THE CARAVAN PREDOM

DESIGNS & MANUAL FOR USE

Predom 126 D / E / ET

Predom 126 N / NT / NTL

Fabryka Przyczep
NIEWSIADOW Sp.z.o.o.
Poland
97-225 Ujazd
tel. +48 44 719 20 00
fax. +48 44 719 21 61
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Dear Customer – Buying our Design N-126d or N-126e – you have gained an advantage of famous caravan. Familiarity with this manual will make you enjoy your caravan and its outstanding properties as well as will give you satisfaction and knowledge about properly use of all offered functions. Thoroughly reading, understanding and following up all instructions of the manual allows you properly and easy maintenance and to avoid surprises and unnecessary repairs. We are hopeful that this purchase will give you a lot of happy hours. We wish you ‘Good luck’ and wonderful leisure time.

“Predom – Prespol”
1. Technical date.

<table>
<thead>
<tr>
<th></th>
<th>N126d</th>
<th>N126e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total length</td>
<td>3900 mm</td>
<td>3900 mm</td>
</tr>
<tr>
<td>Total width</td>
<td>1940 mm</td>
<td>1940 mm</td>
</tr>
<tr>
<td>Total height</td>
<td>2180 mm</td>
<td>2180 mm</td>
</tr>
<tr>
<td>The construction and living space – length</td>
<td>2700 mm</td>
<td>2700 mm</td>
</tr>
<tr>
<td></td>
<td>– width</td>
<td>1840 mm</td>
</tr>
<tr>
<td></td>
<td>– height</td>
<td>1850 mm</td>
</tr>
<tr>
<td>Wheel track</td>
<td>1500 mm</td>
<td>1500 mm</td>
</tr>
<tr>
<td>Sleeping places</td>
<td>2 + 1</td>
<td>2 + 2</td>
</tr>
<tr>
<td>Sleeping place dimension – front</td>
<td>1840 x 560 mm</td>
<td>1480 x 930 mm</td>
</tr>
<tr>
<td></td>
<td>– back</td>
<td>1840 x 1210 mm</td>
</tr>
<tr>
<td>Dead weight of the caravan</td>
<td>550 kg</td>
<td>550 kg</td>
</tr>
<tr>
<td>Allowed useful load</td>
<td>100 kg</td>
<td>100 kg</td>
</tr>
<tr>
<td>Ball diameter</td>
<td>50 mm</td>
<td>50 mm</td>
</tr>
<tr>
<td>Vertical load of the coupler</td>
<td>35-45 daN</td>
<td>35-45 daN</td>
</tr>
</tbody>
</table>

2. Towing car preparation for caravanning.

The car prepared to travel with a trailer towed should be equipped with properly coupler (tow hook), two properly extended rear views and two electricity connectors. Ball diameter of the tow hook is 50 mm and the distance between the centre of the tow ball and the ground will be between 350 and 450 mm. Both electricity connectors are seven polar 12 V plug-in sockets. Signalling electricity connection sockets should be in accordance with the standard ISO 1724-1980 and connection socket for living space lighting should be in accordance with the standard ISO 3732-1976.

3. Function and service.

3.1. Ball tow hook.

Preparation: the lever (1) put up and point it towards front side (2)
Checking the clamping safety – using the safety indicator:
– the coupler is right and firmly connected when the indicator is located within the field “+”
– the coupler is wrong connected or partly worn out when the indicator is within the field “-”
– the worn out coupler should be changed immediately

Figure 1 : The lever
3.2. Braking system.

The caravan is equipped with an overrunning brake which is automatically out of operation during the car travelling back. There is an additional hand operated brake effective with both travel directions. Brake adjustment (see fig.2 and 3).

Brake system adjustment range includes the gap between brake shoes and a drum adjustment as well as actuating rod adjustment.

Activities with the gap between the brake shoes and the drum adjustment (see fig.2):
– till the caravan up unreel the wheels free rotation ability
– check the brake actuating line which should be hanged down freely, if not, decrease its tension
– remove a covering cap of the gap adjustment system protection
– using a screw-driver turn the pin on until you reach the drum rotation blockage in forwarding direction
– turn the pin on in reverse direction until you reach the drum free rotation without any friction

Figure 2 : The gap between brake shoes and drum adjustment.

Turning the pin on according an arrow which is marked on a bracket, effects in decreased gap between the brake shoes and the drum. Adjustment of actuating rod follows usually the successful adjustment of the gap between the brakes shoes and the drum.

There is following action operated lever of the brake:
– loose the manual operated lever of the brake
– check tension of the brake actuating line and adjust it at stable adjusted transition, in this purpose, turn the adjusting nuts (6) and (7), located on the line end (4), until you reach a right angle between a cross piece (5) and an actuating rod (1)
– adjust on overrunning device (detail A fig.3) both nuts (3) of the actuating rod (1) until you reach the gap of 1 mm between front surface of the nut and a thrust plate of the spring, located in the cylinder inside.

Under properly brake and with hand lever pointed on the second step of the ratchet, both wheels should be braked with the same sensed moderate force. With loose handler completely the wheels must be rotated freely without notice resistant.

Figure 3 : Overrunning brake.
Trouble of the brake system and its remedies:

Malfunctioned or insufficient braking force:
1. Adjust the wheels brake or actuating rod
2. Check brake shoes, change them if worn
3. Clean or changed oiled or fatted brake lining
4. Remove from the brake lining residual dirtied, ex. Dust
5. Check properly function of the overrunning device, lubricate its moving elements if necessary

Trailer brakes itself during accelerator release:
1. Change damaged or worn the damping spring of the overrunning device

Braking force difference between right and left wheel:
1. Adjust the brake shoes according to earlier described procedure
2. Check condition of the brake actuating line, lubricate or change if necessary
3. Check right angle between the actuating rod and a cross piece of the overrunning-device
4. Check condition of the brake shoes lining, clean or change it if necessary

Jammed trailer braking:
1. Adjust the gap of the brake shoes and set the actuating rod position
2. Check properly function of the overrunning device, the actuating rod and movable connections, lubricate them if necessary
3. Check damper condition of the overrunning device, change it if necessary

Brake drums heating:
1. Adjust the brake
2. Check the brake actuating fine, lubricate or change it if necessary
3. Check damper condition of the overrunning
4. Check the return lever and its flexibility, clean and smear it if necessary

3.3. Folded support.

The main task of the folded support is to keep the caravan in its horizontal position during parking of camping. Small heigh differences in cross direction are levelled by floor lifting, using shims under wheels and folded supporting legs. In case of unstable ground ex. Erratic soil, is recommended to found every paw of the folded supporting legs with shims ex. With bricks or pieces of wood. Folding or erection of the supporting legs required some effort. To make this easy and to maintain the support in reliable condition put a couple drops of machine or gear oil into the side bearing on every spindle of the supporting legs.

3.4. Wiring system 12 V.

The wiring system of the caravan consists of two separate wok nets: one for outside signalling lamps of the towed vehicle and other for caravan living space lighting. Power supply is transmitted through two different seven polar 12 V plug-in sockets.

Signalling system.

Diagram of this system for the caravan Designs N126d and N126e is shown on the fig.4. The wires connection terminals within plug-in socket (12N) are in accordance with the standard ISO 1724-1980

<table>
<thead>
<tr>
<th>Letter</th>
<th>Description</th>
<th>Color</th>
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</thead>
<tbody>
<tr>
<td>L</td>
<td>turn signal left</td>
<td>yellow</td>
</tr>
<tr>
<td>•</td>
<td>fog light</td>
<td>blue</td>
</tr>
<tr>
<td>31</td>
<td>vehicle mass</td>
<td>white</td>
</tr>
<tr>
<td>R</td>
<td>turn signal right</td>
<td>green</td>
</tr>
<tr>
<td>58R</td>
<td>rear right + number plate light</td>
<td>brown</td>
</tr>
<tr>
<td>54</td>
<td>stoplight</td>
<td>red</td>
</tr>
<tr>
<td>58L</td>
<td>rear left</td>
<td>black</td>
</tr>
</tbody>
</table>
Diagram key:
1 connection plug-in socket
2 front position lamp
3 left rear
4 right rear
5 number plate light
6 fog light

Figure 4: Diagram of signalling light system 12 V of the caravan N-126d & N-126e

Caravan inside wiring system 12 V.

Diagram of the caravan living space lighting wiring system for Design N-126d is shown on the fig.5 and for the N-126e on the fig.6. The system is designed to work with a transformer 220V/12V.

To connect on the transformer to power-net, carry out following activities:
– disconnect the plug-in socket connection out of the driving car
– connect the transformer with 220 V AC socket, located next to the left bed, connect the plug of the transformer with the 12 V socket (8) of the caravan living space lighting, located next to the left bed

The net is protected with a fuse of 6.3 A, located under a cover of the 12 V wires bundle next to the left fore bed. The 12 V plug-in socket allows connection the 12 V electric equipment to the net. The wiring connection terminals in the plug-in socket are in accordance with the standard ISO 3732-1976.

Bulbs list of the caravan:
inside lighting → tube shaped lamp 12V/5W
number lighting → bayonet socket bulb 12V/5W
flashing light → bayonet socket bulb 12V/10W
fog signalling light → bayonet socket bulb 12V/21W
stop-rear standstill-front standstill light → bayonet socket bulb 12V/5W

Figure 5: Diagram of the caravan living space lighting system 12 V for design N-126d

10 vehicle mass b white
11 power supply k red
3.5. Wiring system 220 V AC.

This system is designed for use the electricity power with voltage of 220 V AC and is suitable for supply the equipment with the same voltage.

Diagram of the wire system 220 V AC is shown on fig. 7. Connection with power source is made with 25 meter cable (1) supplied with the caravan. Connect outdoor socket (2) of the caravan with available electricity 220 V AC source, located near the caravan. The double socket (5) is assigned as a power source for refrigerator and transformer 220V/12V. The single socket (4) gives a possibility to use additional equipment with maximal power requirement of 1500 watt.
3.6. Gas system

Built-in cooker plate is designed for gas propane or butane under pressure range of 3000-4000 N/m². Depending on a gas system, the cooker plate can be equipped with distribution valve for a cooling box connection. The distribution valve, if exists, is located inside the kitchen cupboard. The caravan should be equipped with a gas bottle and its pressure reducing valve, suitable to gas pressure of used cooker. The gas bottle compartment is suitable for two bottles each with a capacity of 2 or 5 kilograms of gas.

In order to properly using the gas system, carry out following activities:
– screw on the pressure reducing valve on the gas bottle, until the fastening nut reaches its properly tightness
– put on the bottle into its compartment
– safe the bottle against suddenly and unnecessary movements in the compartment, using clamps and flexible fastenings-belts
– put on the flexible hose on the nipple of the reducing valve and fit it with a clamping-ring
– open the valve of the bottle, the distribution valve, if any, choose the gas stream towards the cooker
– ignite the burner, it should be burn with a blue-violet coloured flame and a distinct core

If cooker is equipped with a flame safety device, carry out following activities:
– press the setting hand-wheel and turn it on the maximal flame position
– ignite the burner until to the maximal flame
– hold the hand-wheel pressed for 15 seconds
– set require flame intensity
– try again, when flame has extinguished.

Check condition of the rubber hose regular and change it if the hose is damaged.
Notice that properly use of the cooker as well as reliable and properly condition of entire gas system is effecting directly in safety use of the entire caravan.

Thus, on this reason, following is forbidden strictly:
– connecting any gas fed equipment without the gas pressure reducing valve to the bottle directly
– to use any leaky gas fed equipment for leaky gas distribution system
– opening the feeding valve of the cooling box when the box is leaky or opened
– mending or lingering on the gas distribution system or on the gas fed equipment to repair it yourself
– heating with the cooker flame the caravan living space
– to use the cooker by closed vent holes or blocked vent system of the caravan living space
– exchange burner nozzles yourself
– to use movable heaters fed on gas

In case of fire:
– evacuate all persons out of the caravan
– close the main valve of the bottle and remove it out of the caravan
– fight the fire using the board extinguisher (available as a car obligatory equipment)
– call the fire brigade

Suitable for this caravan purpose is the universal powder extinguisher.
3.7. Water piping system.

The water piping system includes:

- one tank (container) with capacity of 10 litres
- an electric driven water pump
- a water valve
- a water valve, actuated with pedal

The tank is located inside the cupboard. The pedal valve is located over the left wheel. Before a long time still stand or before cold season empty the water tank and water piping completely. There is special space inside the gas bottle compartment, designed for two water tanks. Before caravan departure, fasten the water tanks protecting them against suddenly and unnecessary movements. Put down a container under waste water drain.

3.8. Tyres.

Size: 155 R 13
Pressure: dead/under load = 160 / 190 kPa

To ensure a long time tyres us:
- check air pressure regularly
- don't brake suddenly without serious reason
- even with a short time the caravan using, support up with folded supporting legs
- during the cold season support up the caravan with legs and reduce the air pressure

For a wheel removing, support up the caravan with the rear supporting legs and drop the pulling shalt of the vehicle on the ground surface. Loose the wheel fastening bolts. Lift de pulling shalt together with entire caravan, using its small support wheel, designed for this purpose, until you reach free rotation of the travelling wheels. Unscrew the wheel fastening bolts and remove the wheel. Fasten the wheel again in reverse sequence.

4. The caravan to use.

4.1. Load arrangement and protection.

The load, located inside the caravan living space should be arranged uniformly to reach uniform both wheels loading. Safe and protect the heavy and fragile things against suddenly displacements during caravan towing. Position in front of rear within the caravan cabin any extremely heavy load is not allowed. These load should be positioned over the axle. Look on fig. 8: the last position is allowed.

Figure 8:
4.2. Preparation for a night rest.

Lift up the table, until you reach possibility to disconnected the both parts of the hinge (1). The leg (4) pull out of its holder (3) and fix it with the clamp (2). Hang the hinge half (1) of the table on the traverse (5) of the both couches. Support the second half of the table plate on the couches edge. Put on the matresses. Prepare the table for the day purpose in reverse order.

Figure 9:

1 Table hinge 4 Table leg
2 Clamp 5 Couch traverse
3 Leg holder

4.3. Natural ventilation.

The vent hatch, located on the roof, is to be used to the natural ventilation of the living space. Open the vent hatch by caravan travelling isn't allowed. To easy using the cover locking lever, it is recommended to fat its joints with some lubricant. The hatch is equipped with a net, protecting the living space against insects. Before departure, close firmly the hatch with cover and clamps safely its locks against surprised and unnecessary opening during the caravan towing.

5. Recommended activities and handling before departure.

Carry out following activities before departure:
- fasten firmly all small objects against suddenly and unnecessary movements
- close all furniture doors
- prepare the table plate according to the night rest procedure
- check the closing of the roof hatch
- close the windows and lock them firmly with clamps against unnecessary opening
- close the main valve of the gas bottle
- close the gas bottles compartment
- close the folded supporting legs
- connect the caravan with the towing car and protect this connection with a safety rope
- connect the vehicle signalling system 12 V with the plug-in socket
- check wether all electricity 12 V receivers are switched off
- check the function of the signalling lights on both vehicles
- close the caravan main door with a key
- check tyres air pressures
- lift or remove the small supporting wheel of the pulling rod
Furthermore it is recommended:
– transportation of the bed-clothes, clothes and other personal things, using covers or sacks to protect them against unnecessary dirt during travelling
– pull on the hand brake and / or wedge the wheels of the trailer during standstill on the ramping surface
– notice that your braking distance is about 20 % longer than the same without the caravan
– the fuel consumption is within range of 20 up to 50 % larger, depending on a towing car type, travelling speed, wind and your driving skill
– always drive with defined speed reserve, to reach necessary acceleration possibility, if required
– the vent hatch opening during heavy wind is not allowed
– be careful, when you driving on a wet asphalt pavement or on a ramp shaped road

6. Chassis maintenance.

Check all bolted joints ex. Chassis and cabin, pulling rod, bearing and travelling elements, after first 50 km of usage and least once a year as well as before a long distance driving, tighten lose elements, if required.

Every 6 months:
– press fat though two lubricating nipples into the overrunning brake mechanism
– lubricate with oil the actuating elements of the overrunning brake

Every 10.000 kilometre:
– change the lubricating fat in the bearings of the hubs and decrease their excessive clearance
– check the wearing off the brake shoes lining, entire shoes or back actuating springs, change them if necessary
– clean the adjusting pinion of the gap between the brake shoe and the drum of the brake and fat the pinion if necessary
– check the brake system functions
– lubricate with oil the actuating line of the brake

Damaged surface of lacquer clean thoroughly and paint it with ground layer and two layers of the surface paint. Damaged galvanised surfaces clean thoroughly and repair them with “ zinc spray “.

7. Care and small repairs.

After 50 km check tightness of every bolt, nut and other threaded connection, split collars conditions etc. tight or change them if necessary.

Every 2.500 kilometres, but no longer than once each 6 months:
– press the fat through two lubricating nipples into the overrunning brake mechanism
– lubricate with oil the joint of the hand-brake

Every 10.000 km:
– change the lubricant in the bearings and decrease the clearance of the hubs
– check the wearing of the brake shoes lining, change the worn lining, and / or back actuating spring
– lubricate the working surfaces of the brake adjustment parts
– check the function of the overrunning brake
– lubricate the actuating line and slide surfaces of the overrunning brake actuator

Time to time order to skilled (authorised) service the technical survey of the entire chassis. The cabin of the caravan require always to keep it clean. Clean wet the laminate, using ordinary car cleaning agents. Clean thoroughly the damages places, remove fat with organic solvent and paint them with lacquer, suitable for polyurethane surfaces. Scratches or other laminate damages ex. Holes, caves, kneads clean and fat remove, then repair them with three layers of fibreglass (recommended basis surface weight of 300 g/m²). After drying, level the surface with jute, grind and paint it with lacquer.

Clean the windows with e flexible rag, rinse them with water and protect them against scratching. Clean the walls coating with an agent suitable for carpet or covering fabric cleaning, follow the producers instructions. Clean the furniture and cooker with water and ordinary cleaning agent, using a flexible rag. Using aggressive or corrosive agent is not allowed. Clean the floor with water and cleaning agent. Time to time treat it with floor polish or other recommended agent.

Don't forget about checking and tightening allowed time limits (schedule) of all screw joints ex. bolts, buts, etc.