

ERIBA LTD.

THE PRIORY,
A417 FARINGDON ROAD,
LECHLADE-ON-THAMES
GLOUCESTERSHIRE GL7 3EZ
TEL. 0367-53453 FAX. 0367-53454



Not like any other

Dear Eriba Friend,

As the new owner of an Eriba caravan we welcome you into the large Eriba family.

We have no doubt that your Eriba caravan will give you all round touring comfort and much pleasure for many years to come.

We, at Eriba, have spared no effort to ensure that the construction of your caravan meets the demands of modern day caravanning.

So that you can enjoy your leisure time to the full, we would recommend that you carefully read the instructions; keep them at hand at all times, since they give important and useful information on the proper function of the caravan and its equipment.

It would be appreciated if you will complete and return the registration card for our records.

We thank you for the trust accorded to us and we wish you many safe and happy touring holidays with Eriba.

We will continue to be at your service.

Eriba. apply your brakes continuously; it causes the brake linings to wear which can seriously impair the braking efficiency and they will catch fire.

When descending it is recommended to apply the brakes intermittently to prevent gaining speed; it is unsafe to utilize maximum braking on the caravan by releasing the appropriate gear.

Overstressing for a car/caravan combination, safety margins and their loss are important when with the car alone. Change down gear to achieve maximum deceleration and do not forget that you need such care when for the combination to climb a hill. Do not rely on the engine or the gearbox - sudden demands can have disastrous consequences.

GENERAL HINTS

Never allow the caravan to be occupied whilst towing; it is illegal and dangerous.

Your Eriba caravan considerably increases the normal weight of your car; your care and attention should increase accordingly.

Remember, when towing, your car does not have the same acceleration and a car/caravan combination does not lend itself to sports driving.

Never attempt manoeuvres that may be impossible to realise. Always keep a little power in reserve; reduce speed in the event of rain or strong crosswinds.

Remember you may have to brake suddenly.

The car should always 'pull' the caravan, so never allow the caravan to 'push' the car by 'coasting'.

Ensure that the car's shock absorbers function properly. Check that the caravan tyre-pressures are correct, as it is very important for tyre wear and road stability.

Ensure also a proper weight distribution in the caravan and do not hesitate to check and make necessary adjustments en route to maintain maximum touring comfort.

Give way to other road users who become impatient and aggressive; they are a dangerous risk to you.

Keep as close to the roadside as possible taking care not to allow the caravan wheel to mount the verge.

Allow sufficient room for the vehicle in front of you to pull up suddenly.

In France it is obligatory to allow 50 metres in front of any goods vehicle or a car/caravan combination.

Observe the Highway Code in respect of maximum permissible weights and access.

Before ascending in mountains, assess appropriate speed ratios that will not damage your car engine and gearbox.

Never apply your brakes continuously; it causes the brakelinings to overheat which can seriously impair the braking efficiency and they could catch fire.

When descending it is recommended to apply the brakes intermittently to prevent gaining speed; it is safest to utilise maximum braking on the car engine by selecting the appropriate gears.

Overtaking: For a car/caravan combination, safety margins are three times more important than with the car alone. Change down gear to achieve maximum acceleration and do not forget that you need much more room for the combination to filter in again. Do not cut in too soon or too quickly; a sudden manoeuvre can have disastrous consequences.

2 PARKING

Engage the parking brake.
Lift off the safety cable.
Detach the 7-pin plugs.
Lower the jockey wheel.
Unhitch the caravan.
Lower the corner steadies. (see ill. 1).
The wheels should always remain in contact with the ground. In any event, the corner steadies must never be used to jack up the caravan.
Level the caravan. Keep the handbrake on.

Manufacturers's identification plate: This is situated at the offside front corner and depicts the following:

- 1 Type and chassis number of caravan.
- 2 Maximum laden weight of the caravan.
- 3 Maximum laden weight on the axle.
- 4 Maximum nose weight on the hitch.

Loading the caravan.

Always load the caravan in a manner that will not exceed the maximum permissible weights as stamped on the manufacturer's identification plate, positioned on the lower offside front of the caravan (see ill. 2).

NOTE: The maximum laden weight of the caravan is the ex. works weight plus the payload.

In the absence of a universally applicable rule, it is good practice to load as many items as is conveniently possible in the car. Endeavour to distribute as much weight as is possible nearest the caravan axle and never counter balance a heavy weight at the rear of the caravan with a heavy weight at the front end.

Illustration 3 - incorrect loading; 2 extreme weight centres can result in a tendency to snaking and skidding leading to jackknifing.

Illustration 4 - correct loading; weight concentration nearest the axle.

Without exceeding the maximum permissible nose weight of the car (see car instruction manual), experience in towing your Eriba caravan will tell you what nose weight will give the optimum touring comfort. Remember: the car and caravan combination must always be considered as one unit.

Hitching up on the car

Ensure that the four corner steadies are raised to their upper limits and that the jockey wheel turns freely as you pull the caravan toward the car towbar.

Do not attempt to lift the caravan on the car towball. Raise the caravan hitch by turning the telescopic jockey wheel handle anti-clockwise so that the caravan hitch is higher than the car towball. While holding the hitch "pistol grip" to its extreme forward stop, lower the hitch on to the towball as far as it will go by turning the jockey wheel clockwise, then release pistol grip.

Check that the hitch is locked on the towball by jerking the caravan draw bar in an upward motion.

Raise the jockey wheel to the locking position, preventing it from swinging about, unscrew the jockey wheel post handle, allowing the jockey wheel post to be lifted to its stop and tighten the post handle. Do not forget to hook the safety brake cable, attached to the parking brake, round the towball.

Now plug the 7 pin plugs into the appropriate car sockets and check the caravan lighting. Before driving off; ensure that the caravan parking brake is off, all caravan windows, cupboard doors and the elevating roof are secure and that the entrance door and gas locker are locked.

When towing the Eriba caravan observe road safety rules by making full use of the car wing mirrors. Having due regard to road and traffic conditions, the design of the Eriba caravan will allow you to adjust your speed with absolute safety.

When reversing, the brakes on the caravan are automatically released. Where, however, the caravan is equipped with an auxiliary reversing bar (see ill.5), it may be necessary to engage the latter where surface conditions are such that the caravan wheels will skid. When engaging the auxiliary reversing bar, always ensure that the caravan hitch is at its most forward stop; this can be achieved by gently driving the car forward a few feet without braking.

When unhitching the caravan from the car, adopt the reverse procedure for hitching up.

Changing Wheels

Always use a jack on the jacking point; where no jacking point is provided (e.g. Puck), jack up the caravan under the axle near the wheel to be changed and do not use the caravan corner levelling steadies. After changing a wheel, recheck the wheel nuts for tightness at 30 miles and again at 100 miles. Wheel nut torque: 8mkg = 58 lb.ft.

Tyres

Eriba caravans are fitted with steel based radial tyres and it is important that the same type of tyre is fitted to each caravan wheel, and to observe the markings on the tyres in respect of size, type, wear-limits for replacement, maximum speed etc.

Tyre Pressure Table

MODEL	TYPE OF TYRE	M.L.W.	PRESSURE
Puck	135 SR 13	500 Kg/10cwt	2.3 bar/33 psi
Familia/Duo/Pan	155 SR 13	690 Kg/13.8cwt	2.4 bar/34 psi
Triton	155 SR 13	780 Kg/15.6cwt	2.4 bar/34 psi
Troll	175 SR 13	900 Kg/18cwt	2.5 bar/36 psi

Gas Installation

The Eriba caravan is equipped with a primary and a secondary gas regulator to regulate the gas pressure from your gas bottle. In addition each gas appliance is served via an on/off red gasvalve; thermo couples are used on all gas appliances fitted in the caravan so that, in the event of the gas flame going out, the gas supply to the appliance is automatically cut off. Depending on the gasbottle used, the appropriate adaptor (optional extra) must first be connected to the gasbottle so that the nipple on the flexible gaspipe in the gasbottle locker may be screwed to it.

Operation

With the gasbottle connected turn on gas in gas-locker. Turn on the secondary regulator, situated in the kitchen cupboard, to the mark 'O' (see ill. 6). Turn on the red gas valves to the appliances (the red gas valve is in the 'On' position, when turned to the direction of the gas pipe leading to the appliance, i.e. in the horizontal position (see ill. 7).

Lighting the Gas-hob

Turn gas burner knob to large gas symbol, press in gasknob and light burner; hold in gasknob for 15-30 seconds and release; the burner will now stay lit and the flame may be adjusted to requirement. After turning off gas burner tap, do not relight for 1-2 minutes. When a gas appliances is not in use turn off the red gas valve. For lighting other gas appliances refer to the individual manufacturer's directions of operation.

Always turn off the secondary regulator and the gas bottle when travelling.

When changing an empty gas bottle for a full one, it can occur, that, in spite of following the above instructions, the hotplate burner will not ignite; Should this arise, adopt the following procedure: With the gas burner tap turned on as above, turn the secondary regulator valve 'on' and 'off' a few times until it is evident that gas flows through the burner, then ignite.

Operation of Opening Windows

There are 4 security locks on each opening window, 2 screw locks on the telescopic arms and 2 press-button lever catches. The windows have 2 closed positions:

1. Closed to the weather, but marginally open for ventilation.
2. Fully closed.

Always travel with windows in the fully closed position and securely locked.

To open windows: With the window unlocked push it outwards until the telescopic arms automatically lock in the different ratchet positions.

To close windows: push the window outwards to its maximum opening, thereby releasing the telescopic locking device, allowing the window to come down.

Operation of the Entrance Doorlock (see ill.8)

To unlock: Insert and turn the key to the extreme right; turn back the key to the vertical and withdraw. Pull down handle to open door.

To lock: Firmly push the door shut against the weather rubber. Turn key to the extreme left and to the vertical to withdraw.

Operation of the elevating Roof

To open: Whilst holding the roof down by a grabhandle with one hand, pull down the spring loaded roof clamps with the other hand.

Where the roof has 4 grab handles, i.e. 2 at the front and 2 at the rear, hold the roof down by the handle nearest a roof clamp and release both front and rear roof clamps in this sequence; one person holding the roof down at one end whilst the other person releases the clamps at the other end would facilitate releasing the clamps.

A gentle initial push will raise the roof. It may also be necessary to establish whether it is easier to release the front clamps first or vice versa.

When releasing the roof clamps, take care not to trap the flyscreen by pushing it away from the clamps. Where the roof is gas strut operated, it is likely that the roof will elevate automatically upon release of the clamps. To close the roof: An initial firm pull down by the grabhandles will lower the roof with little or no effort; then adopt reverse procedure to opening.

Making the Bed

The main bed, whether used as singles or as a double bed, consists of a self supporting interior sprung mattress; the dining table is therefore not used for supporting any cushions; the table can be withdrawn from its supporting rail, by raising it vertically to a 45° angle; where the table is fitted with a foldaway leg, press the latter inwards at the table end and allow it to snap in position, against the table, when folded. In the case of the 'Puck', the table may be stored on the floor between the bedboxes when making up the double bed, or clipped on the outside table rail. To convert to a double bed place the 2 wooden poles provided into the appropriate recesses in the bedboxes and slide the 2 sprung mattresses to the centre; the 2 back cushions are placed in the gaps between the caravan side walls and the mattresses. The small cushion can be used to extend one single bed or one side of the double bed by positioning the hinged flap on the dowelled ledge. Do not sit on the bed extension. In models with a front and rear bed, one table is used to support the bed which is not a sprung mattress. In models other than the 'Puck', the table may be clipped on the side of the kitchen, the wardrobe, of the T.V. cabinet, depending on the caravan layout.

Watersupply

Eriba caravans are equipped with a submersible electric pump (except models with shower compartment), operated with the 12V supply. The sink and washbasin (where fitted) faucet incorporates an electric microswitch for turning the watersupply on and off. After refilling the water carrier, ensure that the pump is at the bottom of the can and that there are no kinks in the PVC supply hose, which could restrict the waterflow. Never allow the pump to operate without water.

The Electrical System

The electrical system comprises of 2 separate circuits, one for 240V mains supply and one for 12V; the circuits are wired to E.E.C. standards.

The mains 240V supply is fed via the exterior input socket through the On/Off overload switch (no fuses) to various light units, mains sockets and the refrigerator. The thermal overload switch has no fuses but will trip automatically if excessive current (above 10A) passes through the circuits; this occurs when the system is overloaded through a short circuit or an appliance with too high a wattage is used. The thermal overload switch can be reset after the excessive current flow has been corrected. Eriba caravans are equipped with light units incorporating 12V and 240V switches, as well as a mains earthed socket, for continental plugs only; adaptors are available (optional extra), however, for conversion to 13A English flat pin plugs.

The 12V supply can be run from the car via the 12S 7-pin socket or via a separate battery in the caravan (optional extra). The refrigerator can only be used on the 12V supply when plugged into the 7 pin car socket and if correctly wired, only when the car ignition is switched on.

12N and 12S sockets, viewed from the rear of the car (see ill.9).

Nr.	Designation (caravan)	Cable colour	Cable crossection mm ²
-----	--------------------------	--------------	-----------------------------------

12N socket connections

1	Left Indicator	Yellow	1
2	Foglight	Blue	1
3	Earth	White	2.5
5	Roadlights right	Brown	1
6	Stoplights	Red	1
7	Roadlights left	Black	1

RH IND

GRN

12S socket connection

1	Reversing light	not installed	
2	Not allocated		
3	Earth	White	2.5
4	Power/Split charge	Brown	2.5
6	Power/Fridge only	Green/Yellow or Blue	2.5
7	Not allocated		

Care and Maintenance

The exterior

Never polish the exterior aluminium panelling but wash frequently with a non detergent soapy water and a soft brush or sponge and rinse well. Any obstinate black marks may be cleaned with neat liquid Ajax and thoroughly rinsed off. Tar stains can be removed with a turps solution. Never use a substance that could damage or bleach the paintwork. The GRP roof can be treated with a non abrasive car polish or wax. Never wipe the acrylic windows with a dry cloth, always wash with a clean sponge and plenty of water. Any surface scratches can be buffed out with a proprietary acrylic glass polish, or a metal polish. Brush the canvas walls of the elevating roof with a nylon brush and clean vent zips with a little WD40 for easy operation.

The underside, the chassis and the undergear

If the underside and the chassis are not undersealed, inspect at the end of the season, clean and repaint as necessary. Keep the corner-jacks well-greased and oil all fulcrum points. Refer to the ALKO instruction manual for specific servicing and adjustments of the undergear.

The interior

Furniture: remove dust with a moist woollen cloth; clean with a mild non detergent household cleaning aid.

Upholstery: May be washed in a mild detergent lather or dry foam cleaner; when removing covers ask your dry cleaners for most effective dry cleaning.

Floors: clean as domestic P.V.C. flooring.

Sink: do not use harsh abrasive powders, but clean with a good proprietary stainless steel cleaner.

The Cramer gasburners can be removed by twisting them in an anti-clockwise direction (bayonet lock) and lifting off; take care not to damage the gasket.

Clean in a soapy water, rinse and dry well

Curtains: it is recommended that these be washed by hand at a very low temperature in plenty of non-detergent soapy water.

Winter Storage

If you are able to store your Eriba caravan inside, leave the elevating roof up with the zipped vents open and ensure maximum ventilation. Leave all cupboard catches undone to avoid warping.

If your Eriba is to be kept outside during the winter season, the following minimum precautions are necessary:

Remove the cushions, the mattresses and any other equipment such as curtains, that are prone to dampness as well as all food stuffs and liquids. Keep all these in a dry place.

To prevent continuous weight being on one point of the tyres it is preferable to keep your Eriba jacked up under the chassis members behind the axle, but never under the axle itself.

Apply a little WD40 or vaseline oil on hinges, locks and fulcrum points of doors, windows and the elevating roof, to prevent possible seizure.

Ensure some ventilation but leave the elevating roof down.

Always leave the refrigerator door ajar.

Your new Eriba caravan is protected by Manufacturer's Warranty for a period of twelve months from the date on which you took delivery.

It provides for repair, overhaul or replacement, according to the manufacturer's instructions, of any part or unit recognized by the manufacturer as unserviceable due to defect in manufacture or faulty original assembly.

Both material and labour costs are covered.

Accessories such as Trumatic heating, Electrolux refrigerator and ALKO undergear are directly guaranteed by the respective manufacturer and are preferably repaired by themselves or their specialist agents.

All warranty claims must initially be directed to Eriba Ltd. Warranties or guarantees are in any event distinct from any remedy a purchaser may have under the contract of sale. They cannot therefore affect remedies against the seller under the Trade Description Act 1968, the Unfair Contract Terms Act 1977 or the Sale of Goods Act 1979.

.....tear off and send to Eriba Ltd.....

REGISTRATION CARD

SURNAME:.....CHRISTIAN NAMES:.....

ADDRESS:.....

TEL.NO:.....DATE OF PURCHASE:.....

MODEL:.....YEAR:.....SERIAL NO:.....

KEY NO:.....

SIGNATURE PURCHASER.....

SUPPLYING AGENT:.....



Illustration 1



Illustration 2

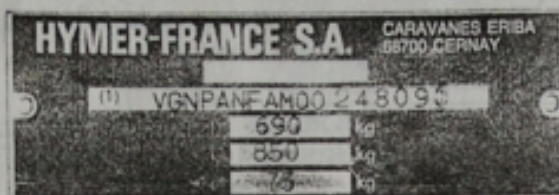


Illustration 3

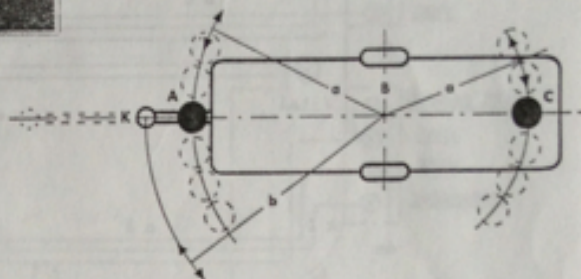
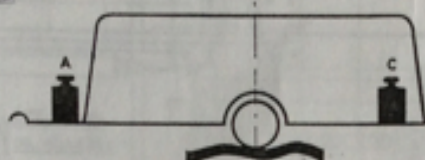


Illustration 4

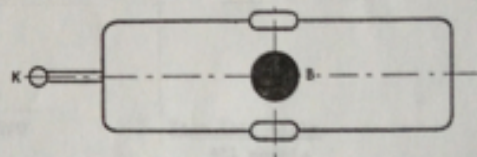
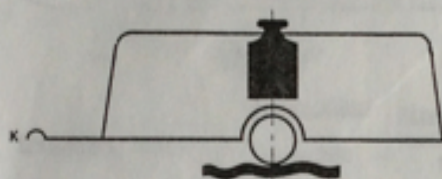


Illustration 5

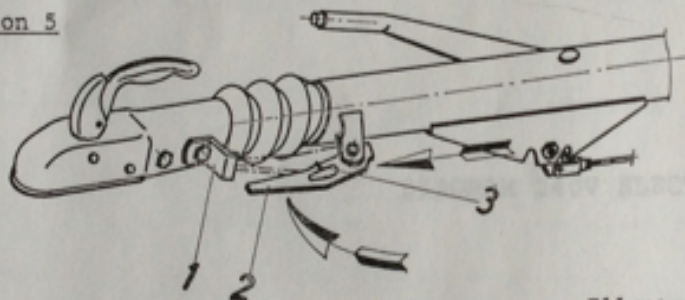


Illustration 6

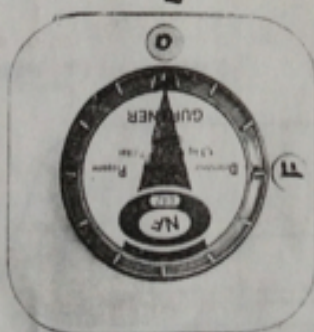


Illustration 7

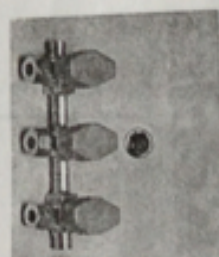


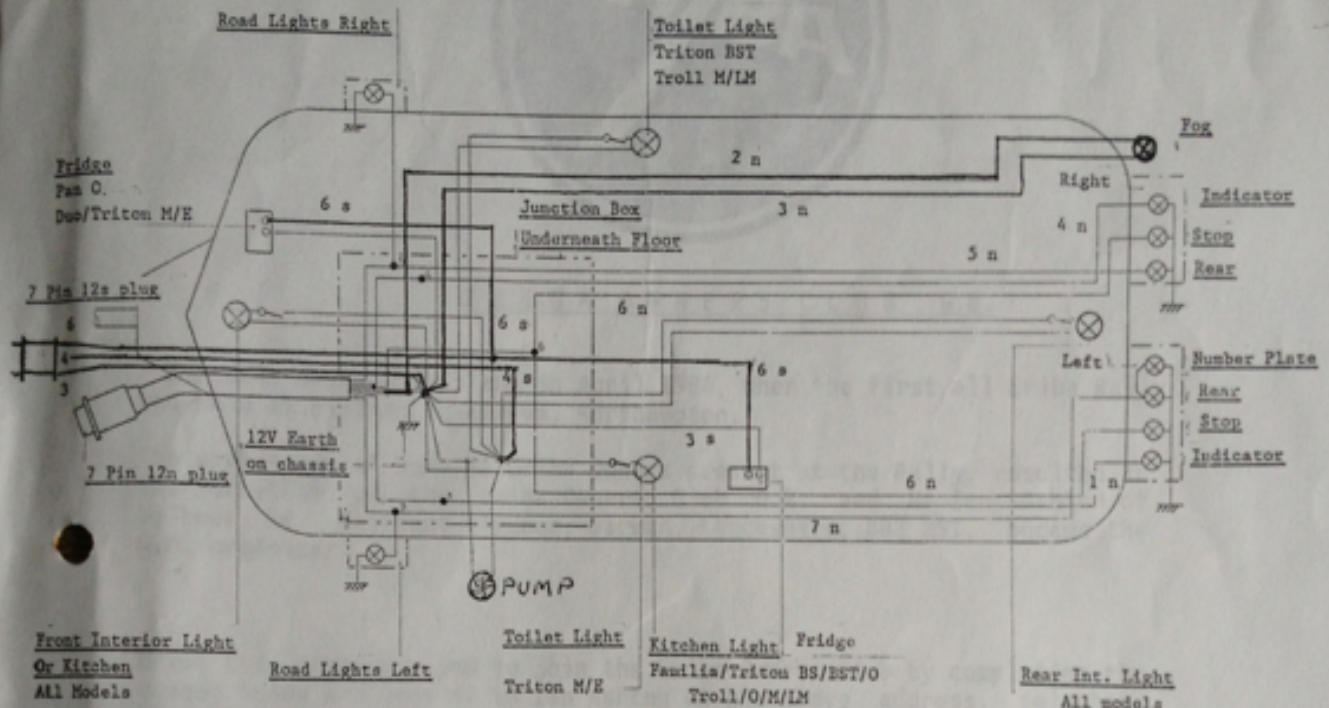
Illustration 8



Illustration 9



DIAGRAM 12V ELECTRICS



20

DIAGRAM 240V ELECTRICS

