raise up past horizontal.
3. Raise the retainer arm.
4. Swing the partition and head leaf into the required position.
5. Lower the retainer arm and hook it into the retainer rail
6. Insert the linch pin into the hook end to secure it.



It is important that the head leaf and retainer arm are not parallel to the main partition leaf in the closed position, there is an anti-lift device on the retainer arm to prevent you from doing this. Do not force the partition into this position. Aim to have the head leaf and retainer arm at an angle to the main partition leaf.

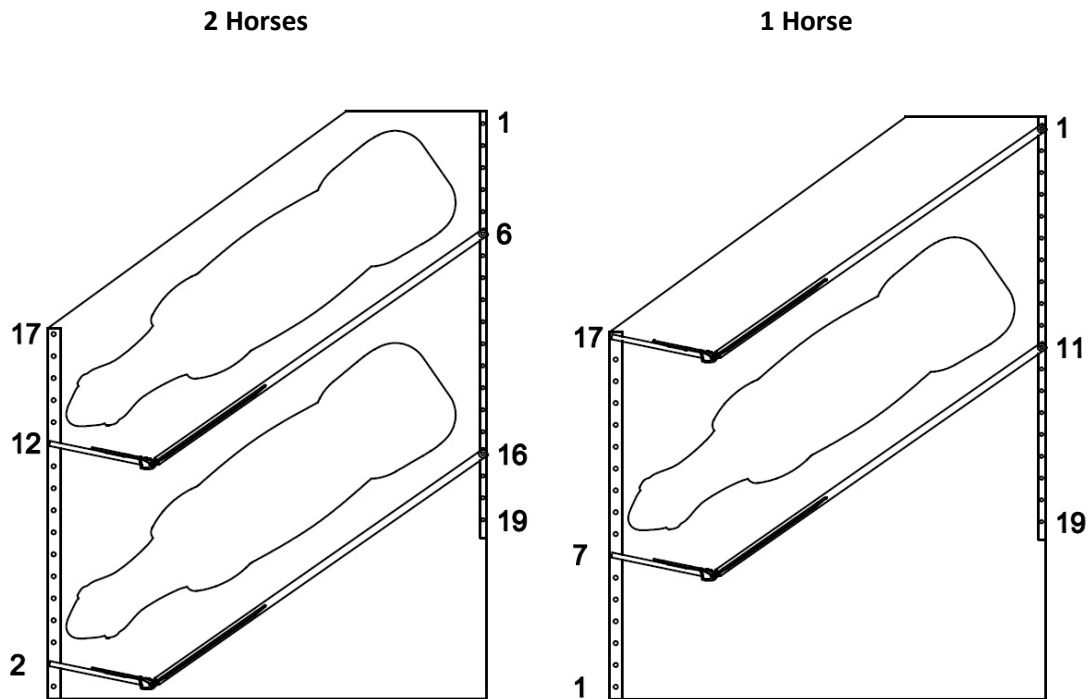


### 5.3.3 Positioning



In order to carry differing horse loads it is necessary to reposition the partitions in order to optimise the trailer weight distribution and nose weight. It is important to have the centre of gravity of the combined load centrally located in the horse loading area. It is recommended to position the partitions for the different load cases as follows. However it is still important that you check your nose weight to take account for variations in horse's weights and your living area payload, and make the necessary adjustments.

#### 5.3.3.1 Eventa M Partition Positions

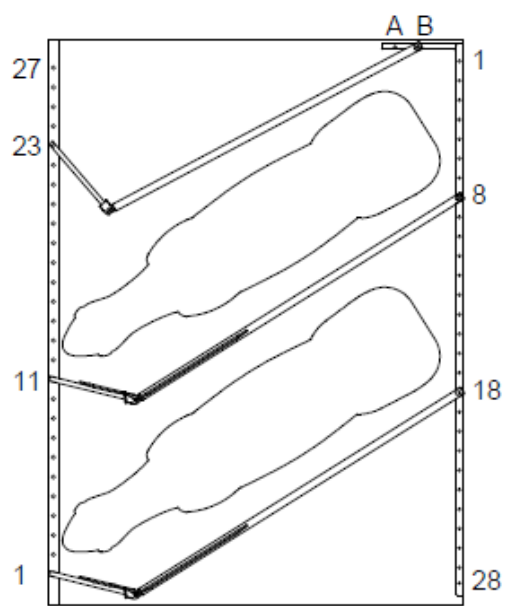


#### 5.3.3.2 Eventa L Partition Positions

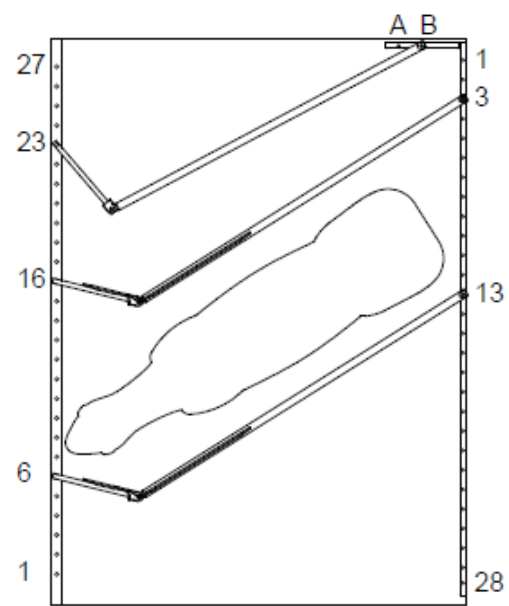
See following page.

5.3.3.2 Eventa L Partition Positions

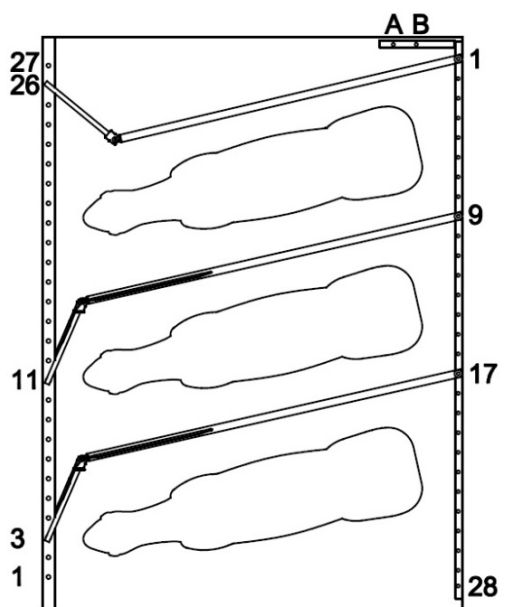
2 Horses



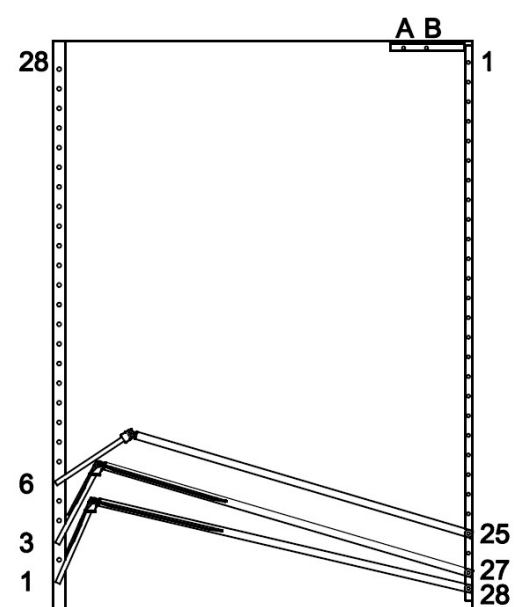
1 Horse



3 Ponies



Empty

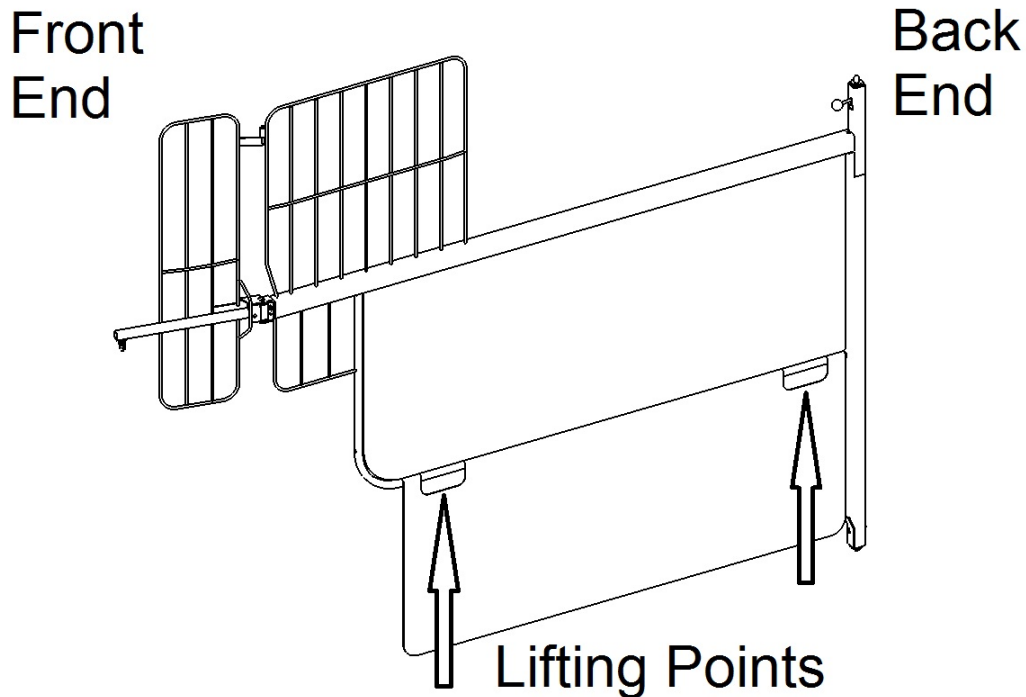


### 5.3.4 Repositioning



Repositioning the partitions is a two person operation. **DO NOT attempt to do this on your own as it may result in personal injury.**

When moving and lifting a partition, a person is required at both ends. Hand access gaps in either end of the skirting provide a position for each person to hold the weight of the partition.



Before moving the partition, plan ahead to where you are going to move the partition to, and between you and your assistant, discuss who does what throughout the operation.

The person holding the back of the partition is the one in charge. Their job is to, instruct the assistant holding the front of the partition, release the top pivot shoot bolt, lift the partition from the bottom rail and relocate it.

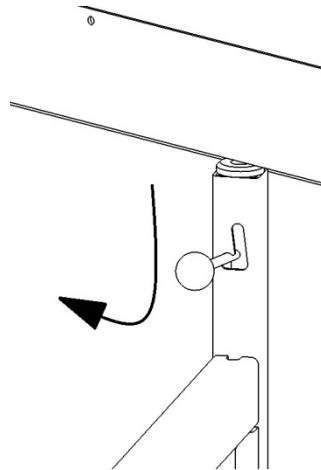
The assistant holding the front of the partition, their job is to hold the weight of the partition, hold it upright and move it as instructed.

#### Sequence:

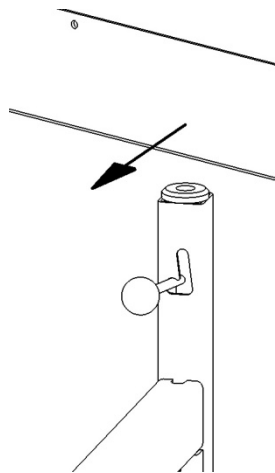
1. Unhook the partition from the LHS retainer rail.
2. Fold the partition back towards the RHS of the trailer.
3. Check the floor pivot rail holes are clear of any debris that may stop the bottom pin relocating.
4. Have your assistant keep hold of the front of the partition whilst the remaining operations are carried out.

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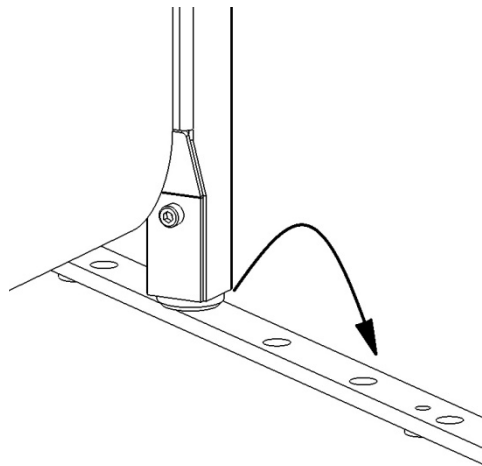
5. Have your assistant lift the front of the partition to take its weight away from the top pivot shoot bolt and to be prepared to hold the weight of the partition.
6. Pull down the top pivot shoot bolt and latch it in the retracted position.



7. Have your assistant lower the front of the partition a small amount to bring the top pivot just clear from the top rail.



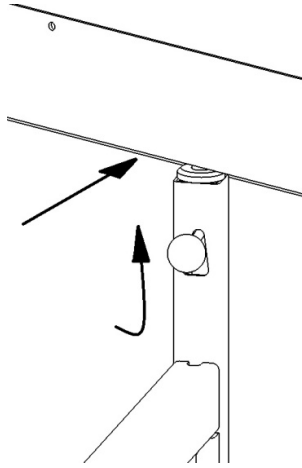
8. Lift the back of the partition to lift the bottom pivot pin out of the floor rail.



9. Reposition the bottom pivot pin into its new location in the floor rail.

Continued on the following page.....

10. Have your assistant lift the front of the partition to bring the top pivot back under the top rail.



11. Release the top pivot shoot bolt into its new locating hole.



12. Ask your assistant to feel the partition has locked back into place by trying to lift and lower the partition before they let go of it.

13. Hook the partition back onto the retainer rail.

#### 5.4 Inspection/Grooms Door

The inspection door is to allow access to the horses without opening the ramp. It should be kept closed when not in use and whenever the trailer is being moved.



Never leave the door open if you intend leaving a horse unattended, as the horse may attempt to exit the trailer through the open door and cause injury to itself.



**Never put a horse against the inspection door.** Always ensure there is a partition between the inspection door and a horse.

#### 5.5 Floors.

At regular intervals the rubber mats should be removed and inspection made of the floor area for any kicking damage. As a guide, we recommend a monthly check where the trailer is in daily use.

#### 5.6 Straw Bedding.

Straw or similar bedding should be used in your horsebox to minimise urine leakage, and to improve comfort and footing, especially when the floor is wet.

#### 5.7 Stabling Horses.



This trailer is for transporting horses and ponies only and the time they are in the trailer should be kept to a minimum. **Do not use the trailer to stable horses.**



## 5.8 Rear Interior Light

Trailers fitted with on board 12v battery power:

The interior light in the rear horse area is powered from the on board 12v battery. Remember to switch off when not in use to preserve battery charge.



Leaving them on and flattening the battery will damage the battery.

Base trailers without on board 12v power:

The interior light in the rear horse area is powered from the vehicle side lights and therefore only work when you have your towing vehicle side lights on. Remember to switch off when not in use.



Do not obstruct the interior lamp with hay nets, clothing, etc. (The lamp will overheat and may become a fire risk.)

## 5.9 Roof Hatch Vents

The roof hatch vents are three way opening, front up to draw air in, rear up to draw air out or both up. When the vents are closed there is limited ventilation through the grills. It is not possible to seal off the ventilation completely. Operate the hatches by pushing up or pulling down the handles.

## 5.10 Horse Area Sliding Windows

The small right hand windows have a catch pin to hold the window closed. To open the windows press the small button on the side of the knob to release the pin. This allows the window to slide. To hold the windows in the closed position push in the centre button to push the catch pin out against the edge of the glass.

The large left hand windows have a spring hook catch to hold the window closed. To open, pull down on the catch to release the glass and slide the glass down. To close, push the glass up with the catch so it spring clips back into place.

The horse area windows are aluminium framed and condensation will collect on them in a cold humid climate. This is not a sign to say they are leaking water in.

## 5.11 Loading and Unloading



For clear guidance on preparing and controlling your horse, make sure you read and understand the relevant pages in 'Towing Horse Trailers' supplied with this manual. The horses should wear appropriate protective clothing including: head collars, bandaged leg padding and a tail guard or bandage. Be prepared before you start, have an assistant with you and ensure everyone wears the appropriate safety wear.

Ensure you have read and understood the above instructions on the use of the trailer ramp, gates, partitions, etc. and practiced the use of them before doing any loading.

### 5.11.1 Loading

The trailer must be attached to the towing vehicle. Position the trailer on firm level ground and apply both vehicle and trailer parking brakes. If fitted, deploy the rear prop stands. If for any reason you have to load or unload with the trailer detached, you must make sure that the jockey wheel is securely clamped and the handbrake is fully applied before proceeding.

Open the rear ramp and gates, and make sure the gates are correctly secured. Ensure the partitions are correctly positioned for weight distribution, the size and number of horses being loaded. Hinge the partitions rearwards so that the last (rearmost) partition is projecting beyond the rear ramp. Secure each partition in the open position using its elastic strap on the upper mounting rail and ensure the head leaves and retainer arms are tucked in.

For ventilation open the windows and roof vent as required, as this will be difficult once the horses are loaded.

Lead the horse on your right hand side slowly into the trailer, then once loaded, the horse should be tied up to one of the tie rings provided, ensuring that sufficient slack remains for the horse to stand in its natural position and move around within the stall. Gently unhook the partition and rotate it into position at the side of the horse and clip it into the retainer rail. Repeat to load subsequent horses.



**Avoid leaving a horse standing in a large space as it could easily fall and injure itself.**

Close the groom's door, ramp gates and rear ramp. Raise the prop stands if used.

### 5.11.2 Unloading

Open the rear ramp and gates, and take extra care if the first horse to be unloaded is against the gates. Make sure the gates are correctly secured.

Unhook and open the first partition, secure to the side and ensure the head leaf and retainer arm are tucked in. Untie the horse from the tie ring and carefully lead the horse from the trailer. Repeat to unload subsequent horses.

Clean out the horsebox before closing it back up.

## 5.12 General hygiene

General hygiene is extremely important to protect against contracting infections from animal waste. After each journey thoroughly clean and disinfect the trailer and always wash your hands thoroughly after using the trailer.



It should be noted that some disinfectants are highly corrosive and could damage your trailer if used incorrectly, ideally a neutral pH disinfectant should be used. Always refer to the label or product data sheet when using any chemicals, and follow any safety advice given. If in doubt seek advice from the chemical manufacturer.

When cleaning is complete thoroughly rinse the trailer to remove any chemical residue.

## 5.13 Fire & Safety Precautions

### 5.13.1 First Aid

In addition to the first aid kit for your car it is a good idea to carry one for the horses, plan for the worst situation and pack enough supplies for the maximum number of horses that can be carried.

### 5.13.2 Breakdowns with horses on-board

In the event of an accident or breakdown, always contact the emergency services and your breakdown recovery company. Never unload the horses on the road. It is illegal to do so on motorways and can lead to fatal accidents.

### 5.13.3 Fire precautions

As straw is used on the trailer floor, it is strongly recommended that you are familiar with the fire extinguisher fitted in the living area by the exit door and you have an extinguisher carried in the towing vehicle.



**Do not store chemicals or used cleaning materials (i.e. pressurised canisters or cloths soaked in cleaning fluid) within the trailer as a closed up trailer parked in sunlight can become very hot.**

#### 5.13.3.1 In case of fire

4. Get everyone out of the trailer as quickly as possible using whichever exit is quickest including windows. Do not stop to collect any personal items.
5. Raise the alarm – Call the Fire Brigade, call 999 in the UK.
6. If it is safe to do so turn off the yellow isolating valve located in the gas box directly below the regulator.

## 6. Eventa General Maintenance

### 6.1 Exterior Bodywork

To maintain a showroom finish one needs to hand wash regularly with a car or caravan shampoo, rinse with cold water and chamois leather off. A protective coating applied after cleaning like Fenwick's Bobby Dazzler will help to keep the trailer cleaner for longer and makes cleaning next time easier. It also contains an algae inhibitor.

- Do not use a high-pressure power washer on the vents, doors and windows.
- Under no circumstances use any abrasive agents, T-cut, methylated spirit, white spirit, other solvents or washing up liquid to the exterior of your trailer.

### 6.2 Galvanized Finish

As part of the normal ageing process, galvanized surfaces form an outer layer of oxide. This protects the reactive zinc and underlying steel from further corrosion. The appearance of the surface ranges from bright silver to dull grey. Exposure to road salt can change the appearance of newly galvanized surfaces to grey or black with white or grey deposits. This does not affect the protective properties of the finish.

To slow the dulling from road salt exposure, wash the trailer after each journey.

### 6.3 High Pressure Power Washing

When using a high pressure power wash on the body, only use it to rinse the surface prior and after a hand wash. The jet nozzle should be placed no closer than 50cm from the body surface and at least 15 degrees from perpendicular to the surface. The nozzle should not be directed at the compartment and entrance door gaps as this would force water past the door seals and the nozzle should never be directed at the windows as it can scratch them.



### 6.4 Acrylic Windows

#### 6.4.1 Cleaning the windows

With a little care your windows will remain clear and scratch-free.

- Use copious quantities of water to rinse dirt from your window.
- Use a chamois leather or soft dry cloth to dry your windows.



#### Don'ts

- Do not use a sponge or dry cloth until the window has been rinsed with water.
- Under no circumstances use abrasive and corrosive substances such as: alcohol, turpentine, dry-cleaning naphtha, fly spray, acetone, dishwasher detergents or solvents.
- Do not use a high-pressure power washer for cleaning your windows.
- Never drive your trailer through a carwash. The rotating brushes can cause scratches on the acrylic.

#### 6.4.2 Window Maintenance

The windows should also be inspected during the annual service of your vehicle.

- Shallow scratches can be removed using the Polyplastic Acrylic Polish that is available from your dealer. (Item no. 09.00.880.00.00.01.000)
- For deeper scratches please refer to your dealer or an appropriately certified specialist.
- Use talcum powder or another approved maintenance agent to keep the rubber in optimum condition.
- Like all other materials acrylic is also susceptible to UV discolouration. Remember that there may be some colour difference when replacing a window.
- Hairline cracks in acrylic can only occur if your window comes into contact with a non-approved cleaning agent. This will make the guarantee void.



**Do not use any agents containing silicones for maintaining the rubber.**

#### 6.4.3 Sun blinds and how to handle with acrylic windows

If the blackout blind / roller blind is used long-term as a sun blind then there is a risk of damaging the window as a result of overheating.

- In the event of persistent heat the window should be left in the ventilation position.
- If you put away the trailer for a longer period of time then the blackout blind should be left open.

#### 6.4.4 Condensation and acrylic glass properties

- Acrylic has the property that it is very slightly permeable. As a result of this the air in the cavity can contain an amount of moisture. Conditions may cause this moisture to condense. This is a natural phenomenon and does not mean that the window has a leak. This condensation will always disappear after some time.
- Condensation can be prevented by properly ventilating the vehicle.
- If condensation forms frequently or is permanent then please consult your dealer.

#### 6.5 Interior Walls

The living interior walls have a wall paper finish which should not require cleaning too often. A wipe over with a damp cloth and a very mild detergent is all that is needed to keep it clean.



- **Do not soak with water or other liquids.**

## **6.6 Furniture**

Moisture in the air can cause damage to the furniture as the wood expands or contracts with an increase or decrease in the relative humidity. A relative humidity of between 40% - 60% is tolerable. If values are maintained outside this range for a sustained period damage to the furniture may occur.

- To prevent damage, assure the relative humidity of air is not too high for a long period by either ventilating the trailer, or by using dehumidifiers or water absorbent crystals.

To ventilate your trailer, on dry days open as many windows and roof lights as possible to allow air to move through the trailer. Try to do this as often as possible (at least once a week), but keep windows and roof lights closed on wet days as damp air may increase indoor humidity.

- Do not leave furniture surfaces wet with beads of standing water.
- Wipe off any condensation that may collect on windows and metalwork.

## **6.7 Care of your upholstery.**

The upholstery fabrics are fire retardant treated. Do not get wet. If cleaning is required **DRY CLEAN ONLY.**

## **6.8 Hinges and Catches**

Lightly oil occasionally.

## 6.9 Water System Maintenance.

The water system, and in particular the storage tank is susceptible to contamination by bacteria if care is not taken with its use and cleaning. The symptoms caused by bacterial contamination are not purely limited to gastro-intestinal diseases, but may also manifest themselves as ear, nose, throat, eye or skin infections. Even if you boil or filter your water for drinking these symptoms may still occur.

We advise on board water should not be used for drinking water as maintaining the water system to the required standard requires regular cleaning before each time the trailer is used. However if you use the system for non-drinking water it is still important that you carry out the following system cleaning at least four times a year to keep the system in good condition.

If you wish to use the on board system for drinking water the system must be cleaned as below before each use and filled using a food grade hose pipe.

### 6.9.1 Water System Cleaning.

9. Drain the water tank. Use the pump to drain the tank by opening all the taps in the system. Allow the pump to operate until the tank is empty. Do not operate the pump more than 15 minutes continuously.



If your trailer is fitted with a water tank level gauge the pump will automatically switch off as the water level reaches empty. To override this feature hold down the pump switch button to keep the pump running. The pump will stop once you release the button.

10. Using your mains water tank filling hose pipe and a suitable funnel, carefully fill the hose pipe with a disinfectant/sterilization solution.
11. Connect the solution primed hose pipe to the trailer and mains water and then fully fill the water tank with mains water.
12. Fully prime the water system so the disinfectant/sterilization solution is in all pipes and water heater.
13. Allow to stand for the recommended period of time for the solution to work.
14. Drain the system down completely.
15. Thoroughly clean the outside of all taps/connections with a cloth soaked in the disinfectant/sterilization solution.
16. Flush the system through with clean drinking water until no traces of disinfectant/sterilization solution can be detected at any tap.

Suitable sterilising chemicals are available from your caravan dealer, accessory shop, chemists or home-brew shops. It is not, however, recommended to use bleach or sodium metabisulphite.

### 6.9.2 Water System Servicing

Replace the water pump filter once a year. Ideally after winterisation period, see 3.2.2.6 Draining and Winterisation of the Water System.

## 7. Trailer Running Gear Maintenance



**These procedures must be carried out by competent persons. If you have any doubts about your ability to complete any of the procedures we recommend these tasks are performed by your local distributor.**

### 7.1 Tyres

Tyres must be maintained at a pressure of 95p.s.i. (6.5bar). The pressure is also indicated on the inspection door sticker. Under-inflation will adversely affect handling and fuel consumption and will lead to premature wear. If seriously under-inflated, a tyre will overheat and fail very rapidly.

When renewing tyres, always ensure that you purchase a tyre of the same size and load/speed index rating. This will be found on the sidewall of the tyre. E.g. 195/60R12C 104/102N(FRT). Different makes or models of tyres of the same size can have widely differing load/speed index ratings and inflation pressures. Use of a tyre with a lower rating can be dangerous. If in doubt, ask a tyre distributor or our Customer Care department.



#### **DO NOT REPLACE WITH LOWER RATED TYRES**

The maximum gross weight figure given on the trailer plate is always equal to or less than the approved maximum load for the tyres multiplied by the number of tyres on the trailer. In some cases this includes a bonus load which is allowed for trailer use up to 60 mph. Other maximum load figures are marked on some tyres. These do not apply to the UK or Europe and should be disregarded.

#### 7.1.1 Tyre Repairs

Punctures should be inspected and repaired by a specialist tyre distributor. Do not fit tubes to tubeless tyres as this can lead to a “blow out” in the event of a further puncture. If the tyre is too severely damaged for a repair to be carried out the tyre should be replaced.

### 7.2 Changing a Wheel

#### 7.2.1 Jacking up the Trailer



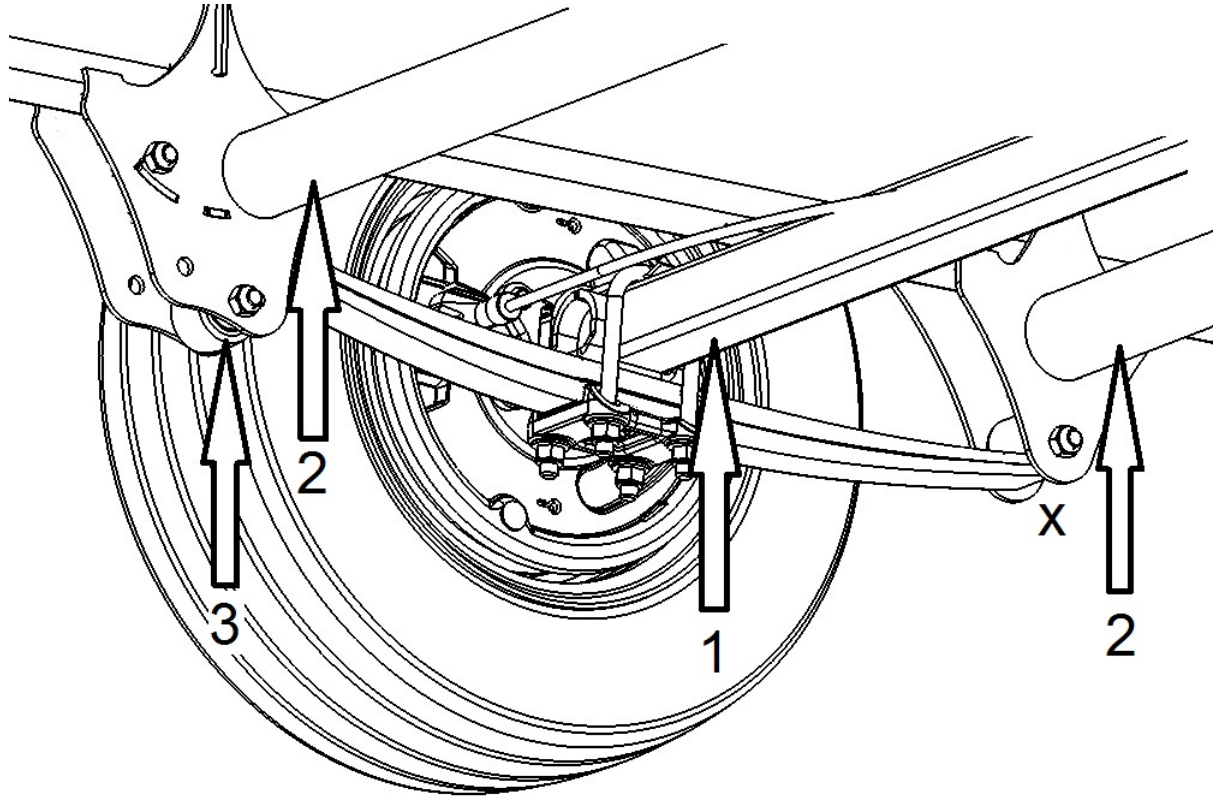
##### **Don'ts:**

- Don't place the jack on the centre line of the trailer under axles or chassis cross members.
- Don't place the jack directly under the bodywork edges, mudguards and front & rear bumpers.
- Don't place the jack under the suspension springs.
- Don't place the jack under the side step mounting brackets.
- Don't place the jack under the drawbars.
- Don't place the jack under the ramp counter balance springs and the water tanks.



### 7.2.1.1 Jacking Points

1. Outer ends of the axles beside the springs.
2. Outer ends of the chassis cross members beside the chassis rails.
3. The rear most suspension mounting bracket.



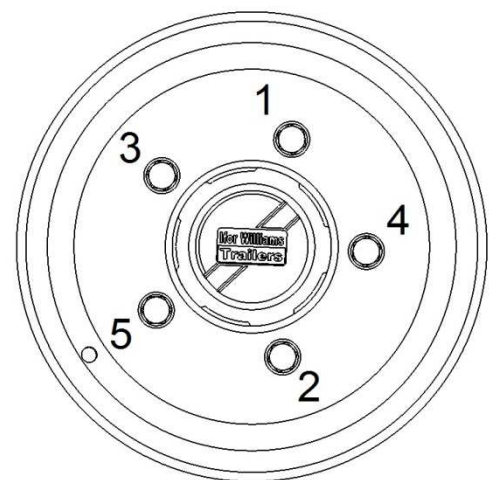
### 7.2.2 Fitting Wheels

- Ensure wheel bolt threads and wheel seating surfaces are clean and dry.
- Place wheel over locating rim on the hub.
- Tighten each bolt slightly and then tighten to the torque figure given below, following the sequence shown in the diagram to the right.

Bolt size: 5 x M14

Torque: 81 lb ft, 110 Nm, 11 Kgm

Socket size: 19mm A/F



**Wheel bolts should be checked after the first 25 miles of service and subsequently before every journey.**

### 7.3. Brakes and Coupling

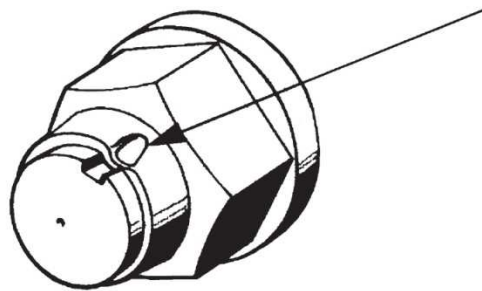
Your trailer is fitted with Knott brakes and coupling. The Knott brakes are fitted to IWT axles and within IWT own brake drums. Supplied within the user manual pack is a Knott Maintenance & Servicing information leaflet which covers the following maintenance procedures:

- Replacing brake assembly complete
- Replacing brake shoes
- Brake adjustment
- Replacing brake cable (Bowden cable)
- Replacing breakaway cable
- Replacing coupling head & bellow
- Replacing the coupling damper



**These procedures must be carried out by competent persons. If you have any doubts about your ability to complete any of the procedures we recommend these tasks are performed by your local distributor.**

Brake drum removal and replacement requires the axle nut to be removed and refitted. A new axle end nut must be fitted every alternate time it is removed and refitted. Tighten to a torque of 350Nm/260ft lb and lock into one side of the stub axle groove as shown below:



#### 7.3.1 Brake Service Intervals

- Brake adjustment should be checked after the first 100 miles and subsequently every 1000 miles or 2 months (whichever is the sooner).
- Brake lining conditions should be checked every 3000 miles or 6 months.  
This can be carried out as follows without removing the brake drum:  
Remove the two plastic bungs from the rear of each brake and visually check the thickness of the lining, replacing the bungs after checking. If the thickness is less than 1.5mm the linings should be replaced.
- Brake cables. To ensure smooth operation of the brakes and to reduce the possibility of premature brake wear, it is recommended that the brake cables are replaced every 6000 miles or 12 months (whichever is the sooner) at the same time as the brakes are checked.
- Brake linkage. All moving parts should be greased or oiled monthly.

### 7.3.2 Coupling Unit Service Intervals

- The general condition of the overrun coupling unit should be checked monthly.
- To minimize wear on your towing ball and coupling head, clean out the cup in the coupling head monthly and apply new grease.

Service as follows every 3000 miles or 6 months, whichever is the sooner:–

- Thoroughly examine all moving parts for wear and correct functioning.
- Grease the drawtube bearings by means of the grease nipples.
- Clean and grease bearing parts and pivot pins.
- Ensure correct functioning of all pivot pins and levers and oil monthly.

#### 7.3.2.1 Drawtube Reaction Test

Fully apply the handbrake lever. Push the coupling head as far back into the housing as possible. (It will move slowly under steady pressure.) On release, the coupling head should slide gradually forward under the pressure of the gas-filled shock absorber. If it either fails to return to the forward position or returns immediately, contact your authorized distributor for advice.

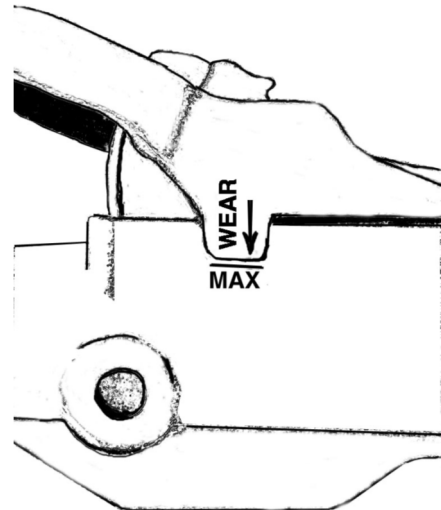
#### 7.3.2.2 Checking the Coupling Head for Excessive Wear

With the coupling disconnected from the tow ball, observe the position of the wear indicator lug relative to the “MAX” line. Then, with the coupling attached to the tow ball, re-check the position of the lug (see diagram). The gap between the base of the lug and the “MAX” line should be greater. If it is unchanged, excessive wear has taken place on the coupling head, the coupling ball, or both.

If this is the case, make a further check using a new 50mm ball.

If the gap is still unchanged the coupling head is excessively worn and should be replaced. However, if the gap is greater, your original 50mm ball should be replaced.

**Note:** If you need to replace your coupling head, carry out the check once more, as your tow ball may also need to be replaced. It is recommended that the coupling head and ball are replaced at the same time, as this will extend the service life of both components.



### 7.4 Jockey Wheel

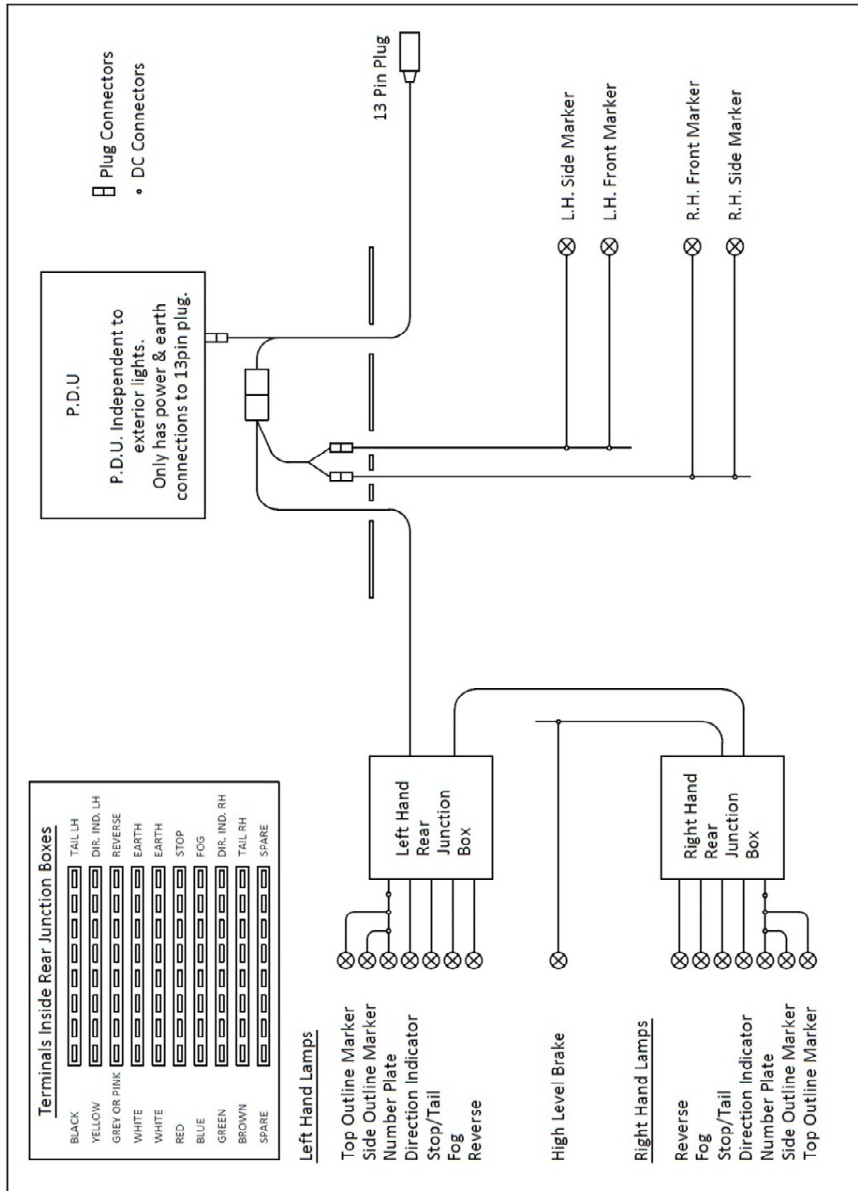
The jockey wheel should be checked monthly. Any damaged or worn parts should be replaced immediately. Lubricate the wheel spindle and screw thread every 6 months.

### 7.5 Leaf Springs

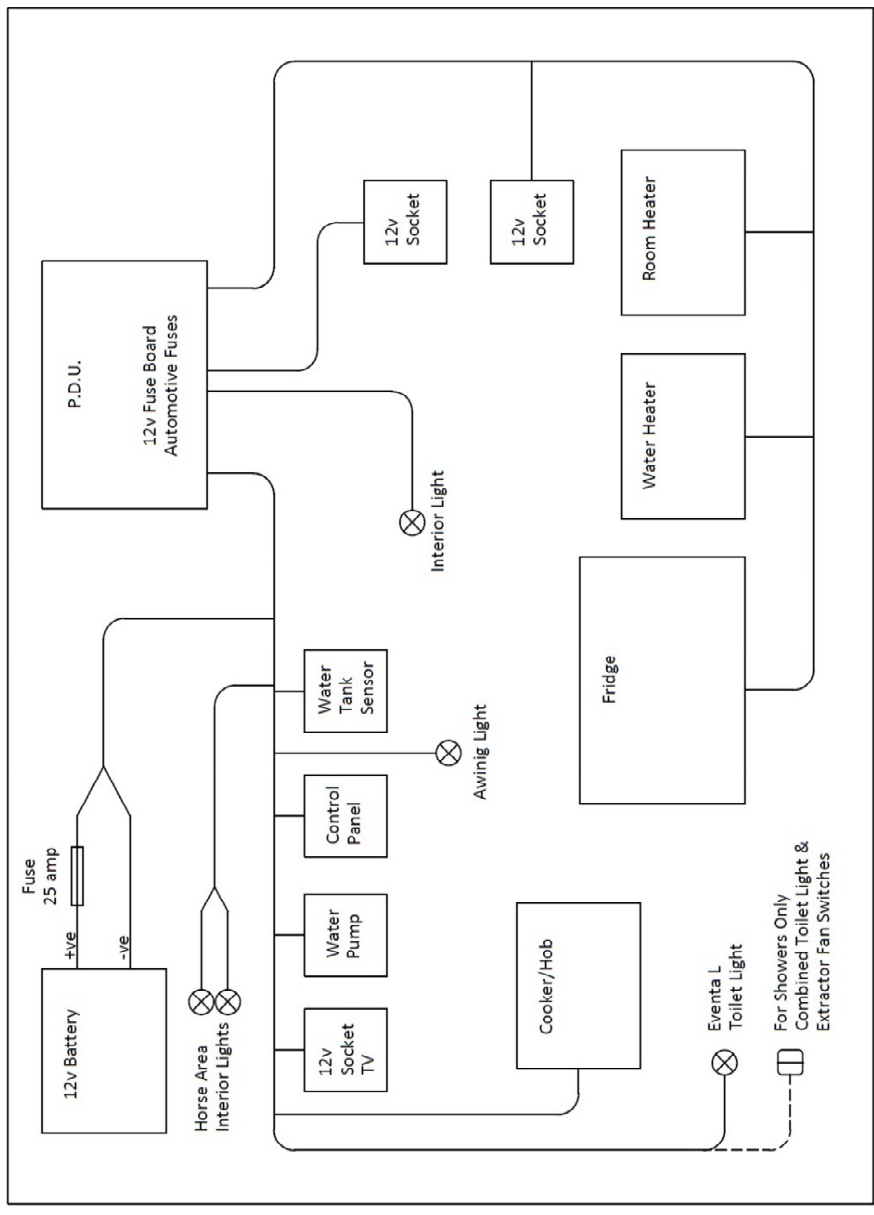
Check the tightness of the self-locking nuts on the U bolts every 1000 miles or 2 months. Or at every brake service check, whichever is sooner. Tightening torque: 140 Nm.

## 8. Electrical Diagrams

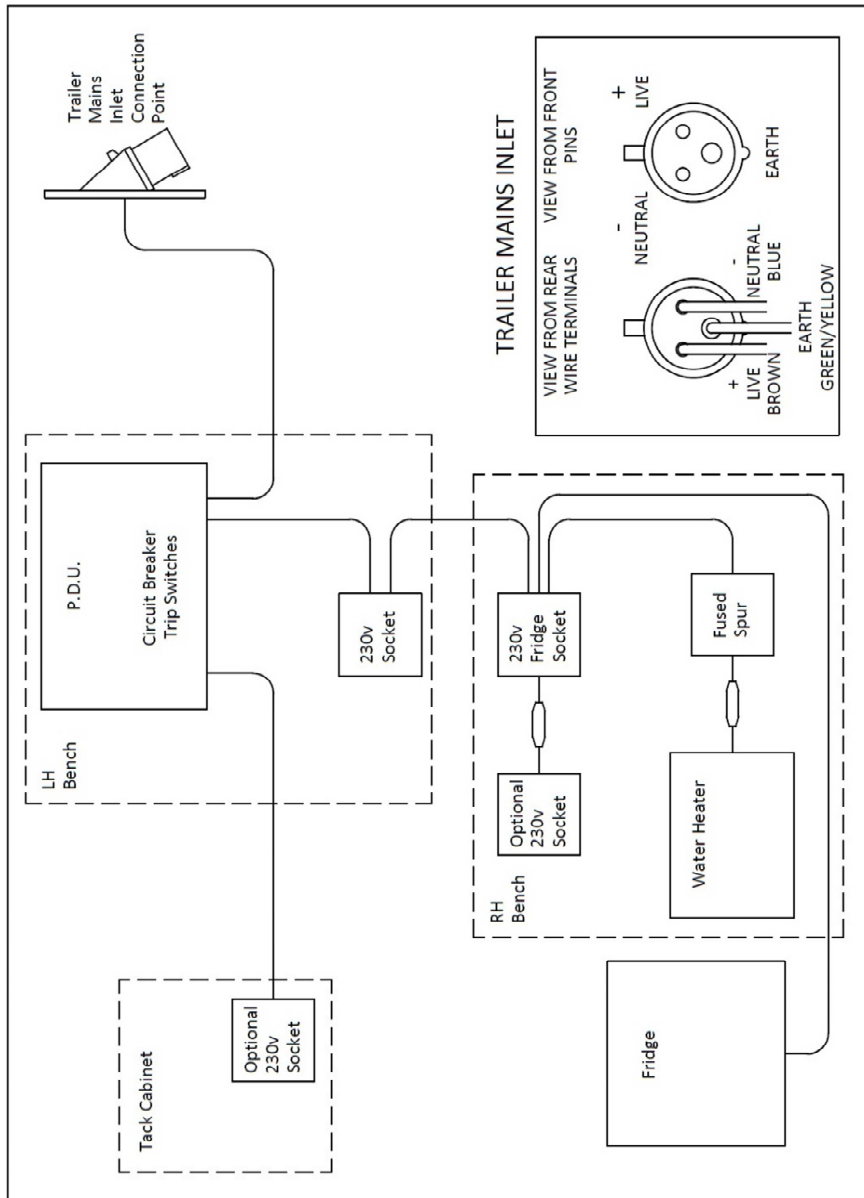
### 8.1 Trailer Lighting Diagram



## 8.2 12v Living Area Diagram



### 8.3 230v Diagram



## 8.4 Base Trailer Diagram

