

Transporta User Handbook



IMPORTANT

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



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The Transporta CCT 5221 is fitted with brakes and has 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:

Trailer Model:	CCT 5221
Variant:	LB35
Serial Number:	
Date of purchase:	
Maximum Gross Weight (MGW):	3500 kg
Payload:	2000kg
Unladen weight:	1500kg
Coupling Key No.:	
Door Key No:	
Datatag Serial No:	
Drawbar security number:	

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 - Introduction

Please take the time to read the contents of this manual before using the trailer. It is a good idea when reading this manual, to take a tour of the trailer with any other people who will be using it.

Make sure the appropriate people understand the procedures for coupling, towing, loading and maintaining the trailer. By following, understanding and practising the information and procedures in this manual, the trailer will give you many miles/kilometres of safe travelling.

Some information in this manual reflects UK law and may become outdated. Great care has been taken to ensure that the information is correct at the time of publication. However, it is the trailers user's responsibility to ensure that they fully comply with the law.

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.

1.1 - Customer Care

If you require any help or advice, please do not hesitate to contact our customer care team: email 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)*

1.2 - 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.

1.3 - 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. Transporta 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. Padlocks can be fitted to the rear ramp.

1.4 - Terminology

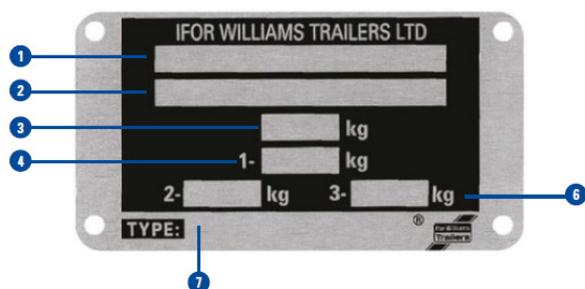
Trailer	Your new Ifor Williams trailer.
GVW	Gross vehicle weight - Referring to the towing vehicle, this is the maximum allowable weight of the vehicle and its contents.
MGW	Maximum Gross Weight - Referring to the trailer, this is the manufacturers stated maximum for the trailer and its load, often governed by such items as coupling, tyres etc. although this may have been adjusted downward for one of a number of reasons.
GTW	This is the total weight of the towing vehicle plus trailer plus load, also sometimes called gross combination weight (GCW).
MAM	Maximum Authorised Mass, A new term used in driver licensing regulations, this has the same meaning as MGW detailed above.
Unladen weight	The actual mass of the vehicle (with any accessories) shown on the Certificate of Conformity.
Payload	The amount you are allowed to carry, the payload and the unladen weight added together must never exceed the Maximum Gross Weight.
Imposed load	The downward force exerted on the tow ball by the drawbar of the trailer.
Left & Right	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.
Vehicle Combination	The towing vehicle and trailer combined.
VIN	Vehicle Identification Number

2 - Trailer Plating

Your trailer will have two identification plates which are typically attached to the right hand side of the drawbar, along with a third plate on the coupling head. The main drawbar plate (the VIN plate) contain important information including the trailers serial number and its max gross weight.

Before towing your Ifor Williams Trailer be sure to check that the vehicle-trailer combination is suitable. Also ensure your driving licence permits you to tow the trailer / load combination.

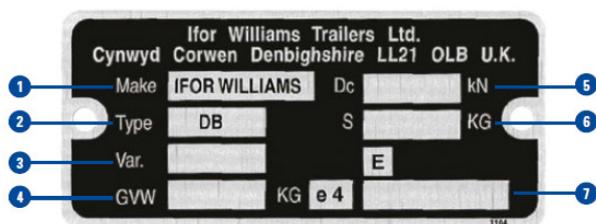
2.1 – VIN Plate



1. EC Approval Number -
2. VIN Number (the last 7 digits are the Ifor Williams serial number)
3. Maximum Gross Weight (MGW)
4. Maximum Permissible Ground load on the first axle
5. Maximum Permissible Ground load the second axle
6. Maximum Permissible Ground load on the third axle (tri-axle trailers only)
7. Ifor Williams Model Description

2.2– Drawbar Plate

The drawbar plate contains no additional information useful to the typical user. In the particular case of the trailer being towed by a Heavy Goods Vehicle the D_c value may be required.



1. Drawbar Manufacturer
2. Internal Description
3. Internal Description
4. Maximum Gross Weight allowed
5. Theoretical Horizontal Reference Force (D_c value)
6. Maximum static Load
7. Approval number

2.3 - Coupling plates

This contains mandatory information relating to the approval of the coupling alone. It also contains no information useful to the trailer only

3 – Safety

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

- Ensure the trailer and equipment are serviced and maintained as detailed in this manual
- Never attempt to lift the front of the trailer by hand when coupling the trailer to the tow vehicle or at any other time. Always use the jockey handle to raise and lower the coupling.
- Use an approved towing bracket and coupling on the towing vehicle. Only use tow-bars and tow-balls that are approved by the vehicle manufacturer and that have been fitted by his approved Agent. In case of doubt get the installation checked by the vehicle manufacturers Agent.
- Always observe the limitations on trailer imposed loads given in your towing vehicle's handbook.
- Never exceed the maximum gross weight shown on the trailer plate.
- Never exceed the legal towing speeds.
- Check tyre pressures before every journey. Correct pressures are shown on a label inside the trailer. Towing vehicle tyre pressures, especially the rear tyre pressures, are also vitally important.
- Check wheel bolts after first 25 miles of service and subsequently before every journey. (See section 13.3.2.3 - Fitting Wheels, for wheel bolt tightening details)
- Ensure all external lights work before every journey.
- Always connect the breakaway cable to the vehicle tow-bar. Be aware that this has a safety critical function. Which is, in the event of a separation between towing vehicle and trailer, to first apply the trailer handbrake, then break itself.
- 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 load the trailer such that the coupling imposed load exceeds the maximum (150kg for the trailer or any lower limit specified in the towing vehicle handbook)
- Avoid, where possible, uncoupling 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. Be aware that the highest loads occur during braking and restraint against forward movement is particularly important.

If additional equipment is to be fitted to the trailer which involves any welding, drilling or any structural modifications to the trailer, approval should be obtained from our Customer Care Department before commencing work.

4 – Towing Vehicle Compatibility

Before towing, the first consideration should be whether the towing vehicle is suitable for this trailer. The following factors should be considered before attempting to tow the Transporta.

4.1 – Gross Train Weight (GTW)

The Selected towing vehicle should have a maximum GTW/GCW (consult the towing vehicle VIN plate) which exceeds the trailer MGW plus the actual laden weight of the towing vehicle.

4.2 – Imposed Load

The selected towing vehicle should have a maximum imposed load capacity equal to at least 4% of the trailer GTW. In the particular case of Transporta, the imposed load should be kept in the range of between 100kg and 130kg. The selected towing vehicle should be capable of accepting this upper figure.

4.3 – Coupling Height

The trailer needs to be as level as possible when towing. In order to achieve this the vehicle coupling height should be 400-420mm with the trailer laden. This is taken to the centre of the tow-ball.

4.4 –Coupling Type

4.4.1 – 50mm ball

In most cases your Transporta is fitted with a 50mm coupling head, in this instance you will require a 50mm tow-ball in compliance with Directive 94/20/EC, ECE R55.

4.5 – ISO 11446 13pin plug

The Transporta is fitted with an ISO11446 13pin plug. This plug not only provides a power supply for the trailer external lights, but also to power the internal lights as well as charging the on-board battery (if fitted) whilst the vehicle ignition is on.

If your towing vehicle is fitted with a single 7pin socket (12N), a 13/7 pin adaptor is available from your local Ifor Williams distributor. However please note that in this case the external reversing lights, internal lighting and battery charging facility will not be powered from the towing vehicle.

Be aware that some towing vehicle manufacturers supply their 13pin sockets with only 7 or 8 powered pins. As is the case with the 7pin socket above, the external reversing lights, internal lighting and battery charging will not be powered from the towing vehicle if this is the case. Please contact your local towing vehicle dealer for advice on how to upgrade your 13pin socket to enable these functionalities.

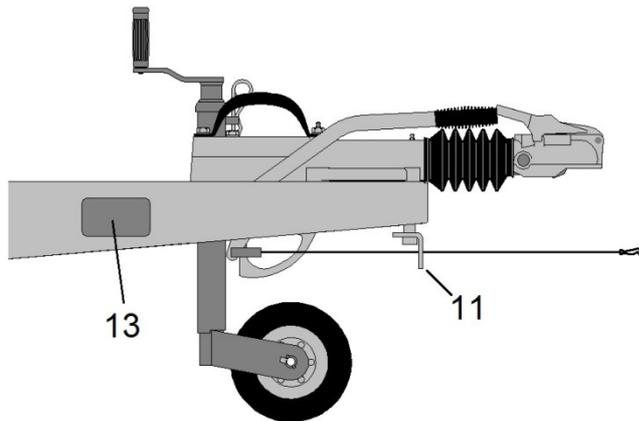
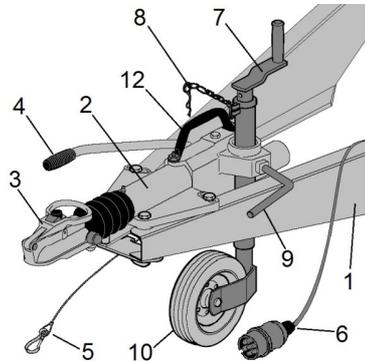
If your towing vehicle has twin 7pin sockets (12N & 12S) an adaptor can be purchased to fully convert your 13pin plug for use with your towing vehicle.

5 – Coupling

5.1 – Coupling components

Coupling Drawbar & Jockey Wheel:

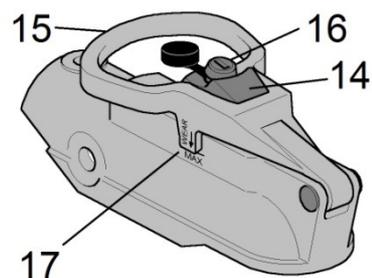
1. Drawbar
2. Overrun unit (Coupling body)
3. Coupling head/Eye
4. Handbrake lever
5. Breakaway cable & clip
6. Lighting cable & Plug
7. Jockey wheel operating handle
8. Jockey wheel 'R' Clip



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

Coupling head

14. Release button (N/A on eye type)
15. Operating handle (N/A on eye type)
16. Lock & cover (N/A on eye type)
17. Wear indicator tab (N/A on eye type)



5.2 - Pre-Coupling up Checks

Before coupling 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.
6. Check all doors are closed and secured.
7. Ensure floor grommets are closed.
8. Ensure external power cables are disconnected and stowed correctly.
9. Check the battery is secured with its strap and the isolation switch is in the on position for charging.
10. Ensure ramp is fully secured.



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 !**

5.3 - 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.



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.

5.3.1 - Coupling Instructions

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

5.3.1.1 - 50mm Ball Couplings

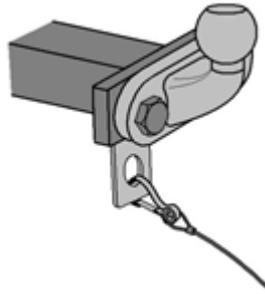
1. Check the condition of the breakaway cable. If frayed or kinked, replace before using trailer.
2. Check that the ball is clean, and the coupling head cup is well greased.
3. Ensure that the trailer handbrake is fully applied.
4. Disengage the jockey wheel R clip.
5. Ensure that the jockey wheel clamp handle is tight and, by turning the jockey wheel jack handle, raise the coupling to a height greater than that of the coupling ball.

- 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 stop the engine.

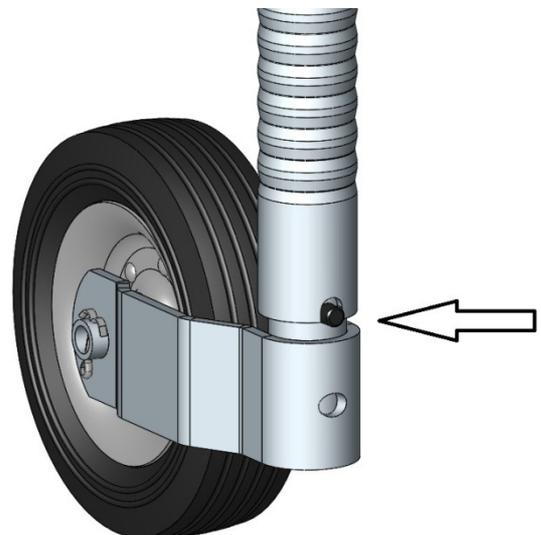
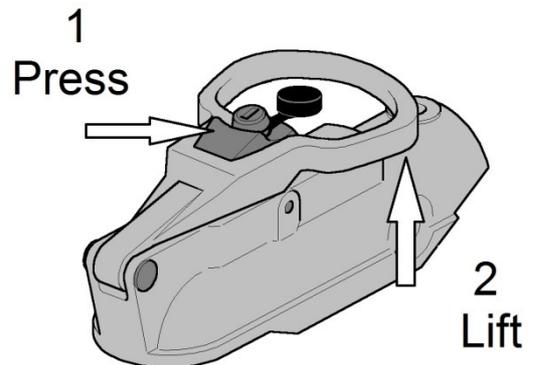


When reversing your vehicle towards the trailer use an assistant to direct you and take great care to avoid striking the coupling head which could cause damage to towing vehicle and trailer coupling.

- Attach the breakaway cable to the attachment eye or strong point of the towing bracket, either directly to a dedicated loop or eye.



- Remove the protective cap and unlock the coupling head (turn the key anti-clockwise).
- 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.
- Check the ball is fully engaged into the coupling body.
- Check the release button has clicked back into place.
- Test that the ball is engaged by attempting to lift the coupling off the ball with the jockey wheel.
- Retract the jockey wheel until it is fully wound up.
- 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.
- Hold the top of the jockey wheel assembly and release the clamp.
- 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.
- Clamp the jockey wheel in place and engage the jockey wheel R clip to prevent lowering in transit.
- 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.



19. Release the trailer handbrake.
20. Check the breakaway cable cannot drag along the ground and cannot become taut during normal use.

5.3.2 - 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.

5.3.3 - Final checks before moving off

Check that you are displaying the correct registration plate for the towing vehicle you are using, if the trailer is being used on public roads.

Any load should be securely fixed.

If corner steadies 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.

5.4 - Detaching the trailer and parking

5.4.1 - 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.

5.4.2 - 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.

6 - Driving

6.1 - Driving Licence

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

6.2 - Towing Speed

The maximum speed limit under UK regulations is 60mph.

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.

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.

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 Vehicle Combination.
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 hitch height.
10. Insufficient nose weight.



On the road

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

6.5 - 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.

6.6 - 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.

7 - 12v Electrics

The 12v electrical system is powered by either an auxiliary battery located in the front of the trailer or through the permanent feed from the towing vehicle. These feed power to the 12v distribution box located in the front compartment, which then distributes power via circuit breaker trip switches to the lighting and the aux power socket.



When leaving the trailer in storage turn the battery isolator switch to the OFF position to prevent accidentally discharging the battery.

7.1 - 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 (with the battery isolator switch in the on position) 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, although the internal lights are EM approved.

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.

7.2 - Battery Power

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 battery box lid contains the main fuse and the isolation switch.



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

7.2.1 - 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. As state of charge is unknown 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:

1. Turn off all 12V systems.
2. Disconnect the electrical connector to the towing vehicle.
3. Turn off the battery isolation switch located on top of the battery box.
4. Un-strap the battery box and lift off the lid.
5. Connect and charge with a suitable battery charger and follow the chargers instructions.
6. After charging replace the lid, strap up the battery box and turn the isolation switch back on.



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 charging the auxiliary battery by any other means.

7.2.2 - Removing and Replacing the Battery.

Remove.

1. Turn off all 12V items.
2. Turn off the battery isolation switch located on top of the battery box.
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 and the isolation switch on the battery box lid 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. Turn on the isolation switch and check you have power going to the appliances.

Exhausted batteries shall be disposed of in accordance with existing environmental protection regulations. Any replacement of a battery should be of the same type and specification as that originally fitted and fit within the battery box.



7.3 Modifications

Never allow modification of electrical system and equipment except by qualified persons.

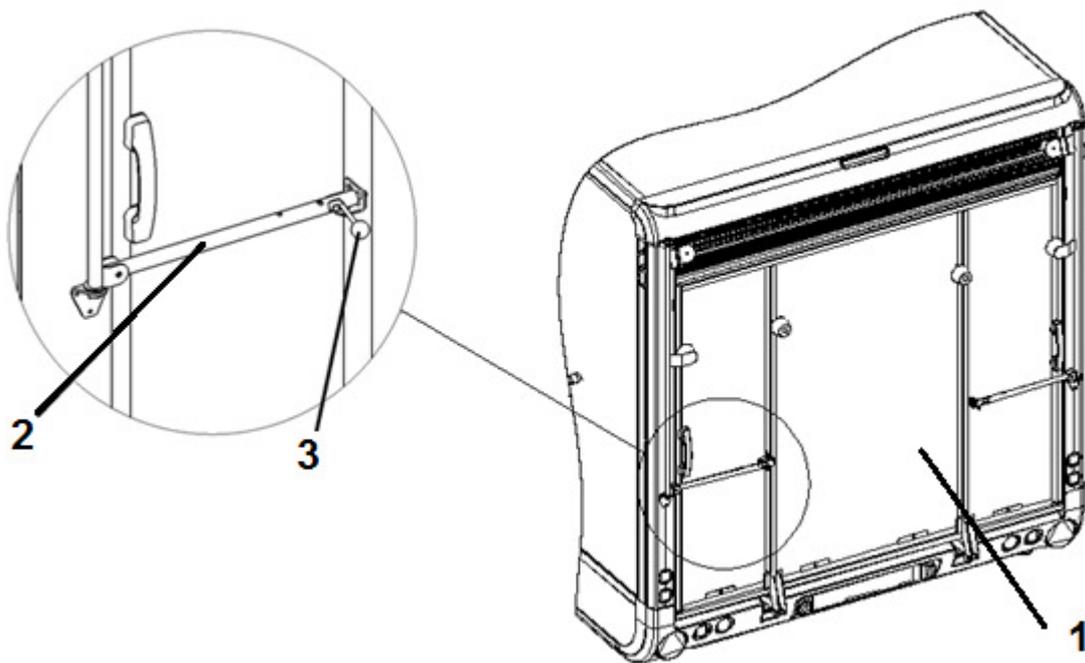
8 -The Rear Ramp

8.1 - 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.

8.1.1 - 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.

8.1.2 - Opening the ramp

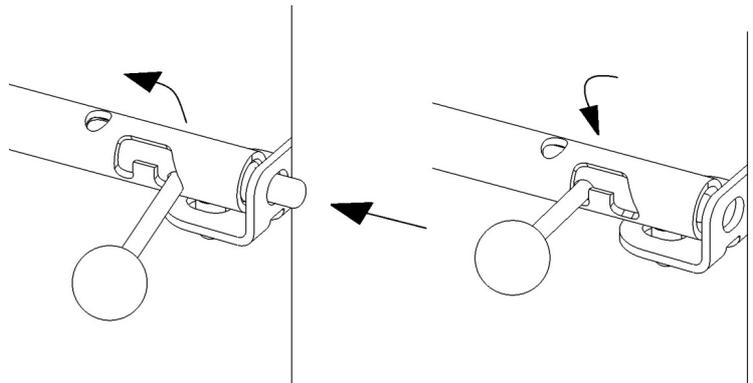
1. Position the trailer on firm level ground and apply the vehicle and trailer handbrake.
2. Lower the rear prop stands if fitted.



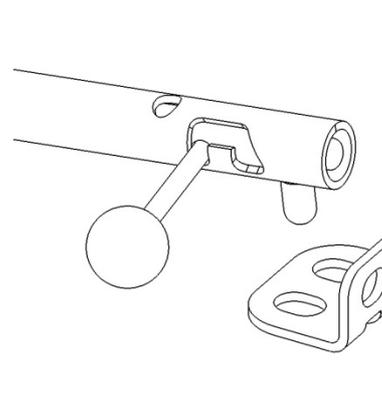
Caution. If the trailer is facing up hill, nose up, when opening the rear ramp, the ramp may start to drop as soon as the catches are released.

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:

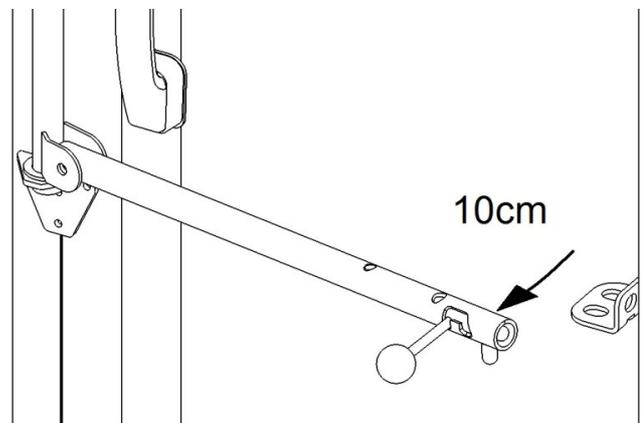
- i) Whilst holding the latch arm stationary pull back the shoot bolt and latch it in the retracted position.



- 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.



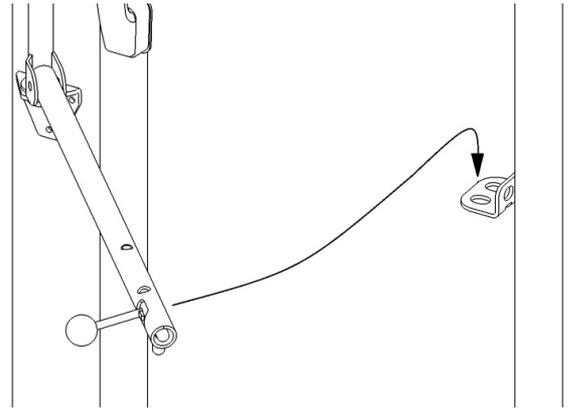
- iv) Rotate the latch arm away from the ramp and make sure you are to one side of the ramp as you do this.



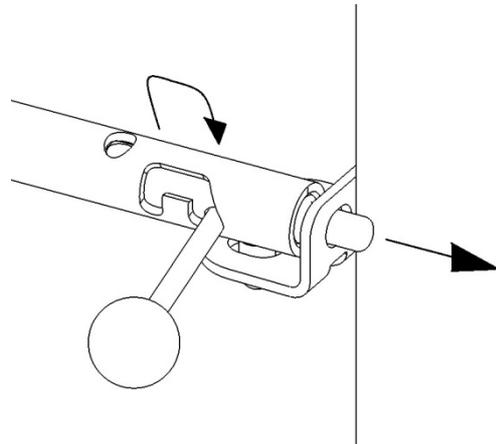
- v) Allow the latch arm to drop down.
 - vi) Continue to unlatch the other side.
5. Standing to the side of the ramp, lower the ramp down slowly.

8.1.3 - 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. 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.

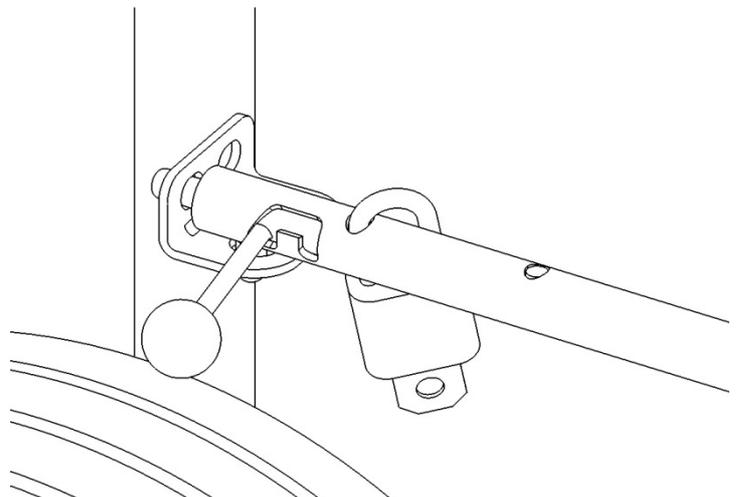


- iii) Release the shoot bolt.
 - iv) Continue to latch the other side.
3. Raise the prop stands if fitted.



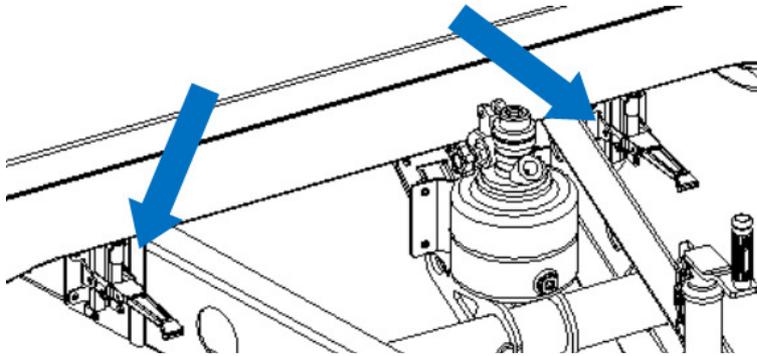
8.1.4 - Locking the ramp

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.



9 - Tilting the body

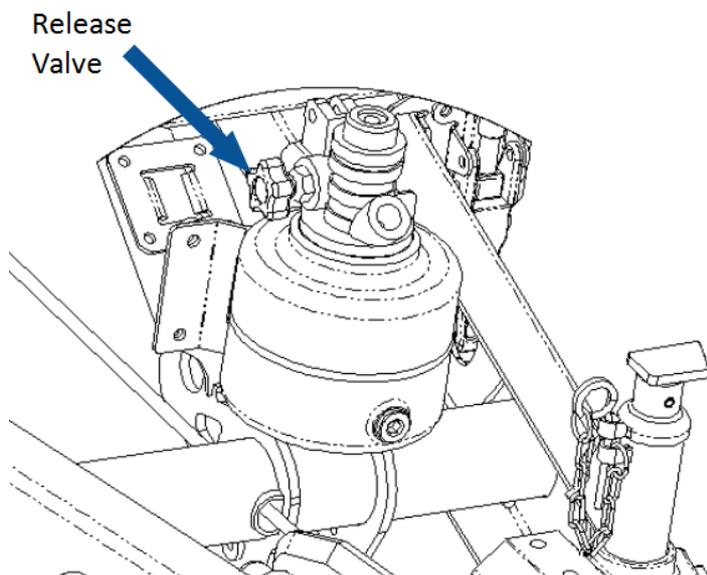
Before Tilting the body, ensure that both body clamps on either side of the drawbar have been Released.



9.1 - Operation of the Manual Hand Pump

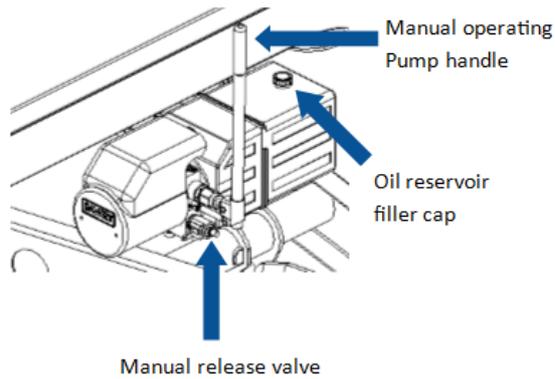
Check that the release valve is closed. After checking that the rear of the trailer is clear, operate the manual pump lever to tilt the trailer body.

To lower the body, check that the area between the body and drawbar is clear of obstructions and open the release valve slowly. Control the rate of descent by opening and closing the valve as required.

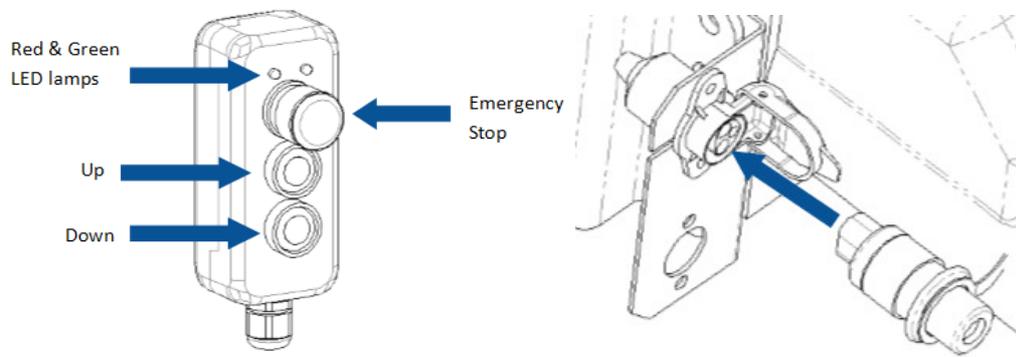


9.2 - Operation of the Electric Pump system

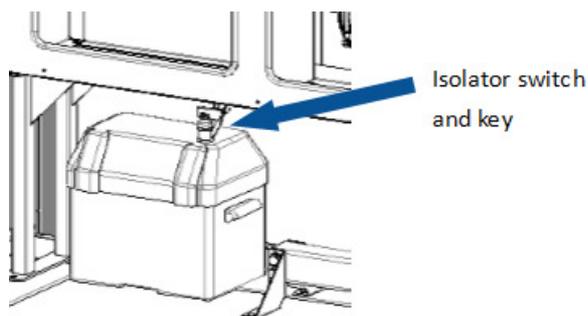
The tilting system comprises an electro-hydraulic pump powered by an on-board 12V battery to operate a lifting ram.



The pump is operated from a remote control switch pad on a detachable lead. An isolator switch with removable key is also fitted on the battery housing inside the trailer.



Ensuring the isolator switch inside the trailer has been turned clockwise through 90 degrees to switch on, connect the remote control lead to the socket. After checking that the rear of the trailer is clear, operate the 'up arrow' button on the remote control to tilt the trailer body.



During normal operation the 'Green' LED lamp on the remote control will be lit. If the 'Red' LED lamp lights it will indicate that the battery charge is low - i.e. below 9V.

To return the trailer bed to the horizontal position, check that the area between the body and drawbar is clear of obstructions and lower fully and press the red emergency stop button to prevent the risk of accidental operation. Ensure that both body clamps on the drawbar are re-clamped before unplugging the remote from the socket.

9.2.1 - Manual Operation (back-up system to the electrical pump)

Check that the manual release valve is closed (Fig.9). After checking that the rear of the trailer is clear, operate the manual pump lever to tilt the trailer body.

To lower the body, check that the area between the body and chassis is clear of obstructions then open the manual release valve.

* Users should note that the remote control unit supplied is generally splash-proof, although it is not fully waterproof. It should never be submerged and should be stored in the trailer when not in use to avoid damage and possible erratic operation.

If a control unit has been accidentally submerged or is otherwise damaged it should be taken out of service until it can be fully checked or ideally replaced with a new unit.

10 - Loading and Unloading the Transporta



Ensure you have read and understood the above instructions on the use of the trailer ramp and practiced the use of it before doing any loading.

10.1 - Petrol/Diesel Fumes

Ensure that the trailer is sufficiently ventilated when loading and unloading the trailer. 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's necessary to run a vehicle engine nearby, park so the vehicle's fumes are directed away from the trailer.



Ensure that the trailer is sufficiently ventilated when loading and unloading. Do not leave a vehicle engine running whilst inside the trailer.

10.2 – Loading



To ensure you have a means of exiting the loaded vehicle, ensure that at least one of the main side doors is open before loading.

10.2.1 - Tilting drawbar variant

The trailer must be attached to the towing vehicle. Position the trailer on firm level ground and ensure that towing vehicle parking brake is applied.

On the tilting drawbar variant, the rear prop stands when fully raised act as a ground stop when the bed is tilted. Adjustment of the rear propstands should therefore only be needed to compensate for uneven ground.

1. Ensure that both propstands are at equal heights from the ground.
2. Open the rear ramp
3. Tilt the body until the floor of the trailer is parallel with the ramp, or until the rear propstands come into contact with the ground. **DO NOT OVER-TILT PAST THIS POINT!**

10.2.2 - Untilted or fixed drawbar variant

The trailer must be attached to the towing vehicle. Position the trailer on firm level ground and apply both vehicle and trailer parking brakes.

On an untilted trailer or the fixed drawbar variant, ensure that both propstands have been fully lowered before loading.

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.

10.3 - Unloading

Reversal of loading

11 - Transporta Equipment

11.1 - 12v electric winch

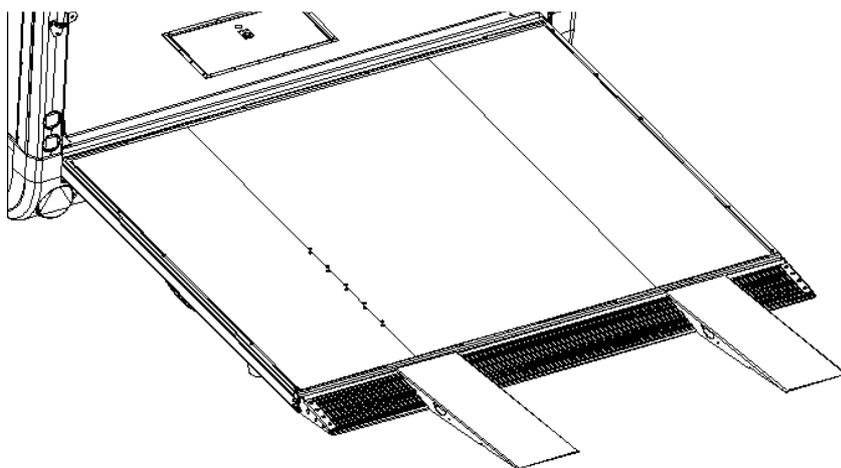
If your trailer is supplied with an electric winch, an operating instruction manual and winch user guide is supplied with your trailer. Read the winch operating instruction manual and winch user guide thoroughly before use.

Important Operating Note:

- Winch is on a sliding mount, stay clear of the winch mount when in operation.
- Disable the battery charger when operating the winch by pressing the charger button so that the red LED light goes out.

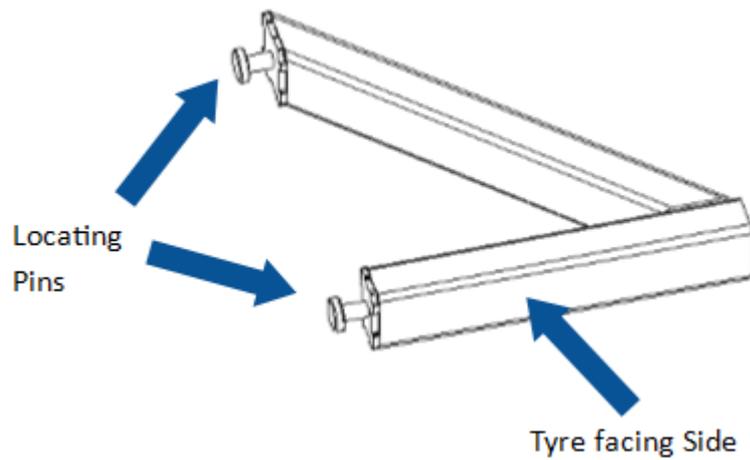
11.2 - Using the Skid extenders

The skid extenders (if fitted) are stored on the rear inside walls of the trailer. These should be used after the ramp is lowered, and the body tilted.



11.3 - The Wheel Stop.

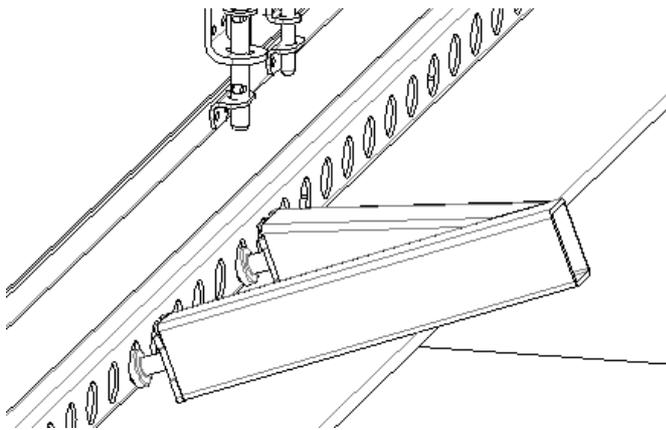
The wheel stop provides repeatable positioning to ensure optimal weight distribution for towing stability.



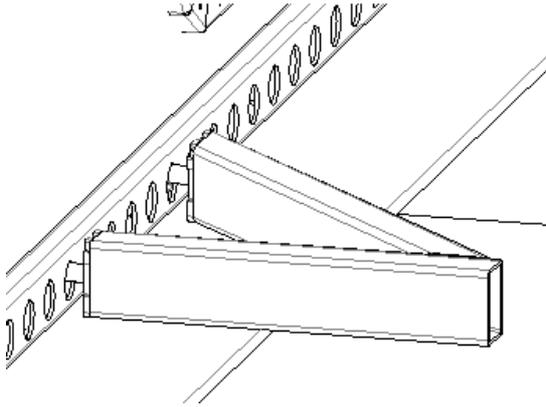
11.3.1 - Adjusting the wheel stop

The Wheel Stop can be used on either side and has two locating pins that engage into the chassis track restraints. Note that the tyre facing side

To engage the wheel stop into the side tracks, tilt the end of the stop to an angle of around 20degrees, as shown below.



Then push both locating pins through the desired hole in the side track and then drop the chock back down to hook the locating pins into the receiver track.



11.3.2 - Positioning the wheel stop.

The use of a nose-weight indicator is recommended when initially determining the optimum position your vehicle and wheel stop.

Before undertaking any positioning, it is vital that the maximum allowable nose weight for your towing vehicle is determined, if in doubt consult your local distributor.

1. With the vehicle loaded inside trailer and the trailer bed untilted and level, take a noseweight reading.
2. If the reading is excessively high, move the vehicle towards the rear of the trailer
3. If the reading is too low, move the vehicle towards the front.

When you're happy with the noseweight, mark the point immediately in front of the front wheel and then reverse the vehicle back around 200mm. Using the reference mark made, you should now be able to locate the wheel stop into the track restraint. Insert the locating pin on the tyre facing side of the stop into the hole closest to the reference mark made earlier.

To verify the position, move the vehicle forward until the front wheel hits the stop and then take a noseweight reading.

12 – General Cleaning



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.

12.1 - Safety Precautions

12.1.1 - First Aid

In addition to the first aid kit for your car it is a good idea to carry one inside the Transporta, plan for the worst situation and pack enough supplies for the maximum number of people required.

12.1.2 - Breakdowns

In the event of an accident or breakdown, always contact the emergency services and your breakdown recovery company

13 - Maintenance

13.1 - Transporta General Maintenance

13.1.1 - 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.

13.1.2 - 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.

13.1.3 - 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 (if fitted) as it can scratch them.



13.1.4 - Interior Walls

The interior walls have a gloss white GRP 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.**

13.1.5 - Hinges and Catches

Lightly oil occasionally.

13.2 - Hydraulic System Maintenance

1. Wipe all external surfaces of the pump and reservoir tank to remove dirt, dust and oil residue.
2. Inspect unit for leaks and rectify as necessary.
3. Clean reservoir filler cap, remove and renew if cap and / or seal is damaged. Check oil level and replenish with clean hydraulic oil. This should preferably be carried out with actuator (and thus the body ram) at minimum stroke, i.e. with the trailer body down. The oil should be approximately 25mm (1") from the top of the reservoir tank when full.
4. Fully replace the hydraulic oil at intervals depending upon the severity of the duty and environment conditions:

Very dirty, dusty and damp: 6 months to 1 year.

Otherwise, in more favourable conditions: Approx. 2 yearly.

13.2.1 - Draining the Tank

With the body fully lowered, remove the main pressure supply hose from the ram (fig 15) and dip into a suitably sized and positioned container or oil drum. Switch on the electrical operating system (or operate the manual pump) to pump the oil into the container. Continue until the oil flow virtually ceases.

13.2.2 - Filling the Tank

Use clean, filtered oil of the correct grade. Use a filter unit with a filtration level of 25 microns (25 μm) or better.

Use only clean jugs and funnels. – **Contamination of Hydraulic Oil accounts for the vast majority of hydraulic failures.**

Connect the hose to the ram but do not tighten.

Fill the tank to the level mark.

Bleed the system by operating the motor briefly (or operate the manual pump) whilst observing the release of air from the hose connection on the ram. As soon as there is no sign of air escaping, tighten the connector. Check the oil level and top up if necessary.

* Recommended oil Specification for the Hydraulic Power Pack:

SHELL TELLUS 37
or its equivalent for temperatures between
-18°C and +70°C.

This should cover most normal applications.

See pages 11 & 12 for alternative oils and viscosity graph.

13.2.3 - Hydraulic Oil Recommendations

Mineral oil with a viscosity range from 6 to 450 centistokes at normal working temperature. The following oils are recommended for use at temperatures between -20°C and +60°C.

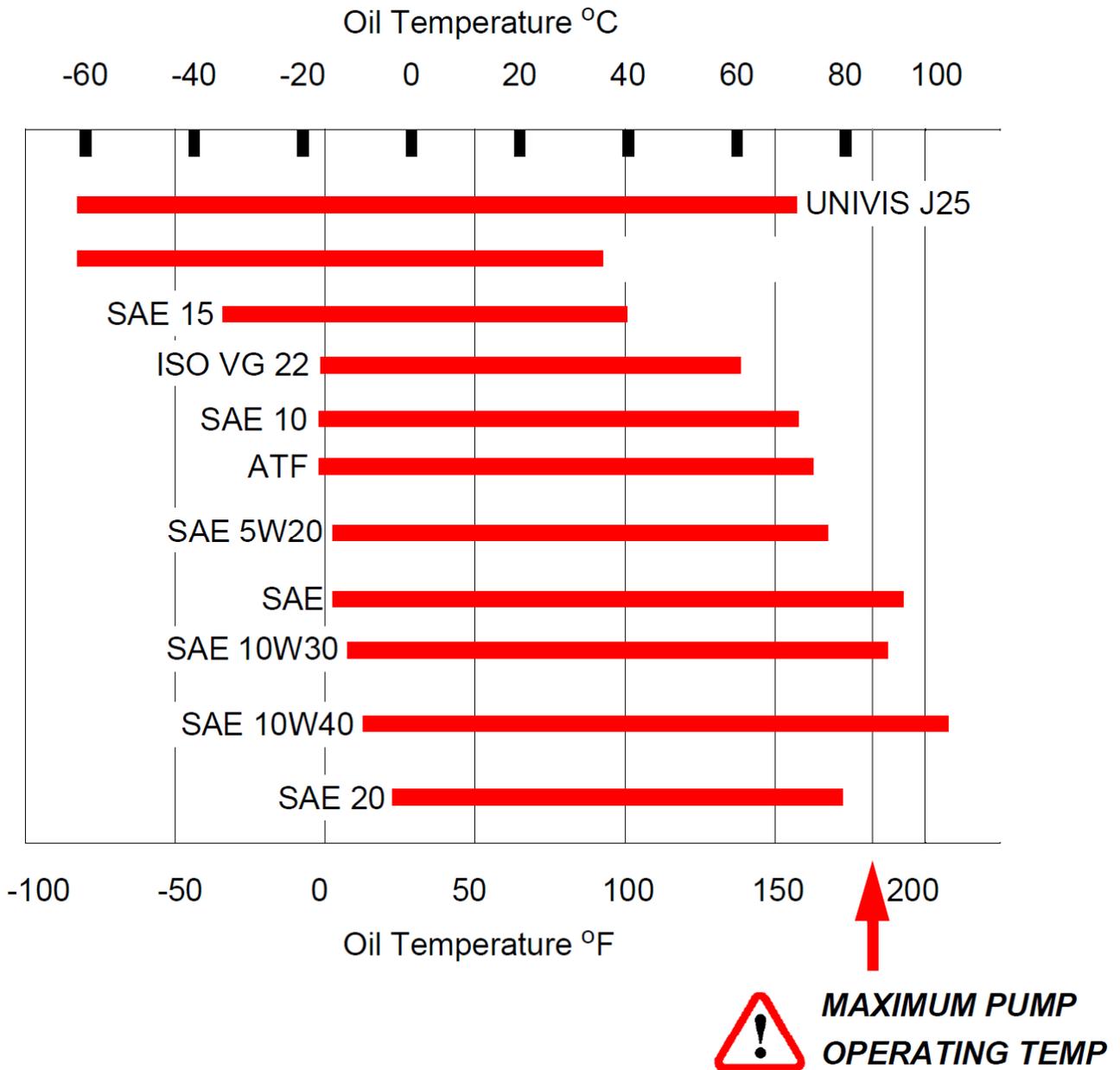
Supplier	Grade	Pour Point °C	Viscosity in Centistokes	
			@0°C	@40°C
B.P.Trading	HLP 32	-33	---	15
	HP 32	-54	---	15
Burmah Castrol	Hyspin VG 15	-39	117	15
	Hyspin AWS 15	-39	117	15
	Hyspin AWH 15	-51	82	15
Esso	Nuto H 15	-35	95	14
	Nuto HP 15	-35	95	14
	Univis J 13	-59	50	15
ELF Sternal	Albatross	-40	77	15
Gulf Oil	Harmony 15 AW	-30	93	14
Lorco	HT15	-40	90	14
	FVT 15	-40	85	14
Mobile Oil	11	-45	87	17
Shell UK Oil	Tellus T 15	-51	75	15
Total Oil GB	Azolla 15 N	-30	100	15
	Equivis VG15	-51	82	15

Where the temperature is constantly below -10°C, please consult your oil supplier.

See page 12 for oil temperature graph.

13.2.3.1 - Oil viscosity

Temperature limits are based on maximum viscosity of 1000 centistokes (5000 SSU) and Minimum viscosity of 15 centistokes (80 SSU)



13.3 - 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.

13.3.1 - Tyres

Tyres must be maintained at a pressure of 95PSI (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.

13.3.1.1 - 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.

13.3.2 - Changing a Wheel

13.3.2.1- Jacking up the Trailer

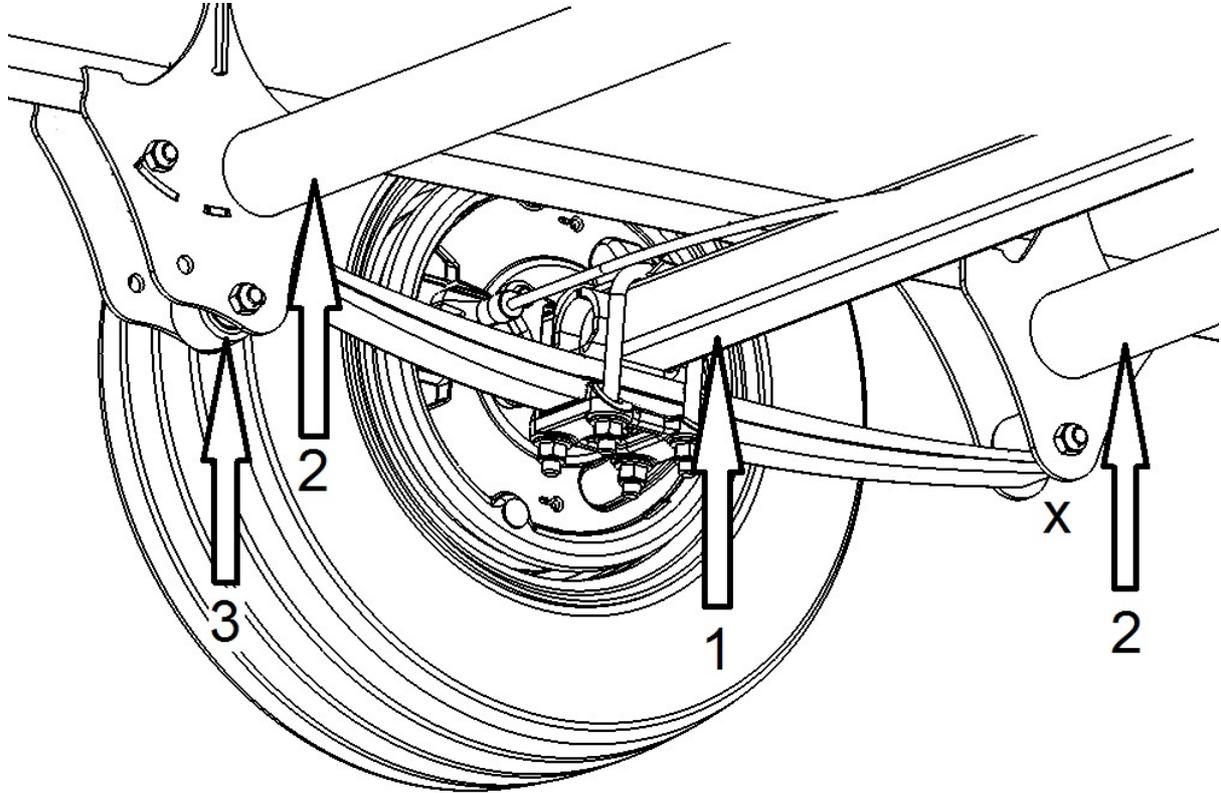


Don'ts:

- 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 drawbars.
- Don't place the jack under the ramp counter balance springs

13.3.2.2 - 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.



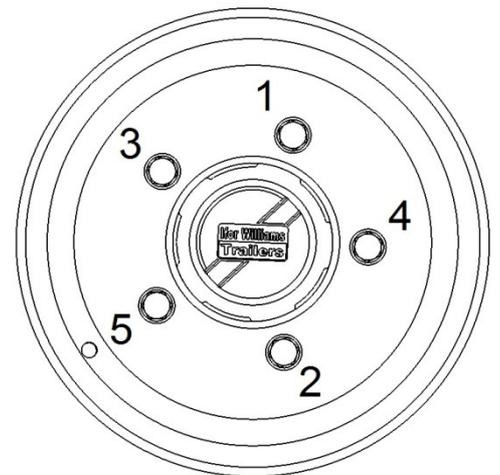
13.3.2.3 - Fitting Wheels

- 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.

13.3.3 - Brakes and Coupling

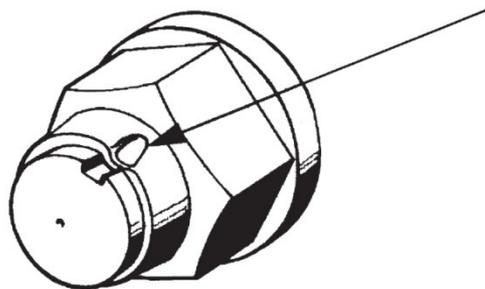
Your trailer is fitted with Knott brakes and coupling. The Knott brakes are fitted to IWT axles and within IWT own brake drums. Supplied within the user manual pack is a Knott Maintenance & Servicing information leaflet which covers the following maintenance procedures:

- 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:



13.3.3.1 - 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.

13.3.3.2 - Coupling Unit Service Intervals

- The general condition of the overrun coupling unit should be checked monthly.

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.

13.3.3.2.1 - 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.

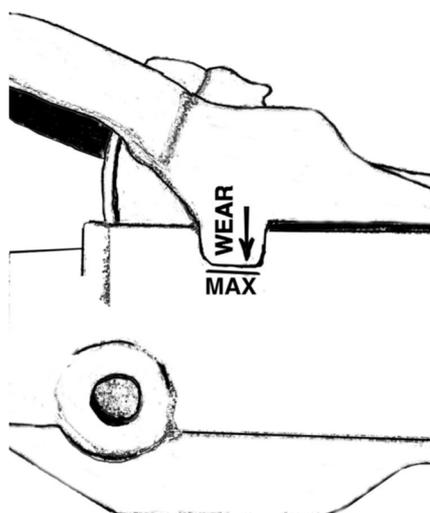
13.3.3.2.2 - Checking the Coupling Head for Excessive Wear

Towing Ball type

With the coupling disconnected from the tow hitch, 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.



13.3.4 - Jockey Wheel

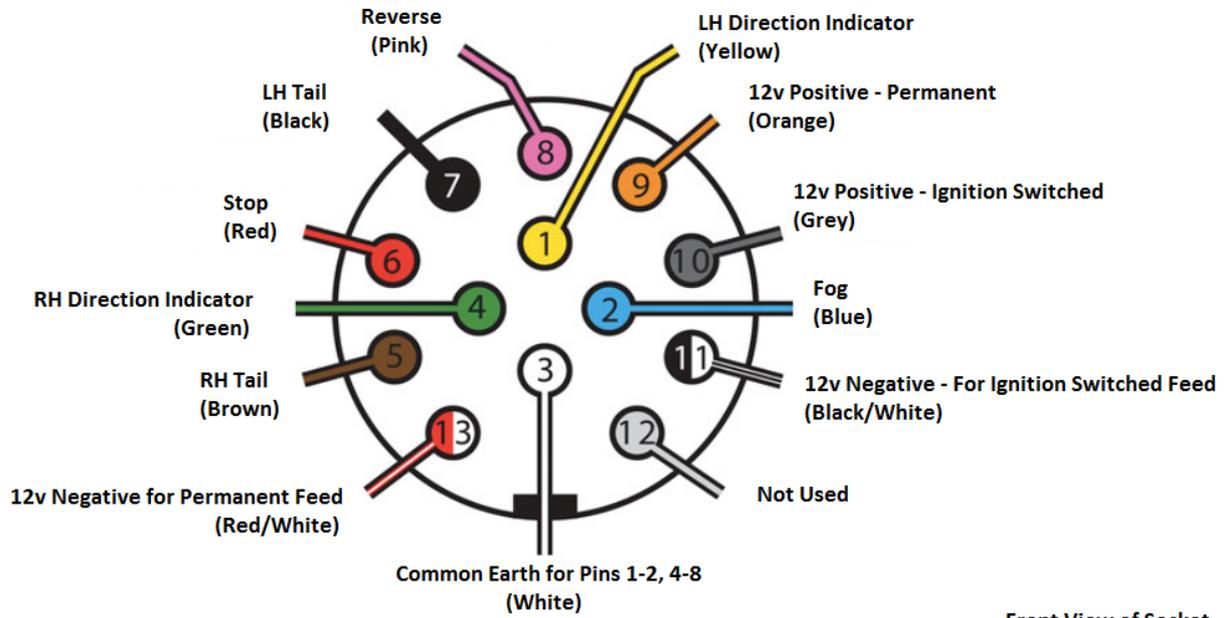
The jockey wheel should be checked monthly. Any damaged or worn parts should be replaced immediately. Lubricate the wheel spindle and screw thread every 6 months.

13.3.5 - 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.

14 - Electrical Diagrams

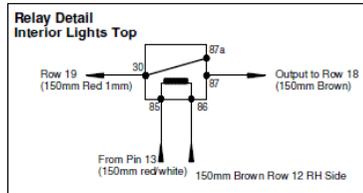
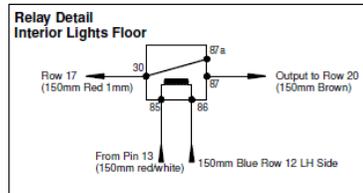
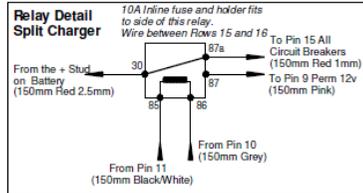
14.1 - 13Pin ISO 11446 Wiring Diagram



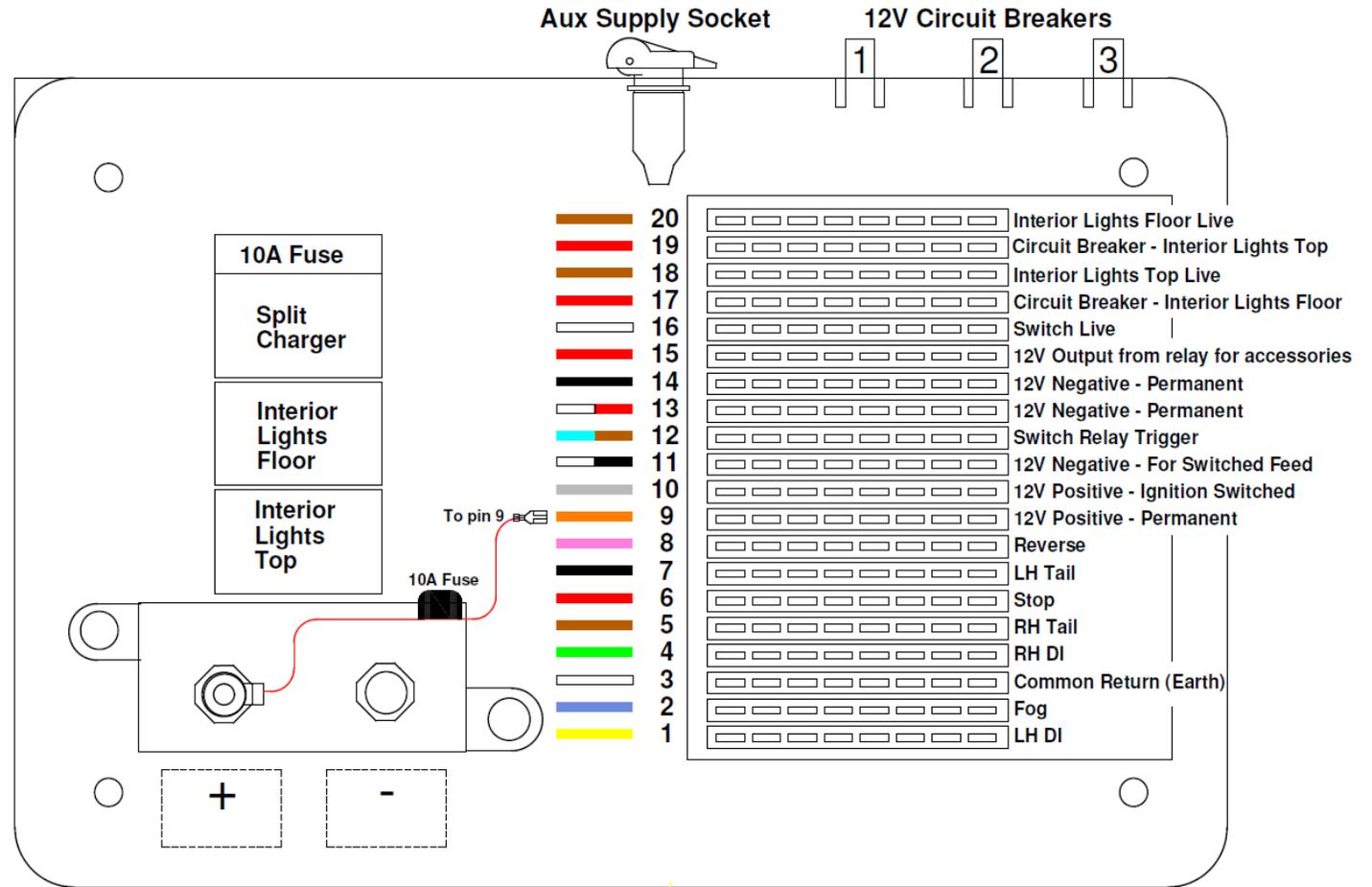
13Pin ISO 11446 Wiring Diagram

Front View of Socket
Rear View of Plug

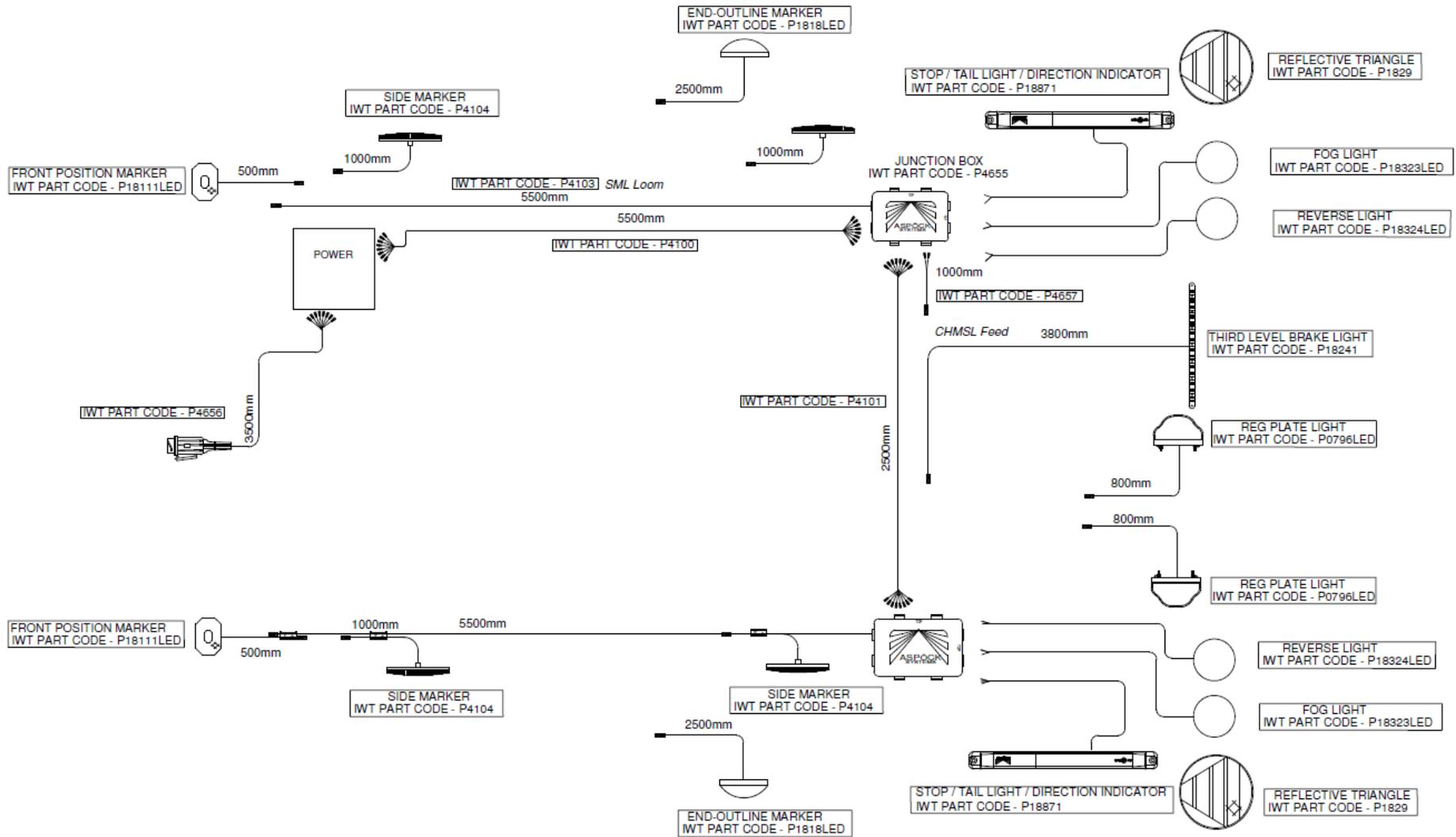
14.2 - 12v Distribution Box



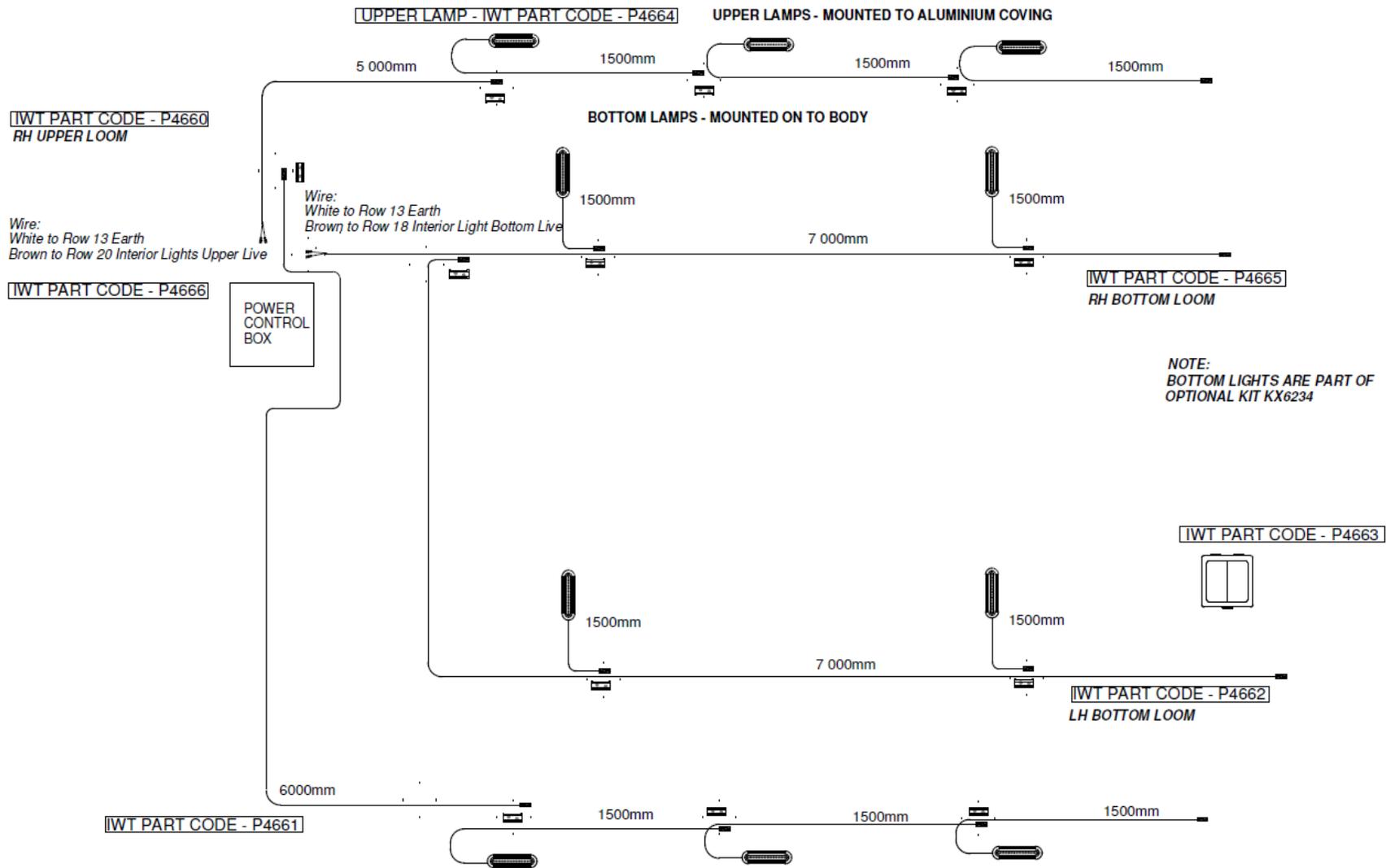
- 12V Circuit Breakers**
- 1 - Interior Lights Floor
 - 2 - Interior Lights Top
 - 3 - Aux Supply Socket



14.3 - Transporta External Wiring Diagram



14.4 - Transporta Internal Wiring Diagram



15 - 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>

15.1 - 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.

15.1.2 - 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.