

MANUFACTURER'S WARRANTY

This trailer is designed to fit B.S.I. / T.U.V approved towing hitches. The manufacturer's warranty is limited to the repair or replacement of merchandise which proves defective in materials and/or workmanship, for a period up to one year (6 months for moving parts) after the purchase date (as shown in sales receipt), provided that the instructions are correctly followed and the product is properly used. If any article is found to be defective, the purchaser should return it with proof of purchase (sales receipt is proof of purchase and guarantee starting date), to the place of purchase. Repair or replacement is at the discretion of the manufacturer and no unauthorized returns will be accepted. If the trailer is found to be defective upon discretion, the manufacturer will repair or replace the trailer at its discretion, without charge. Freight is not included. This does not affect your statutory rights.

ASSEMBLY AND USAGE INSTRUCTIONS

ERDÉ TRAILERS - MODELS



- ERDÉ 102
- ERDÉ 122



Equipments available as option

Flat soft cover



High trailer cover
With frame 30cm



Universal load bars



Coupling lock



Spare wheel
With or without support



Adjustable or telescopic
jockey wheel



And only available for ERDÉ trailers model 122

Hard top cover



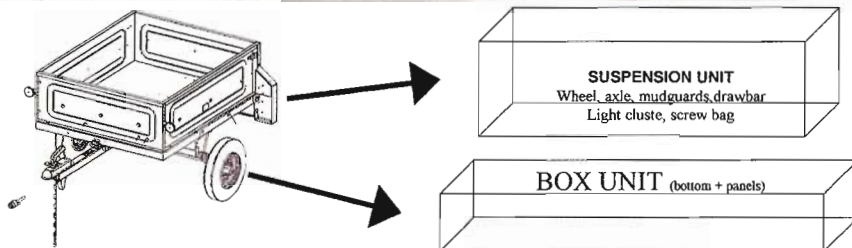
Load bars for
hard top cover



Hydraulic shock absorbers



ASSEMBLY INSTRUCTIONS FOR THE ERDÉ MODEL 102/122 TRAILERS



NB : All detail numbers below refer to the assembly diagram on the facing page. We recommend that you wear gloves when assembling the trailer.

A - ASSEMBLY OF THE CHASSIS

Turn the trailer base panel upside down and place on two trestles or a table and follow these instructions. Do not tighten all the bolts until all these elements are assembled (axle, drawbar, drawbar guide and light clusters). This ensures that when you finally tighten all bolts/screws in this section, there is a better overall fit.

1 - Fit the axle to the trailer base panel _____

2 - Assemble the drawbar guide _____

3 - Fit the drawbar :

UNROLL THE WIRING LOOM, so as to free the vehicle connector from the inside of the drawbar.

- Attach to the bracket in the centre of the axle _____

- Attach the draw bar guide : Screw on the handle, making sure the hook goes over the drawbar guide. Insert the R clip through the overcentre catch of the trailer body tipping facility.

4 - Assembly of the light cluster

NB : The two holes must be towards the top.

- Slide the light cluster box into the bottom panel

- Fix the light cluster to the central support column _____

- Unroll the lighting cable and clip it to the central support.

- Connect the « yellow plug » of the cable to the yellow side and the « green plug » to the green side. *Attention in connecting the lights, make sure that the small male lug is fitted in the notch of the female plug.*

5 - Fit the mudguards to the chassis. _____

DO NOT fully tighten, to allow fitting of the side panels.

6 - Fit the wheels (Valves must be on the outside when fitting) _____

**VERY IMPORTANT, PLEASE ENSURE "DOMED" END OF WHEEL NUTS FACES INWARDS
I.E. AGAINST THE WHEEL**

Tighten all screws and bolts (except muquards)

For the following assembly operations, turn the trailer onto its wheels.

B - ASSEMBLY OF THE PANELS

7 - Fit the two side panels to the trailer base. _____

8 - Fit the end panel onto the back hinges and clip the two snap latches

9 - Fit the front panel _____

10 - Fit the triangle and fog lights support _____

- Click-in the top of the support in the side of the panel and swivel to fit the lower side in the fold of the light cluster.

- Connect the fog light to the electric cable (black wire at rear of green connector).

- NOW, secure the rear bolts as per diagram.

**TIGHTEN AND DOUBLE CHECK ALL SCREWS AND BOLTS TO ENSURE FULLY TIGHTENED
DOUBLE CHECK THE OVERCENTRE CATCH IS LOCKING THE BODY TO THE DRAWBAR (the R
clip of tipping system is slotted in).**

VERY IMPORTANT: IT IS ESSENTIAL THAT WHEEL NUTS ARE SECURE AND TIGHT

SAFETY - Please be safety conscious at ALL TIMES : * during the trailer assembly / * when towing the trailer / * by regular maintenance checks / * by never exceeding maximum load capacities / * by driving slowly over road humps

PARTS REQUIRED

4 bolts HM 10x25
4 spring washers
2 non-slip screws 8x20

1 bolt HM 10x70
1 washer 10x20
1 non-slip nut M10

1 dome head screw 8x16



4 non-slip screws HM 8x25


8 wheel nuts




2 non-slip screws HM 8x20

6 non-slip screws HM 8x20


4 non-slip screws HM 8x20
4 screws HM 6 x 12



1 AXLE ASSEMBLY	
	
Qty: 4	Qty: 4
BOLT HM 10x25	SPRING WASHER Ø10


2 DRAWBAR GUIDE ASSEMBLY

Qty: 2
NON-SLIP SCREW HM 8x20


3 DRAWBAR ASSEMBLY		
		
Qty: 1	Qty: 1	Qty: 1
BOLT HM 10x70	WASHER 10x20	NON-SLIP NUT M10

"DOMED" END


6 WHEELS ASSEMBLY

Qty: 8
WHEEL NUT



5 MUDGUARDS ASSEMBLY	
	
Qty: 4	Qty: 4
NON-SLIP SCREW HM 8x25	BRACKET

4 LIGHTS CLUSTER ASSEMBLY

Qty: 1
DOME HEAD SCREW M 8x16

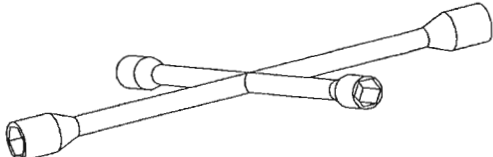
7 SIDE PANELS ASSEMBLY

Qty: 2
NON-SLIP SCREW HM 8x20

8 REAR PANEL ASSEMBLY

9 FRONT PANEL ASSEMBLY

Qty: 6
NON-SLIP SCREW HM 8x20


10 TRIANGLE LIGHT SUPPORT ASSEMBLY	
	
Qty: 4	Qty: 4
NON-SLIP SCREW HM 8x20	SCREW HM 6x10

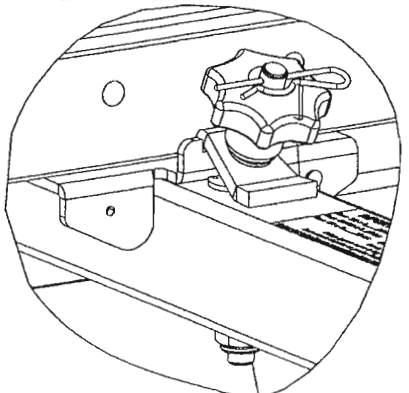
DOUBLE CHECK THE LOCKING MECHANISM



TIGHTEN THE WHEEL NUTS

**USAGE AND CARE
SEE OTHER PAGE
IMPORTANT**


Qty: 1
PIN



USE AND MAINTENANCE OF ERDÉ TRAILERS 102/122

These trailers are light duty luggage road trailers and are not suitable for industrial use.

1) COUPLING

On the drawbar: all ERDÉ trailers are equipped with a 50 MM ball coupling with safety catch, which prevents the trailer becoming detached.

COUPLING AND UNCOUPLING OF TRAILER:

Proceed as follows: lift the end of the handle attaching the coupling to the towball, operating at the same time the locking trigger on the handle.

Option: It is possible to install an antitheft device that locks the coupling and provides added security. This is a recommended optional extra.

On the car: towing brackets of a recognised standard should be fitted. Preferably these should comply with the relevant British and international standards (UL standards AU113 and 114 and international standards ISO1103 and 3553). European standard for towball is 50 MM diameter. (Tow bars 400 to 600 kgs sufficient for all ERDÉ trailers)

For additional security a safety chain is fitted as standard. This should be secured to the towing bracket at all times, so that in the event of uncoupling the trailer will still be attached to the towing vehicle. (UK Reg.1995)

2) MAINTENANCE

VERY IMPORTANT

Road trailers must be kept in a road-worthy condition and it is a legal requirement that all trailers be maintained and comply with the different regulations. While there is very little maintenance required on ERDÉ trailers, it is important that the unit should be checked annually.

After assembly and the first 60 miles, check the tightness of all nuts/bolts of the following main parts:

* wheels	* axle	* drawbar
* coupling head	* mudguard	* lighting

3) HUBS

The wheel hubs including bearing are pregreased for life. No greasing needs to be done. When necessary, replacement hubs and bearing are available as spares. Do not put trailer in sea water, damage may occur if hubs/axle immersed in salt water.

4) LOADING

VERY IMPORTANT

For your own safety it is important that the trailer is not over loaded. The suspension units and tyres are designed to carry the following maximum weights.

MAXIMUM LOAD PERMISSIBLE:

- MODEL ERDÉ 102	245 Kilos
- MODEL ERDÉ 122	335 Kilos

It is an offence to load the trailer to more than its marked gross weight.

The responsibility for loading the trailer must be that of the user and as a guide, the following table will give some typical loads:

QUANTITY/LOAD	APPROXIMATE UNIT WEIGHT	TOTAL WEIGHT
4 suitcases	25 Kilos	100 Kilos
3 tents	18 Kilos	80 Kilos
6 rucksacks	40 Kilos	240 Kilos
70 logs	3 Kilos	210 Kilos

To obtain good road holding, it is important that the load is loaded with sufficient weight on the drawbar (5% to 10% of the load). A load on the rear will cause pitching of the trailer. Once loaded, ensure that the trailer drawbar is always kept horizontal or slightly on its nose, towards the car. If this is not the case, change the height of your bracket by using a drop plate which will allow you to change the height of the coupling.

If fitting a drop plate, refer to drop plate instructions.

Spares can be obtained from Wilstow Ltd

01284-852007

5) TYRE PRESSURE

Inflation pressure should be checked regularly to avoid any risk of abnormal wear and punctures.

350x8 wheel: 2,5 bar/36 LBS per SQ inch - 480x8 wheel: 2,5 bar/36 LBS per SQ inch
400x10 wheel: 3,5 bar/50 LBS per SQ inch - 500x10 wheel: 3,5 bar/50 LBS per SQ inch
135x13 wheel: 2,5 bar/36 LBS per SQ inch - 145x13 wheel: 2,5 bar/36 LBS per SQ inch
If heavily loaded, or for long trips, it is necessary to increase tyre pressure by 0,50 bars.

Please note: all trailers wheels and tyres fitted to these trailers must be pneumatic and capable of taking the maximum gross unit weight. They must be rated to 60 MPH and maintained at the correct tyre pressures. As with motor vehicles, it is illegal to drive with a mix of radial and crossply tyres on the same axle. **Option:** a spare wheel and fixing kit is available and is highly recommended for safety and convenience.

6) ELECTRICAL CONNECTIONS

The electrical fittings are based on the European standards system equivalent BS 149A.

* Contact Block N° 1 - Left indicator	(Yellow or orange wire)
* Contact Block N° 2 - Fog lamp	(Blue wire)
* Contact Block N° 3 - Earth	(White wire)
* Contact Block N° 4 - Right indicator	(Green or violet wire)
* Contact Block N° 5 - Right tail + N° plate lights	(Brown wire)
* Contact Block N° 6 - Stop lights	(Red wire)
* Contact Block N° 7 - Left tail + N° plate lights	(Black wire)

7) REGISTRATION

The number plate of the trailer must be identical to the towing vehicle.

The size of the number plate should be as per BSI standard 520 MM.

Hand written number plates are not acceptable and are illegal.

(Total gross weight of an unbraked trailer includes the weight of the trailer and the load). It is an offence to load the trailer to more than its marked gross weight.

TRAILER LAW

The following brief explanation of legislation governing the construction and use of trailer is given as a guide.

Because legislation and regulation is subject to interpretation, we cannot be held responsible, this is not a statement of regulations, only a guide if you are in any doubt you should consult the DEPT OF TRANSPORT.

THE TRAILER

TOWING WEIGHTS

MGVS (Maximum Gross Vehicle Weight) - WEIGHT OF TRAILER + LOAD.

1 - MGVS of a trailer fitted with over-run brakes _____ 3 500 Kgs

2 - MGVS of an unbraked trailer must not exceed _____ 750 Kgs
or 50% of the kerb weight of the towing vehicle, whichever the lower.

SUSPENSION: All trailers must be fitted with a suspension device on all wheels.

COUPLING: Either a ball (50 MM) or an eye type may be used.

Braked trailers must be fitted with auto-reverse brakes and the coupling must be hydraulically damped. This is now a requirement but some older trailers may be exempt.

NUMBER PLATE: A rear number plate must be fitted and must be yellow reflecting with the same registration number as the towing vehicle. The plate and numbers must conform to BSAU145A. They cannot be hand written.

WHEELS AND TYRES: All trailer wheels and tyres for road use must be pneumatic and capable of carrying MGVS. They must be rated up to 60 MPH and be maintained at the correct pressure. As with cars, it is illegal to mix radial and crossply tyres on the same axle.

MUDGUARDS: Mudguards must be fitted to all wheels, if adequate protection is not given by the body of the trailer.

DIMENSIONS:

* Max length of 2 or 4 wheel trailers _____ 7 metres

* Max length of 4 wheel trailers _____ 12 metres

(Providing the max gross weight of the towing vehicle exceeds 3500 Kgs)

* Max length of trailer and vehicle _____ 12 metres

* Max width of trailer or vehicle _____ 2,3 metres

* Max width, if towing vehicle MGVS exceeds 3500 Kgs _____ 2,5 metres

BRAKES: When brakes are required on the trailer they must be fitted to all wheels.

LIGHTS AND PROTECTORS: Trailer must be fitted with lights and reflectors. Bulbs and reflectors must be 'E' or 'e' marked.

MAINTENANCE: it is requirement that all trailers are maintained and used in a roadworthy condition and comply with the various regulations at all times.

LABELS: the maximum gross trailer weight of an unbraked trailer (up to 750 Kgs MGVS) must be marked on the trailer.

THE TOWING VEHICLE

The maximum gross trailer weight of an unbraked trailer (in the U.K.) is 750 Kgs or 50 PCT of the kerb weight of the towing vehicle.

The maximum gross weight of both braked and unbraked trailers should not however exceed those stated in your vehicle hand book or the weight rating of your tow bracket.

TOW BRACKET

A towing bracket which conforms to the British standard AU24/1989, should be fitted to the towing vehicle.

LIGHTING

Trailer lights are generally connected to the towing vehicle by means of a 12N plug and 12S socket. It is recommended that these are wired to BS AU149A.

If the towing vehicle is fitted with rear fog lights, a CUT-OUT is advisable.

A means of audible or visual warning is required to be fitted in the towing vehicle to detect such failure of indicator lamp.

Care should be taken in stowage of the 12N and 12S plugs when not connected, to avoid unnecessary damage.

USING THE TOWING VEHICLE AND TRAILER AS A COMBINATION

A trailer being towed by a passenger vehicle or commercial vehicle less than 7,5 tonnes GVW, must conform to the following maximum speeds:

- * 60 MPH on motorways
- * 60 MPH on dual carriageways and roads
- * 50 MPH on other roads

Unless lower speeds are in operation.

A trailer must not be towed in the outside lane of a 3 lane road or motorway

LOADS

It is critical to your safety that trailers are never overloaded beyond their design capability in such a way as to make it unsafe.

All loads should be evenly distributed and secured.

