



Trailer / caravan owner manual

TOMPLAN

2024-04-26

Thank you for placing your trust in us and for purchasing a TOMPLAN trailer/caravan. Before using our product, please read and understand the following points of this manual carefully, as they describe the basic operation and maintenance instructions, and follow the recommendations given in it.

As we are constantly striving to improve our products in terms of their workmanship and usability, we reserve the right to amend our products, on an ongoing basis, that are not covered by the terms of this manual.

We remain confident that you have made the right choice in purchasing our caravan and wish you satisfaction in using our product and a good road ahead.

Employees of TOMPLAN Sp. z o.o.

NOTE!

Together with this manual you should receive:

- Extract from the approval certificate, vehicle data statement
- Warranty card for the caravan



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1. Specifications

The technical data of the caravan you have purchased can be found in the attached extract from the approval certificate. In addition, the most important data are listed in Table 1. You may notice slight deviations from the weights and dimensions of the caravan provided in the description.

2. General operation of the caravan

Our range includes various types of caravans and trailers:

1. Caravans. These caravans have a sleeping area, a kitchen area, as well as a bathroom. They have many amenities and features for camping enthusiasts who value mobility, independence, and convenience at the same time.
2. Concession trailers. These models are ideally suited for mobile retail and catering operations. The trailer can be equipped with a serving counter with a tilting shelf for customers and hanging cabinets.
3. Cargo trailers. They are used to transport various types of goods. Some models have camping equipment.
4. Plywood box trailers. With the possibility of fitting handles and load securing strips, they are perfect for transporting even the most demanding cargo.
5. Dog trailers. They are lightweight trailers for transporting animals.
6. Refrigerated trailers. Manufactured using sandwich wall technology. They are designed for transporting products requiring a relatively stable positive temperature between 0° and approx. 10°C.
7. Exhibition trailers. They are designed for display and event purposes. They can be used as small mobile stages.
8. Mobile office trailers. The trailer was built to meet the needs of construction companies using it for site work.
9. Insulated trailers. The trailers have XPS-filled walls with excellent insulation properties and are used to transport a variety of temperature-sensitive goods.

2.1. Hitching up

The trailer/caravan must be hitched to the towbar of the vehicle using a tow ball hitch of the caravan. A description of how to hitch the caravan to the towbar of your vehicle is given in chapter 2.7 of this manual. Trailers/caravans are equipped with breakaway cable which must be securely attached to the towbar (Fig. 1). Remember also to connect the electrical plug of the caravan to the socket of the vehicle.

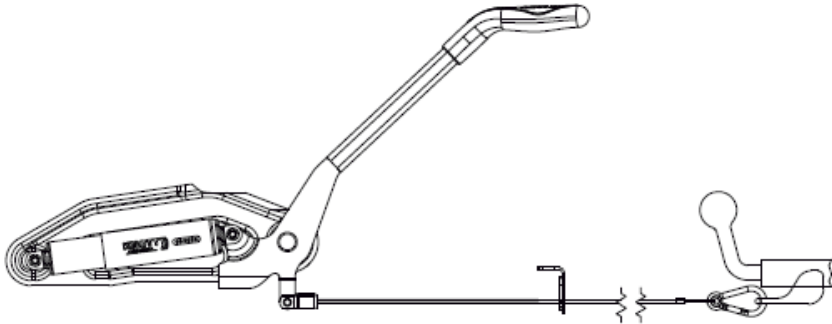


Fig. 1. Correct attachment of the breakaway cable.

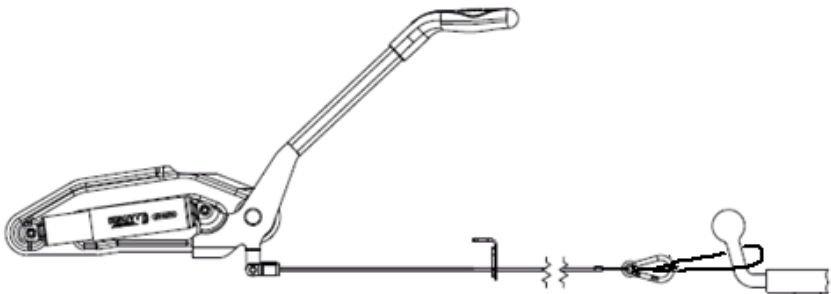


Fig. 2. Attachment of the breakaway cable when the towbar has no hitch.

- The cable must be in the eye of the cable bracket.
- The cable must be attached to the hitching device as shown in Fig.1.
- The cable can only be attached to the ball of the tow bar (Fig. 2) if the tow bar does not have a hitch. However, in this case there is a high risk of the cable slipping out, resulting in the brake not being applied (Fig. 2).
- The cable cannot be replaced by another connector.

2.2. Loading

The load should be distributed evenly on the trailer/caravan, to ensure correct pressure on the tow ball. The load should be secured against movement. With a concentrated load, the load should be distributed over a larger area by putting spacers under the load and placing the load in the centre of the trailer/caravan. The pressure on the hitch ball must not be less than 20 kg. Adequate pressure ensures proper driving behaviour. It is not permissible to overload the trailer/caravan as this will lead to serious damage and consequently compromise driving safety.



Damage caused by overloading the trailer/caravan will result in the loss of any rights under warranty, guarantee or the Act on Special Terms and Conditions of Consumer Sales



Information on the load capacity of the trailer/caravan can be found in the trailer/caravan registration documents.

It is very important not to exceed the load capacity of the trailer. When loading the trailer, the weight must be distributed evenly. **The maximum load is specified for the ball hitch (Photo 1).**



Photo 1. Hitching point – maximum pressure on the towbar ball

Overloading or incorrect weight distribution can have dire consequences:

- Overloading in the front section can lead to a broken drawbar.
- Overloading in the rear can lead to the trailer detaching from the tow bar.
- Overloading can cause damage to tyres, axle and wheel bearings, frame (Photo 2).



Photo 2. Broken beam that has been damaged due to overloading - defect cannot be claimed

Bad and good configurations for load distribution in the trailer are shown below (Fig. 3; Fig. 4). It is also important to remember to secure the goods with the brackets provided for this purpose. This will prevent the goods from moving during travel.

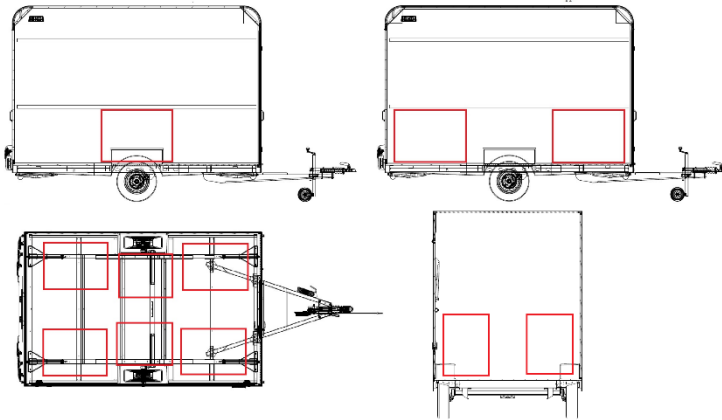


Fig. 3. Correct load distribution

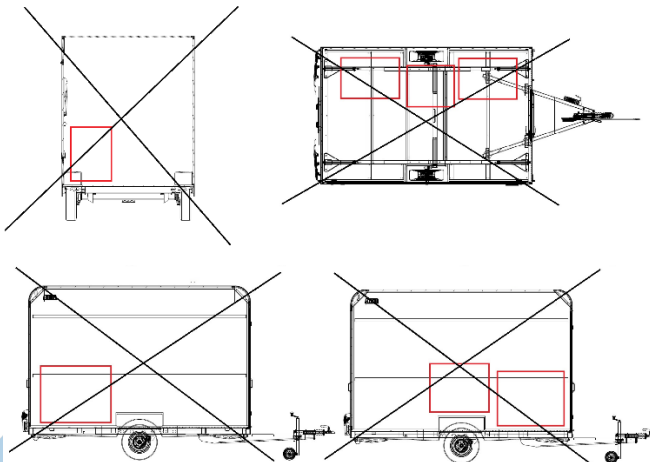


Fig. 4. Incorrect load distribution

When transporting vehicles, i.e., quads, motorbikes, you should remember to apply the handbrake and engage a gear, which will make unwanted movement even more difficult. **Following all of the above recommendations will help avoid undesirable consequences.**

2.3. Before setting off

Exterior

1. Check that the hitch is properly secured on the tow ball of the hitch of the vehicle and apply the breakaway cable.
2. Release the handbrake (if present).
3. Check the operation of lights.
4. Check that the load is correctly distributed and secured against movement.
5. Check that the running wheel bolts are tightened.
6. Detach the jockey wheel or fix it in the topmost position.
7. Check if all doors and covers are properly locked.
8. Check the tyre pressure from time to time.
9. Adjust the outside rear-view mirrors of the towing vehicle.
10. Close the gas cylinder valve (if present).
11. Close all the locks installed.
12. Remove snow from the trailer/caravan roof, if necessary.
13. Fold up the supports

Interior

14. Windows, doors, lockers in the caravan must be closed when driving.
15. Secure the load of the trailer/caravan and any items in the caravan that could move during travel.
16. Prevent spillage of all liquids inside the trailer/caravan (including those in the fridge).
17. Close all the valves.
18. Switch off the interior lighting of the trailer.



Checking tyre pressures is very important - failure to do so may lead to tyre bursting, resulting in dangerous situations when driving.

2.4. During travel

1. The caravan and car must be at the same height.
2. Take special care when reversing and when entering gates.
3. Take special care during unstable weather conditions i.e., rain, frost, ice and snow.
4. Beware of strong gusts of wind which may cause the vehicle and caravan to be blown away.
5. Be careful on bends and steep slopes.
6. If you have any problems manoeuvring, get help from a passenger.

2.5. After travel

1. Choose a good pitching place.
2. Apply handbrake.
3. Remember to empty the waste holding tank regularly.
4. Extend the supports to relieve pressure on wheels and axles.

2.6. Unhitching

1. Disconnect the electrical system, place the plug in the holder.
2. Detach the breakaway cable.
3. Uncouple the caravan from the towing hook of the car.
4. On caravans with a jockey wheel, use it to raise the drawbar and unhook the hitch from the tow ball.

2.7. Tow ball hitch

TOMPLAN caravans are fitted with ball hitches from KNOTT. Correct coupling should be carried out as follows:

1. Unlock the hitching lever by pressing the projection on it or pulling it upwards
2. Swivel the hitching lever upwards.
3. Place the hitch on the tow ball and press lightly, the hitch is closed and secured automatically.

The hitches on braked caravans have coupling indicators. When coupled correctly, the indicator will show a green field with a "+" sign (Photo 3).



Photo 3. Hitch is closed, hitching lever lowered.

Check the correct coupling by jerking the hitch upwards. When the tow ball is engaged, there should be no perceptible play between the hitch and the hitch ball. If there is any play, this is a sign of wear on the tow ball or the hitch and the travel should not be started a coupling indicator in the red area with "-" sign) (Photo 4).



*Photo 4. Hitch is closed, lever is lowered.
Tow ball or hitch are worn out. Safe travel is not possible.*

The safety indicator in position "x" indicates that the hitch is open, the hitch lever is raised (Photo 5).



Photo 5. Hitch is open, lever is raised.



To make sure that the hitch is properly secured or that the tow ball is not worn out, check the position of the indicator every time.

As standard, the trailer/caravan is not equipped with a hitch lock or other safety device to prevent unauthorised detachment, these can be purchased as optional equipment.

2.8. Suspension and wheel bearings

All TOMPLAN trailers/caravans are fitted with axles with rubber suspension elements. The suspension system with rubber suspension elements is maintenance-free but should be checked at least once a year at a service centre.

Trailers/caravans are fitted with double-row bearings, permanently lubricated, with two seals - no maintenance required. If the self-locking nut securing the hub or drum to the wheel axle has been unscrewed, it must not be reused. A new nut must be used for the next fastening. Due to the long bearing life and lack of maintenance, bearing damage does not occur under normal operating conditions. If you notice noisy operation of the bearing or an easily perceptible play in the bearing, please contact the Service Department for adjustment or repair.

2.9. Running wheels

TOMPLAN trailers/caravans are fitted with running wheels that are adapted to the permissible total weight of the trailer/caravan. The prerequisite for correct and safe driving is that all tyres have the same pressure (Table 1).

Table 1. Maximum load per tire (kg) at maximum permissible pressure (bar)

Maximum load per tire (kg) at maximum permissible pressure (bar)		
Tire Size	Max. Pressure (bar)	Max. Load (kg)
155/70 R12C	6.5	900
155/70R13	3.0	375
165R13C	4.5	710
165/70R13	3.0	437
185 R14C	4.5	900
195/50 R13C	6.5	900
195/70R15C	4.5	900
195/55 R10C	6.3	750



The total wheel load capacity cannot be lower than the trailer's GVM.

2.10. Braking system

TOMPLAN trailers/caravans can be equipped with an overrun braking system (Fig. 5).



**Caravans over 750 kg must be fitted with an overrun braking system.
Caravans under 750 kg need not be fitted with an overrun braking system.**

The overrun braking system consists of:

- overrun device,
- transfer system,
- wheel braking mechanisms.

During braking, the inertia force of the trailer/caravan exerts pressure on the overrun device which, through the linkages of the transmission, actuates the braking mechanisms in the wheels of the trailer/caravan. The trailer/caravan is equipped with a parking brake system, which is activated by a hand lever located at the overrun device and ensures trailer braking on gradients of up to 16%. The parking brake is only effective when:

- ratchet lever is applied so that the last tooth of the ratchet is engaged – trailers/caravans up to 900 kg
- the handbrake lever is applied beyond the so-called "dead centre" in the rear position – trailers/caravans with GVW between 1,000 and 3,500 kg.

It is advisable to secure the wheels with wheel chocks in addition to applying the handbrake in the event of prolonged parking on a slope.

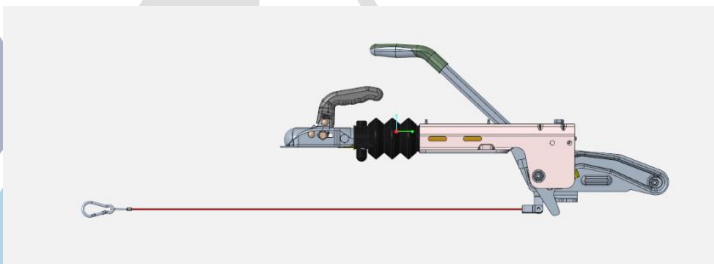


Fig. 5 Overrun device

If the braking system is ineffective, makes squealing noises or causes the trailer/caravan to fishtail, it most likely needs to be adjusted. When adjusting the trailer/caravan brake system, the hand brake must not be applied.

ADJUSTMENT

The adjustment of the trailer brake system is carried out by means of the adjusting screw on the spreader block, which is located on the inside of the drum with the hub. During adjustment, the wheel on which the brakes are adjusted must be removed so that the brake drum can be turned freely. The adjustment itself consists of loosening and tightening the adjustment screw until the brake shoes start rubbing against the drum and the wheel can only be turned with difficulty. Then loosen the screw by turning it about half a turn so that the wheel turns easily and the brake shoes rub lightly against the drum. This operation should be repeated for all trailer/caravan wheels (Photo 6).



Photo 6. Drum with hub

If, after adjustment, the brake rod is not tensioned, it must be tightened using the ball nut and locked using the lock nut at the T-bar (Photo 7).



Photo 7. Brake cables



For safety reasons, it is advisable to have the brakes adjusted at a service centre.

2.11. * Axle shock absorber

The axle shock absorber is not a basic accessory for trailers/caravans. The shock absorber is designed to optimally improve the ride of the caravan and to eliminate trailer bouncing on bumps. Fitting a shock absorber allows for a smoother ride, more confident braking and optimum contact with the road.

2.12. Ramp



Fig. 6. Trailer with a ramp

What to keep in mind when loading trailers with a ramp:

1. The trailer must be stable.
2. The trailer must be connected to the towing vehicle.
3. The side supports must be extended to the ground, locked and adjusted.
4. The towing vehicle and trailer should be aligned.
5. Remember to apply the handbrake of the towing vehicle and the trailer.
6. When opening the ramp, make sure that the locking bolt is aligned parallel to the ramp. This will prevent collision with the ground.
7. The maximum load on the ramp is approximately 700 kg (Fig.6).
8. The vehicle must be moved onto the trailer - do not move it with the engine running.
9. When loaded, the vehicle must be securely fastened inside the trailer. The vehicle must be secured with straps and hitched to the handles. It is not recommended to secure the straps diagonally across the frame.
10. If the vehicle being carried has a steering lock, it is recommended to engage it.
11. Take note of the guidelines for correct loading in section 2.2.

3. Equipment and use

Trailers and caravans consist of basic equipment with the possibility of fitting other components at an additional cost.

BASIC EQUIPMENT:

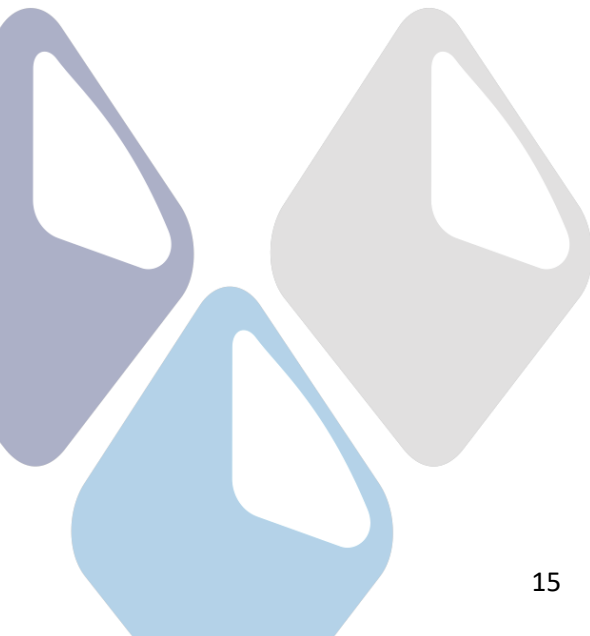
- Jockey wheel– depending on model
- Fixed rear supports - depending on model
- Adjustable corner supports - depending on model
- Floor load securing brackets - depending on model
- Crank for adjustable supports - if the trailer is equipped with such supports

ADDITIONAL EQUIPMENT:

TOMPLAN Sp. z o.o. offers a wide range of accessories for its trailers. Our representative will assist you in selecting the right accessories.



NOTE!
TRAILER ACCESSORIES SHOULD BE CONSIDERED AS CARGO



3.1. Signalling system

13-PIN CONNECTOR

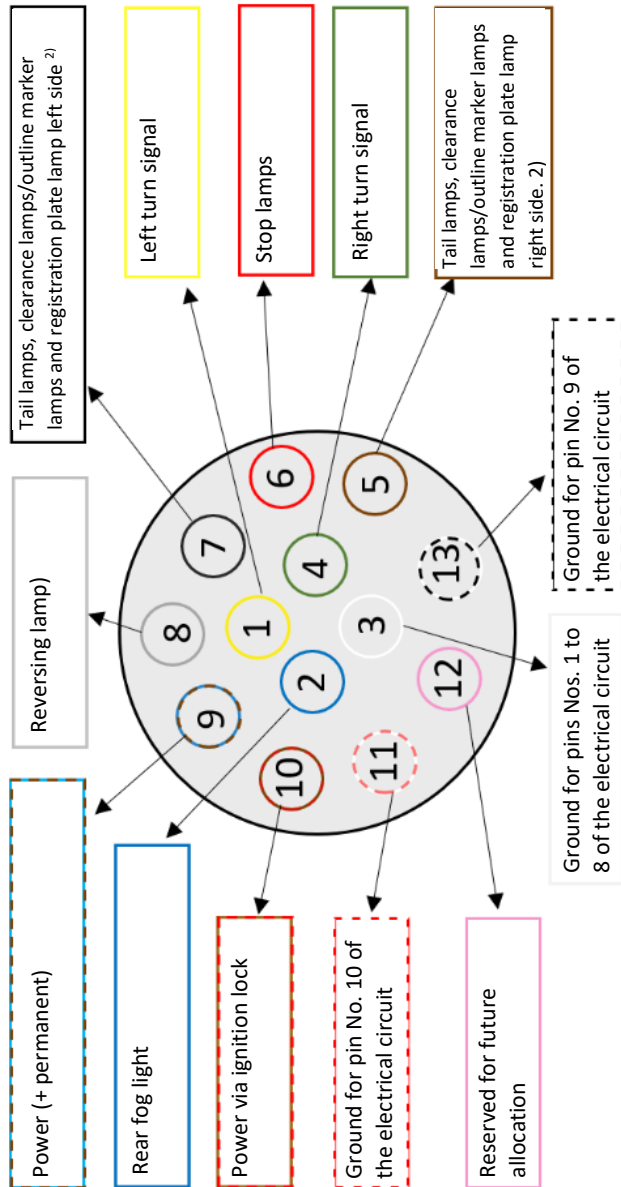


Fig. 7. 13-pin system. Sectional view.

Table 2. 13-pin connector -- sectional view of the cable and colours of the conductors

Pin No.	Function	Cross-sectional area of the conductor	Conductor insulation colour
1	Left turn signal	1,5 mm ²	yellow
2	Rear fog light	1,5 mm ²	blue
3 ¹⁾	Ground for pins 1 to 8	2,5 mm ²	white
4	Right turn signal	1,5 mm ²	green
5	Tail lamps, clearance lamps/outline marker lamps and registration plate lamp right side. ²⁾	1,5 mm ²	brown
6	Stop lamps	1,5 mm ²	red
7	Tail lamps, clearance lamps/outline marker lamps and registration plate lamp left side. ²⁾	1,5 mm ²	black
8	Reversing lamp	1,5 mm ²	grey
9	+12V permanent	2,5 mm ²	brown/blue
10	+12V via ignition lock	2,5 mm ²	brown/red
11 ¹⁾	Ground for pin 10	2,5 mm ²	white/red
12	Reserved for future allocation	no data	pink
13 ¹⁾	Ground for pin 9	2,5 mm ²	white/black
<p>1) 3 ground conductors must not be joined in the trailer via an electrically conductive part. 2) Registration plate lamp must be connected so that none of the lamp bulbs is connected to pins 5 and 7 at the same time.</p>			

7-PIN CONNECTOR

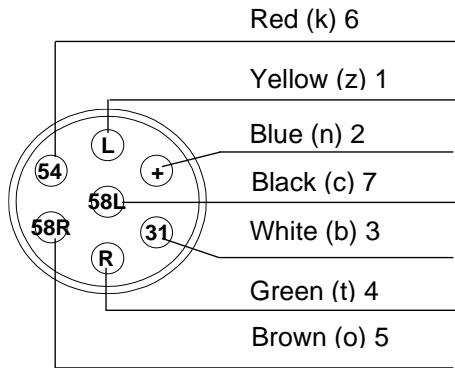


Fig. 8. 7-pin system. Sectional view.

Table 3. 7-pin connector

No. – terminal designation		Cable colour	Connection
1	L	Yellow	Left turn signal
2	+	Blue	Fog light
3	31	White	Ground
4	R	Green	Right turn signal
5	58R	Brown	Tail lamp and clearance lamp
6	54	Red	Stop lamp
7	58L	Black	Tail lamp and clearance lamp

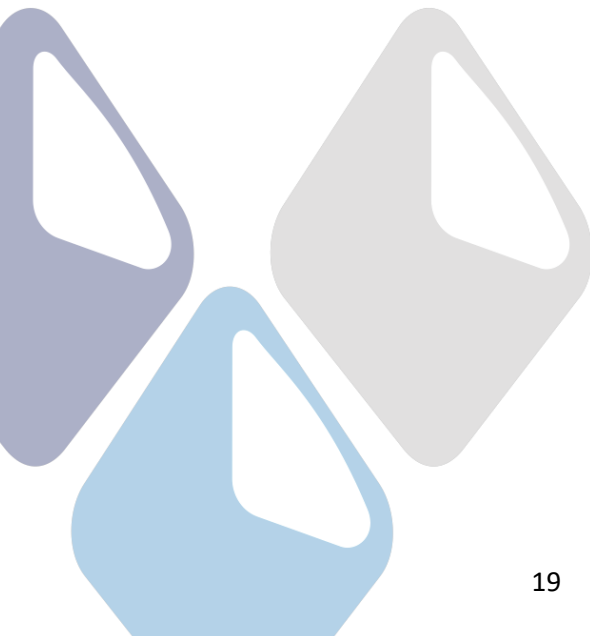
3.2. Animal trailers

Animal trailers are optionally equipped with rubber rugs. Rubber rugs are designed to ensure the comfort and safety of animals while traveling. Please read the following information about the composition and purpose of the rugs.

Rubber rugs are made of CSG (synthetic rubber). The CSG has a high level of resistance to mechanical damage, making it suitable for use in animal trailers. CSG mixture shall not contain substances which are toxic or harmful to animals.

Rubber rugs are designed to ensure the comfort of animals when traveling, preventing slippage and providing insulation from cool ground. The rugs are not a nutritional element or a toy for animals. Please exercise caution and supervise the animals in the trailer to avoid possible incidents.

If you have any questions or concerns about rubber rugs or other aspects of using the animal trailer, please contact the manufacturer or authorized dealer.



4. Advice for users

4.1. Maintenance and minor repairs

Some trailer/caravan components require maintenance and/or periodic inspection. Following the steps listed in Table 4 (Chapter 7) and servicing in good time will reduce the risk of unforeseen situations. Table no. 4 also lists the activities/small repairs that the trailer users can carry out themselves, without having this done by the relevant service centre.

4.2. Ventilation

- Ventilation grilles must not be obstructed during operation of the heating system.
- The ventilation grille of the refrigerator must not be obstructed during operation
- Boxes under the mattresses allow air to circulate and prevent the formation of fungus and mould.
- It is advisable to regularly ventilate the caravan and open the windows.
- Do not close fixed air vents.
- Ventilate the caravan when cooking.
- Vent the refrigerator from time to time.

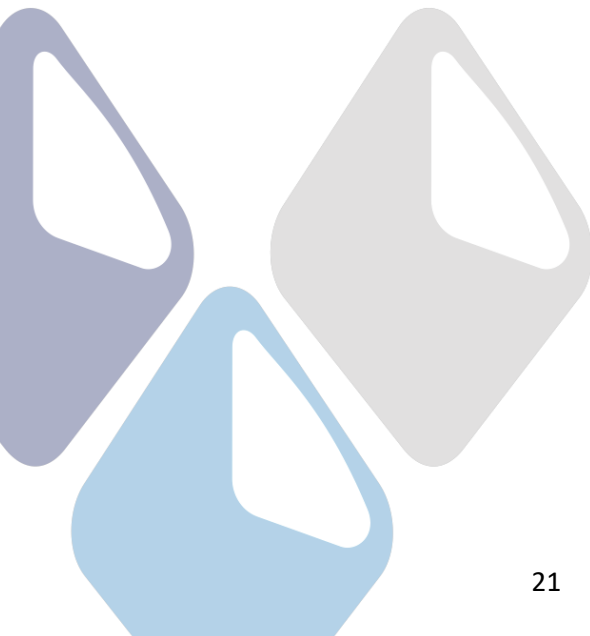


4.3. Operation in winter

- In winter, excess snow must be removed to avoid permanent deformation of the roof.
- Ventilation openings must be kept clear of snow and ice.
- In winter operation, condensation water accumulates in the vehicle at low temperatures, so the caravan must be ventilated regularly.
- Gas consumption is much higher than in summer, so it is advisable to carry a spare gas cylinder.
- During the winter period remove water from the water system and water heater.

4.4. Operation according to weather conditions

- When it rains, close all windows using the locking handles, and lock other components i.e., doors, flaps, ramps.
- If water has got directly into the interior of the trailer/caravan or inside the lock, remove it as soon as possible. This will prevent furniture, flaps and doors from swelling.
- Our trailers/caravans feature basquil locks on the doors (Photo 9). Remember to lock them each time using a basquil key (Photo 10). This will prevent water from entering the trailer/caravan. Such a key can be found inside every trailer.
- High UV radiation can adversely affect the outer shell of the trailer (discolouration of the laminate, plywood disintegration). It is recommended to avoid exposing the trailer/caravan to high UV radiation, and if possible, to hide the trailer/caravan in the shade.



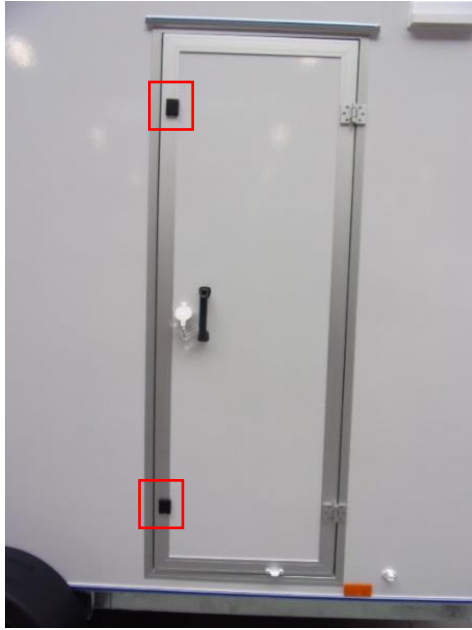


Photo 8. Door with basquil lock



Photo 9. Basquil key

4.5. Cleaning and care

EXTERNAL

General rules applicable during the maintenance of the vehicle:

- Wash the trailer with low water pressure.
- When using the high-pressure cleaner, the following considerations should be taken into account:
 - Minimum distance of the cleaning gun from the surface: 30 cm,
 - Maximum pressure: 120 bar,
 - Maximum temperature: 50°C.
- Use soft sponges and cloths to clean surfaces. Cleaning with a dry dust cloth or a micro fiber cloth is recommended.
- Do not scrub the laminate surface with tools, i.e. sandpaper, steel wool, etc.
- Do not use an automatic car wash to wash the trailer.
- Each cleaning agent should first be tested on a small surface.
- Neutral cleaning agents or tensid cleaning agents in the form of highly diluted aqueous solutions are recommended.
- Avoid use of highly acidic cleaners, alkaline cleaners or containing chlorine.
- The use of highly corrosive cleans is prohibited.
- Concentrated cleaning agents and solvents may lead to tarnishing or dissolution of the surface.
- For heavier soiling, such as spilled liquids, oils or lubricants, it is recommended to remove them quickly by wiping and cleaning to avoid surface damage.

INTERNAL

- Cleaning with a dry dust cloth or micro-fibre cloth is recommended. Cleaning with a slightly damp cloth is also possible.
- Furniture is sensitive to moisture, so care should be taken not to get it too wet.
- If you spill liquid on the surface of your furniture, wipe it off as soon as possible, do not wait for the stains to dry.

- Do not wash the furniture with high-pressure washers. Hand washing is recommended.

CLEANING OF UPHOLSTERED FURNITURE

- Protect furniture from animals.
- Avoid contact of the fabric with strong chemicals to prevent discolouration/tarnishing.
- Avoid placing hot dishes on the surface of the furniture.
- Clean the furniture with a soft clothes brush or vacuum cleaner with the furniture cleaning attachment.
- If liquid is spilled on the furniture, try to remove the excess dirt immediately with a paper towel.

CLEANING THE PVC

- Regular cleaning of the flooring by vacuuming and washing is recommended. Soiling from sand and dust can cause damage to the linoleum.
- Water and grease stains should be removed from the surface of the linoleum as soon as possible as they penetrate deeply into the flooring.
- Clean the surface of the linoleum with cold or lukewarm water not to dissolve the protective layer of the linoleum.



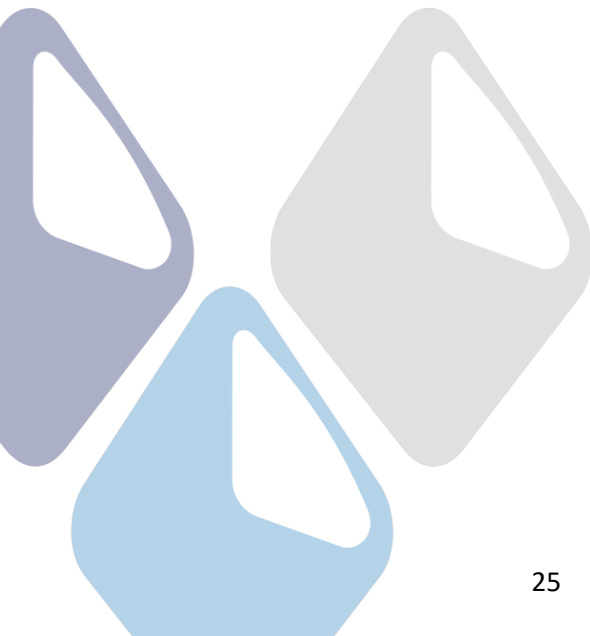
We recommend that you test the suitability of the cleaning agent in advance on an invisible small area.

5. Environment

Trailers/caravans manufactured by TOMPLAN Sp. z o.o. are products made of various materials: steel, wood, plastic, rubber. When taken out of service, the caravan must be handed over, for disposal, to a company authorised to dispose of vehicles.

Trailer/caravan users must be mindful of the environment and its surroundings and should therefore observe the following recommendations when travelling/stopping:

- Do not damage the nature - use parking areas specifically designated for this type of vehicle.
- Empty the waste tank in designated areas. Do not empty the tank into drains or into the environment.
- Always clean up after yourself. Segregate rubbish according to the usual rules.



6. Warranty

TOMPLAN Sp. z o.o. guarantees the correct functioning of the trailer/caravan and the quality of the anti-corrosion coating for the period stated on the Warranty Card without any limitation on the number of kilometres travelled. Details are specified in the Warranty Card

Exclusions from the warranty:

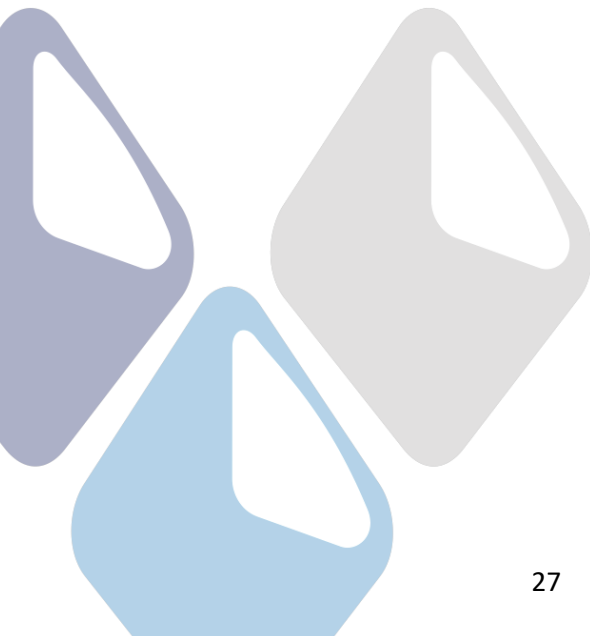
- Damage caused by overloading the caravan or incorrectly distributed loads;
- The so-called "white corrosion" that sometimes occurs on the zinc coating is a phenomenon that only affects the external appearance and cannot be claimed, as it occurs independently of the manufacturer;
- Chassis components and some body parts are covered with hot-dip zinc coating. Protection against corrosion is provided by the oxidation of the top layer of zinc. During that time, there is a natural dulling of the surface, which can last for several months. As long as the zinc coating remains shiny, the oxidation process is not complete;
- Light bulbs and fuses, external and internal lighting lamps and reflectors;
- Consequences resulting from the installation by the Seller of parts and components supplied by the Buyer;
- Consequences resulting from the installation by the Purchaser or the User of their own parts and components and from modifications made to them.
- Mechanical damage caused by users or third parties.
- Natural wear and tear of components and parts (e.g., tyres, brake shoes, wheel bearings).
- Damage resulting from lack of proper care and maintenance during the use of the products;
- Damage resulting from repairs carried out by an unauthorised service centre or the use of non-original parts;
- Damage caused by cleaning the inside of the trailer with a pressure washer (this will cause the furniture to swell);
- Consequences of washing the trailer in an automatic car wash;
- Consequences caused by increased heat build-up on a surface with a veneer in a dark colour;

- Hanging furniture on the walls in a different way than recommended;

It is not permissible to make any changes to the design of the trailer otherwise you will lose your rights under warranty, guarantee or the Special Terms and Conditions of Consumer Sales Act.



All repairs, with the exception of the minor ones described in the instructions, are to be carried out by authorised service stations.



7. Service card

Table 4 lists the maintenance operations which are required to be carried out at the specified time. This is important primarily for safety reasons. It is important that these guidelines are followed and that maintenance is carried out at the appropriate service stations, at the appropriate time.

Table 4. Timing of individual maintenance/inspection operations

Interval / date	Operations
On an ongoing basis	<p>Keep the trailer clean. Due to the possibility of condensation inside the body, it is recommended to ventilate the trailer. Galvanised parts are not resistant to acids, salts and some chemicals. Wash the trailer thoroughly with clean water after driving on roads sprinkled with salt or other chemicals. Check for wear on the ball hitch and the towbar ball. Towbar ball diameter must not be less than 49.5 mm. Ensure that the inside parts of the ball hitch are clean and lubricated and that the ball socket is covered with grease. At all times when the trailer is in use, ensure that the exposed threads of the bolts and linkages on the chassis and the axles, hinges and moving parts of the closures are lubricated with grease. Areas where the zinc coating has been damaged must be cleaned, degreased and, once dry, treated with at least two coats of cold spray galvanizing agent. In case of damaged or chipped adhesive joints, the leaks must be repaired.</p>
After 2,000 km or 6 months	<p>Check the bolted connections, especially the fastening of the running gear, drawbar, overrun device, ball hitch and wheels. Inspect the chassis frame. During the inspection, pay attention to the condition of the welds, the protective coating and any cracks. Lubricate or oil the sliding and pivot points of the overrun device. Truma heater must be decalcified twice a year.</p>

<p>After 5,000 km or 12 months</p>	<p>Check the bolted connections, especially the fastening of the running gear, drawbar, overrun device, ball hitch and wheels. The screw tightening torque can be found in Table 5 and Table 6. Inspect the chassis frame. During the inspection, pay attention to the condition of the welds, the protective coating and any cracks. Lubricate or oil the sliding and pivot points of the overrun device. Inspect the brake system, check for correct operation.</p>
<p>Every 10,000 to 15,000 km or every 12 months</p>	<p>Inspect the brake system, check for correct operation. Check the thickness of the brake shoes. Oil or replace brake cables and lubricate other components of the brake system.</p>
<p>Every 24 months</p>	<p>Checks on the gas installation should be carried out regularly in accordance with the national regulations in force. Regulators, hoses and drains should also be checked.</p>
<p>After 3, 5, 10 years</p>	<p>Safety regulators and hose lines must be replaced after 10 years at the latest, and high-pressure hoses after 5 years. Replace the hose immediately if cracks, porous spots, etc. are found.</p>

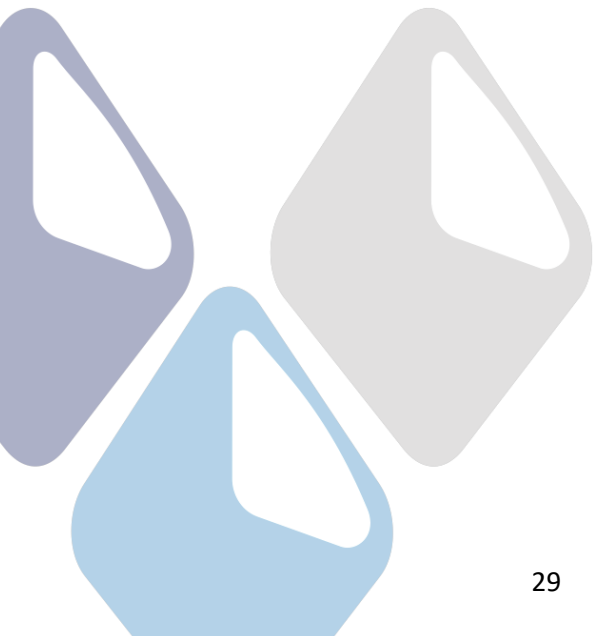


Table 5. Tightening torque for hexagon socket head bolts with metric thread to DIN 931, DIN 933 and DIN EN ISO 4014/4017

Bolt	Hardness	NM
M8	8.8	27
M10	8.8	45
M12	8.8	77
M12	10.9	110±5
M14	8.8	125
M14	10.9	180
M16	8.8	190
M16	10.9	280

Table 6. Ball and taper screws for rims

Screw	Thread	Hardness	Ball (mm)	NM
Ball	M12x1.5	8.8	R12	90
	M12x1.5	8.8	R14	90
	M12x1.5	10.9	R12	120
	M12x1.5	10.9	R14	120
Tapered	M12x1.5	8.8		90
	M12x1.5	10.9		130



Hard copy manuals for the operation of the equipment, are included in the trailer/caravan.

Items marked with "*" are optional equipment and are only found on selected trailers/caravans.

Model:	VIN:
After 6 months or 2,000 km	After 5,000 km or 12 months
Stamp of the service station	Stamp of the service station
Date and signature	Date and signature
After 10,000 to 15,000 km or 12 months	After 30,000 km or 24 months
Stamp of the service station	Stamp of the service station
Date and signature	Date and signature
After 45,000 km or 3 years	After 60,000 km or 5 years
Stamp of the service station	Stamp of the service station
Date and signature	Date and signature
After 105,000 km or 7 years	After 120,000 km or 8 years
Stamp of the service station	Stamp of the service station
Date and signature	Date and signature

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