



Owners Manual 2023

Welcome to Signature Camper Trailers. Your adventure begins here!

Congratulations on the purchase of your new Signature Camper Trailer. We are proud to be an Australian owned and operated business and believe that the camper you have selected is one of the best on the market. We are so happy to welcome you to the Signature family and believe your camper will give you years of pleasure and treasured memories. If you haven't already, a great place to start your adventure is the Signature Camper Trailers Owners Group Facebook page. Loads of like minded campers are there to chat to.

Having said that, whilst other camper owners have a wealth of knowledge, we need you to go through the following Signature Manual to make sure you operate and maintain your trailer correctly.

The following manual has been put together to help you get the best out of your camper. Like any vehicle, you will need to maintain your Signature Camper so that you can enjoy those hassle-free holidays. Unlike a car, your camper may spend prolonged periods of no use. It is not until you go to use it again, that you realise you may not have checked the bearings after the last trip driving through salt water, or you have left the batteries to go flat. This manual will help to answer most of the common questions we get asked in relation to product care and preventative maintenance.

Please have a good read and if you have any questions, feel free to give us a call.

Again, welcome!

Mark Nisbet

Head Camper

Signature Camper Trailers

Still got some questions after you have been through the Manual? Feel free to contact us on

1300 935 400

office@signaturecampertrailers.com.au

www.signaturecampertrailers.com.au

IMPORTANT INFORMATION

WHEEL NUTS • Customers MUST check wheel nuts with a torque wrench set at 135nm in the first few hundred kms from collection. Customers MUST also get in the habit of checking before and after each trip or more frequently on corrugated roads. DO NOT OVER TORQUE WHEEL NUTS.

WHEEL ALIGNMENTS • Just like a car - Campers & vans will need a wheel alignment due to the adjustable nature of the suspension system. We recommend a VISUAL alignment after 500km and a full wheel alignment 8,000km thereafter. You MUST monitor the wheel position more when carrying heavy loads or on prolonged off-road use.

BEARINGS • Customers MUST check wheel bearings for movement and abnormally high heat with within the first 250km, 500km & 1000km.

Bearing types used in our trailers can be found on our website under Knowledge Base.

ELECTRICAL • Flat Batteries, overcharging or discharging of batteries are NOT claimable under warranty NO MATTER THE AGE OF THE CAMPER • Modification of the supplied 12v or 240v Electrical System by 3rd party operators will void the warranty unless evidence can be presented to prove the scope of works.

PROTECTION & STORAGE • It is the sole responsibility of the owner to ensure their camper is protected from weather when not in use. • Sun, Hail or Organic matter damage resulting in peeling, mould or mildew build up in seals or cracking of the roof/seals are not warrantable. • Caravans & Campers SHOULD be stored under cover or housed under an appropriate weather cover to give them the best protection and to maintain their workable life.

INSURANCE • It is the sole responsibility of the owner to ensure their camper is adequately insured for theft, damage etc. A CTP is not needed for the trailer as your trailer comes under your tow vehicle.

MODIFICATION POST SALE • In accordance with ADR regulations introduced in July 2021, any modification made to any camper must be completed by a licensed tradesperson and be approved by Signature Camper Trailers. Failure to do so or provide evidence will void all warranty claims.

TOWING SPEEDS AND OPERATION • Be aware that towing a trailer requires a different approach than driving your standard car. It is generally recommended by most state authorities that 100km is the maximum towing speed. There is much less chance of trailer sway and better control below 100km p/h. More care and concentration should be taken whilst towing. Slower speeds, larger gaps and wider turns are all recommended. For those that are not experienced in towing we would recommend one of the many towing courses available.

SERVICE, MAINTENANCE and preserving the operating life of your Signature Camper.

All Signature Camper Trailers are designed to be user friendly and low maintenance, however to ensure the safety and reliable operation of your camper, routine service and maintenance MUST be performed. The service periods are based on normal road usage. For off-road or abnormal conditions, maintenance intervals will need to be more frequent and daily visual inspections are required.

You can find our Service Schedules for individual models on our website under Knowledge Base at <https://signaturecampertrailers.com.au/knowledge-base/>

Servicing SHOULD be carried out by a qualified person, and it is VITAL that this schedule is maintained.

Further detail about your Camper Trailer

Jockey Wheel - Your Camper is fitted with an Ark XO750 off road jockey wheel. This is a fully adjustable jockey wheel with removeable handle. For product information and maintenance please visit <https://www.arkcorp.com.au/product/xo750-jockey-wheel-xl/>

NB: Unless upgraded, your Elite Lite camper would be fitted with an Alko jockey wheel. If moving your camper by hand on the jockey wheel you MUST lower the jockey wheel winder to it's lowest setting before moving.

Coupling – Your camper is fitted with a Cruisemaster DO35 coupling as of Jan 2023 as standard. For product information and maintenance, please visit <https://cruisemaster.com.au/couplings/>

NB: Our Elite Lite forward fold model is fitted as standard with an Alko jockey wheel and Polyblock coupling.

Break Away Switch – Campers over 2T ATM must be fitted with a break away controller. This is designed to engage the trailers electric brakes should your camper become separated from the tow vehicle. The breakaway switch on our camper trailers over 2T operates from the campers main batteries so DO NOT LEAVE THE SWITCH DISCONNECTED. This will cause your batteries to flatten within a matter of hours. The breakaway switch on our hybrids has its own battery unit labelled "Break Away System" this has a built in rechargeable battery that charges from the main batteries.

Shackles – We have supplied 2 rated D-shackles (rated to the weight of your particular model) which must be attached to your vehicle when towing in a crossed over formation. The D-shackles you use must always be rated correctly for your camper if ever changed.

Anderson Plug – There is a grey 50amp Anderson plug on the front of the camper draw bar which is connected to the camper's main batteries. The Anderson plug is great for charging your camper whilst driving via your tow vehicle. However, it has a

limited charging capacity without a DC2DC Charger fitted to your camper. We highly recommend a DC2DC Charger if you plan to spend time off grid. Our hybrid range of campers that are fitted with the Redarc Manager 30 have a built in 30amp DC2DC Charger.

Handbrake – The handbrake system is attached to the brakes via a cable system. NEVER trust a handbrake on an incline. Always chock your wheels. Over time this cable will stretch and will need adjustment. This must be done regularly during service periods.

Gas/LPG Storage – Your camper has storage for 2x (9kg) LPG gas bottles (1 x 9kg for Deluxe II or TF1). If stored inside a box, the box will be vented in accordance with Australian Gas regulation and is plumbed by a licenced plumber. Whilst driving, during storage or when the gas system is not being used, gas bottles MUST be turned off. Never store items with open flames or ignition sources in the storage box. The main gas line is plumbed to your Truma Hot Water system in hybrids. It is also connected to a bayonet fitting near the kitchen (hybrids and camper trailers) which will need to be plugged in for the external gas cooker to work.

Access hatches, locks, latches, and rubber seals – All locks and latches on the camper are adjustable so over time as your rubbers naturally soften you can adjust the door latch to keep your doors etc water & dust tight. It is also recommended to use a silicone spray on the rubbers & fitting to protect them. DO NOT LET DOORS DROP DOWN or SWING OPEN without assistance as this can damage the door and/or break the hinge system. Doors SHOULD be locked when in transit.

Water Tanks & Fill Points – The correct filling of water points is vital for safe travelling. Be mindful of your water capacity and NEVER overfill the rear tanks if you are not carrying sufficient equipment in the front storage sections of the camper. TO MUCH WEIGHT IN THE REAR OF A VAN WILL RESULT IN TRAILER SWAY. Fill the tanks slowly from a regular garden hose. If you apply too much pressure, your tanks will not fill correctly due to air blow back. You MUST keep your fill points lubricated to stop the mechanism and seals from seizing. The hybrid campers are also fitted for mains water input. Fit a garden hose to the mains water input and you can run the camper on mains water pressure to bypass the camper water tanks and pump.

Thetford Toilet Cassette – Your Hybrid is fitted with a Thetford Toilet Cassette system. For product information, hygiene, maintenance, and instructions on how to use it, please see - <https://www.thetford.com.au/productcategory/cassette-toilets/>

Hot Water System – your hybrid is fitted with a Truma Ultra Rapid Gas hot water system. These units have several safety features and as a result can be temperamental if not used regularly. For ignition sequence instructions, maintenance, and information, please see - <https://www.truma.com/au/en/products/truma-hot-water>

NB: Hot water operation is the same for mains water and/or using you pump and tanks.

Main Door – Your main door is fitted with a travel lock and cabin lock. The Travel lock MUST ALWAYS be LOCKED when the camper is in transit. This will prevent the door

opening when the body of the camper flexes. Always use the cabin lock to keep your door opened.

Batteries – Your standard batteries are 100 AH deep cycle AGM batteries. They are fitted to operate a 12v system (not 24v). In a standard set up for Deluxe II, Elite X and Elite Lite, you will have a hardwired 10amp Dometic 240V Charger accessible from an external compartment to charge your batteries. Your batteries must always be charged above 12 volts to maintain their condition. Never rely totally on solar panels to charge your batteries for extended periods. NEVER CHARGE Batteries in a sealed or enclosed environment. Always ensure adequate ventilation. Make sure your battery charger is set to charge the type of batteries to you have in your camper. Eg AGM batteries or Lithium batteries.

Solar Charging your batteries – Your hybrid camper is fitted with solar panels to trickle charge your batteries. The energy generated from the solar goes through a regulator to control the flow to your batteries. This can be between 6- 15amps per hour. Solar is a great off grid option however you MUST never rely on solar charging for extended periods of use. A vehicle charge or 240v charge will be required to keep batteries adequately charged.

Battery Charger – depending on the model, your camper is supplied with a 240v Battery charger. All of Signature Camper Trailers battery chargers are smart chargers and can be set to do a low charge (slow charge when at home or in storage) or faster charge for when a boost is required. Please refer to the owner's manual for information.

Inverter – Inverters are a great source of power when off grid. Depending on the model fitted you should know your inverters limits and ensure you do not exceed this limit. Exceeding the limit will destroy your main batteries. Please refer to the owner's manual for each inverter type.

Opening/Closing the pop-top of your Hybrid – step by step 1. Ensure there are no overhead obstructions where your camper is parked. 2. Remove R clips and release all over centre latches. 3. Open the main van door to allow for the cabin pressure to fluctuate. 4. The simplest way is to lay on the bed facing the roof and push the lever arms upwards. Once the roof is 2/3rd of the way up, you can then turn around and push it up to the locked in stage. Be mindful the roof can be firm to raise should you have been driving for a period or stored up for months. Push the scissors the whole way up until they lock into position. 5. ALWAYS RAISE THE SCISSOR ARM first and close these last. 6. Once the scissor is completely open, then you can open the opposite end by pushing the handle upwards until the roof is open. Once the roof is in the open position, there are small locking clips to hold it in position. 7. To close the roof, remove the locking clips. 8. Make sure the channel around the roof where the rubber seal meets the camper is clean and clear of debris when closing (NB: keep said seal lubricated before storage so rubber does not adhere and make it harder to open after long periods of storage). 9. Pull the handle down first until the roof is in the completely closed position. 10. Pull the scissor lever to unlock it then take the weight and slowly lower the roof. 11. NEVER LET the roof slam down. 12. Roof can be manually pushed slightly forward or backward to line up. 13. Lock latches down and replace R clips to secure.

Air-conditioner, Lights, sockets etc – all the lighting and sockets in the camper are 12volt so these are run off your batteries. When plugged into mains power this will be charging your 12volt batteries. The Power points and Air conditioner will only operate when a 15-amp approved RV power lead is connected. If the 240v power does not come on, check the RCD safety switch has not tripped. AC units can be run from a generator (please see AC unit used - https://www.webasto-comfort.com/fileadmin/webasto_media/webasto-comfort.com/EN_AU/Datasheets/Product_Sheet_Cool_Top_Trail.pdf) when selecting your generator. We use the Cool Top Trail 24.

Water ingress – Your camper is sealed using Quality RV sealants in Australia however when stored in the open elements and/or during travel the body will flex and seals can shrink or come away. Water can travel into the smallest of holes and cause damage. It is for this reason that you MUST check for any water ingress after significant rain events and whilst stored at home. Seals and silicone MUST BE CHECKED annually for deterioration or fatigue.

Ants & Vermin - Food MUST not be stored in a camper trailer when the camper is not being used. Vermin can build nests inside the smallest of cavities and create problems with electrical wiring and plumbing. Ants have been known to create holes in silicone to access food, left over grease/scrap mould or mildew.

Plumbing Hoses and fittings – Your camper has fittings and hoses supplied by global leader John Guest Fittings. These are a hard-wearing push/pull sealed fitting designed for the RV and Marine industries. Because of body flex or fluctuating water pressure, some fittings can come loose and leak. This is more common when the camper is new as the fittings are bedding in. If you notice a slight leak it is best to isolate the pipe and switch off the water pump/supply. By pushing the collar of the fitting back, the hose can be removed. Check the hose is cut neatly and cut clean (not on an angle). Most times the hose can be pushed back into position without issue. If you find the leak continues or the cut is not clean, try re-cutting the pipe or contact us on 1300 935 400.

Slides Rails – Your camper has numerous slide rails of various sizes. If you find the rail not sliding smoothly or jamming it could be a bearing is jammed or there is an obstruction. DON'T FORCE IT. Most times you can apply a silicone-based lubricant on the slide, and it will loosen the slide rail. If the problem persists, contact Signature Camper Trailers on 1300 935 400

Connecting your TV

– Signature Camper Trailer hybrids are supplied with a TV and plumbing for antennas. Some models like the Marlu may already have an Omni-directional antenna fitted. On most other models an antenna is an optional extra. We usually would fit a Happy Wanderer antenna with booster. If so,

mount the antenna to the brackets on the external drivers side of the camper and plug in coaxial cable. Internally where TV is mounted the white booster box is plugged in and allows you to booster the signal for free to air channels.

SAFTEY FOR YOU AND YOUR FAMILY BEFORE EACH TRIP

1. CHECK YOUR JOCKEY WHEEL & HITCH ARE SAFE, SECURE AND GREASED. Do a quick visual check for cracks in the plastic or welds.
2. CHECK YOUR DRIVING LIGHTS all work when plugged into the tow vehicle i.e. brake lights, indicators etc
3. GREASE YOUR SWING ARM POINTS – There are 2 to 4 grease nipples on the swing arms that can easily be greased
4. CHECK SWING ARM BOLTS – Check the 4 swing arm bolts where the trailer connects to the swing arms are tight and there are no visual defects.
5. CHECK WHEEL HUBS - see service bulletin.
6. CHECK WHEEL NUTS – see service bulletin.
7. ARE YOUR BATTERIES CHARGED? You MUST always keep your battery charge level above 12volts.
8. GRAB A SHIFTER – there is nothing better than grabbing a shifter/socket set or spanner set and doing a quick tension check on all the visual nuts and bolts. Especially if you do a lot of off road/corrugated road driving.
9. CHECK YOUR ELECTRONIC BRAKE CONTROLLER WORKS - each manufacturer is different - refer to the electronic brake controller manual.
10. ENSURE EVERYTHING IS SECURE – the last thing you want is to get to your destination and the camp chairs on somewhere on the Bruce highway...!!!

ANNUAL MAINTENANCE

As per our Standard Warranty Terms & Conditions (see Warranty Document), Camper Trailer & Hybrid maintenance is the responsibility of the camper trailer owner. Signature Camper Trailers is not liable to any warranty claims for poor maintenance, negligence, or wear & tear. Just like buying a new car, Customers are required to have their camper trailer or hybrid van serviced annually or every 5000km (whichever is less) by a reputable service centre. Items included at each service interval MUST include inspection & testing of: • Wheel Bearings & Seals • Wheel Nuts • Wheel Alignment • Brake Drum inspection & test • Handbrake Cable tension & test • Driving Lights test • Electronic Brake Test • Hub Bolt inspection & Tension check • Swing Arm bolt inspection and tension test • Swing Arm Grease • Jockey Wheel inspection & Test • Coupling Inspection & Test

Customers MUST keep a record of services as evidence may be required for any warranty claims.

Signature Camper Trailers Servicing Schedule can be found on our website under Knowledge Base.

<https://signaturecampertrailers.com.au/knowledge-base/>

SHAKE DOWN TEST

Unless otherwise specified you are purchasing a product that is new and unused. Signature Camper Trailers undertakes a rigorous QC process prior to your collection of the camper however we have not used your camper under full load therefore we encourage customers to use the camper as much as you can in the first 2-3 months. We call this a shake down test! This shake down test puts the camper under load. It is normal for the camper body to flex, water pipes and fittings to stretch and brakes to bed in etc. Should you have any issues during this period, please contact Signature Camper Trailers Service on 1300 935 400 to speak with a member of staff or email us at service@signaturecampertrailers.com.au .

CHECK WHEEL NUTS

Wheel nuts must be checked prior to every trip. We recommend you check them every 100-200km on off-road/corrugated road environments and every 500-800km in normal drive conditions. It is important to check your wheel nuts are tight to prevent uneven wearing on wheels, or in the worst case, a wheel coming loose. To check your nuts are tight, simply check the nuts with a 19mm wheel nut lever or torque wrench (setting 135nm). Do not over tighten or use a rattle gun. A quick way to monitor wheel nut movement is to purchase wheel nut indicators.

SEASONING YOUR CAMPER CANVAS

What is canvas Seasoning?

It's not about adding salt and pepper to your tent. It's about preparing your tent to withstand wet weather. When you first buy this shelter, it's been put through a lot of needlework by the manufacturer, sewing all the seams, attaching separate sections of canvas together, with a lot of thread. That means a lot of little needle holes. Nothing huge, but all those holes are places where water can penetrate. These needle holes are unavoidable. But entirely fixable. So to 'season' your tent, it is about reducing the size of these tiny holes by adding water that will cause the canvas material to contract, but the thread will expand. When both of these things happen, the needle holes minimize. So what do you need to do? 5 easy steps for successful seasoning of canvas tents.

Step 1. You need to set up your canvas shelter at home, and be prepared to have it set up for a few days. Set it all up as you would on a camping trip and close up all the windows and doors as if it was about to rain. Now if you don't have a backyard where you can set up the canvas shelter and leave it for a few days, which will be needed, then you need to find such a location. You will need space, time and access to a hose.

Step 2. You can wait for heavy rain followed by sunny, dry days but you are relying on Mother Nature and who can guarantee that the downpour will be sufficient? Plus you are counting on the sun to dry completely prior to the next downpour. That's a lot of weather watching. You need to get your garden hose out and soak your tent, with a **special focus on the seams.**

The first time I did our tent, I didn't spend enough time on the seams, more on the main sides of the tent, and it wasn't seasoned properly. A night spent in the tent (in the backyard in rain), meant that we had water come through the seams at the top of our touring tent. You do want to saturate the tent, so allow a good 5 minutes of forceful water from your hose on the tent. If you identified an area of the tent, which seemed like there were more needle holes than other sections, (we could see pinpricks of light in certain areas of our tent when we were in it, which helped identify key spots), give that area an extra soak. Allow the tent to now dry fully (drying a tent is just one important factor in [how to care for a tent - see all the other pieces of advice here](#))

Step 3. Repeat step 2, at least two more times. A good soaking is a must. The tent should be fully dried between every soaking. So you are committing to that tent being up in your yard for at least 3 days.

Step 4. Ideally, your tent should now be waterproof after 3 soakings, and subsequent drying out 3 times. The canvas and thread have contracted and expanded to fill the holes – naturally. It's time to give the tent a test run in poor weather conditions. You may want to wait for a rainy day, or simulate rain in your backyard! Check inside for any leakage. There probably won't be any but if there is, you need to go to Step 5.

Step 5. Should you find that there are leaks despite all the above steps, your next step would be to seal the seams. There are a number of products out there – do check with your local camping store which will probably suggest a wax stick (retails for about \$7) but an old fashioned way, which still apparently works, is to get a candle and rub it along the seams. The wax of the candle provides a coating to repel the water. Your canvas tent should now be waterproof at all seams. *Note: Different sealants are needed for nylon tents. The above **only applies to canvas.*** Seasoning your canvas camping gear is an important part of the purchase but once complete, your canvas gear should be able to withstand many a torrential downpour without a problem. Happy and dry camping.

STORING YOUR CAMPER OR HYBRID

To protect your camper or hybrid from harsh environmental factors, you **MUST** store the product undercover in a dry setting. If this is not able to be done, you **MUST** use an approved caravan or camper trailer cover. We recommend that for trouble free operation and longevity of your camper that you:

- Open your camper after rain to inspect for water ingress or intrusion due to a seal that has not been seated or closed correctly.
- Clean all surfaces of the Trailer with mild soapy solution and warm water, and rinse with fresh clean water and make sure all canvas is dry before storage. Never pack up a wet tent and leave for a period greater than 1 day before drying out, this will help prevent mould and mildew.
- Lubricate hardware with silicone spray (or similar) do not use grease or similar product as this attracts dust and dirt and accelerate wear.
- Clean the outside of the trailer and apply a good quality spray on automotive polish. In addition to making it look great, the polish will help protect the paint and prevent it fading.

- Be aware of the use of pressure washers - these are often powerful and can direct spray under trim and damage bodyworks, stickers, and seals.

Because your trailer often stands in one place for long periods this can cause your tyre walls and inside the treads to crack. Keeping the wheels regularly turned, placing on tyre-saving devices, or lifting off the ground helps to cut down the cracking process.

- Check your fire extinguisher charge regularly (at least annually).
- When camping near the beach or ocean remember to wash your Trailer, tent, and wheel rims regularly with a mild detergent to prevent corrosion and rust.
- When travelling in dusty (Bull Dust) conditions ensure you travel at a speed to minimise dust intrusion.
- Ensure Aircon Vents are properly taped up and sealed before travel on Dusty roads (Bull Dust) or water crossings (must be untapped before using appliance) Also taping of all exterior keylocks and switches and water fillers is highly recommended. A cloth backed tape is recommended.
- Inspect all seals regularly and ensure there is no damage, and that the adjustment is set correctly as the seals will need adjusting as required. This is the responsibility of the owner to ensure the seals are correctly adjusted for maximum seal performance.
- Travel at a speed to suit conditions. Limit speed over corrugations, lower tyre pressures and take frequent stops to allow shockers to cool.
- Ensure that your trailer is regularly serviced by a trained and competent person as per our Maintenance Schedule.
- Over the summer wet season or prolonged rain periods you **MUST** open and air your camper monthly to prevent moisture build up due to the humidity. The smallest amount of moisture inside the camper can turn into liquid condensation due to different climate temperatures when stored. Another reason for regular airing.
- Once a month run a charge cycle through your batteries as this will prolong battery life.

LEVELLING YOUR VAN WHEN CAMPING. All customers need to remember that the roof on a Hybrid camper is flat and because we like to add lots of things to our roofs such as Airconditioning systems, dust reductions systems, solar etc this can cause the roof to flex downwards. As a result, water from rain, dew and your air conditioning system will pool on the roof. Our roofs are sealed using 291 Sikaflex sealants however over time the Australian suns harshness, body flex and driving conditions, the seals may be jeopardised. Pooling water can be an issue as the smallest or most minute hole can create the biggest of problems. It also allows for mould/mildew to grow on the roof. When camping use your jockey wheel to slightly raise or lower your caravans' nose to allow the water to run off. For campers and hybrids in storage you must lower the nose to allow for maximum water runoff.

AWNINGS All awnings and annexes supplied by Signature Camper Trailers must be used in accordance with the manufacturer's guidelines. This includes: CAMPER

TRAILERS: - All Awnings must be double roped with appropriate pegs used. - The spreader bars provided must always be used when the awning is set up. - In rain periods, the pitch of the awning must be adjusted lower to allow for water run-off. - The awnings are not designed for severe rain or weather events. HYBRIDS: - The wind out awnings are designed to be a sunshade awning. - Pegs must always be used. - We recommend the use of ropes to maintain tension on the awnings. - In light to moderate rain events customers MUST monitor water build up on the roof surface and change the pitch of the awning to allow water run-off. - Winds above 15-20 knots – the awning must be retracted. - The awnings are not designed for heavy rain or severe weather events.

Set up instructions for our forward fold camper annexe can be found at

<https://www.youtube.com/watch?v=FanAGILLacE>

Set up instructions for our hybrid camper annex system can be found at

<https://www.youtube.com/watch?v=wNs2fCbVYKw>

THINK SAFE - TOW SAFE – LOAD SAFE

Loading and weights: Correct loading is the responsibility of the caravan owner. This caravan has a lower ball when empty. It has been designed this way due to the bulk of the storage being located at the front of the van. We recommend limiting the amount of water in the rear tanks if you are towing the van without any goods being stored at the front. This will make for safer towing.

Signature Camper Trailers highly recommends each customer gets a proper weigh done of tow vehicle and camper set up once loaded. There are many mobile "Weigh" businesses that will come to you in your driveway.

Breakaway switch: The breakaway switch uses the main batteries on this van for power. The switch must be connected always. Do not use the breakaway switch as a park brake as this will flatten your batteries.

Awnings: Shade awnings must be pegged to the ground and roped for safety. Awnings must be retracted in moderate to strong winds.

MAKING A WARRANTY CLAIM. Please note: All warranty claims must be lodged in writing via email to service@signaturecampertrailers.com.au with as much information as possible (photos are helpful). Failure to provide enough information or incorrect information may result in delays or a rejection to your claim. Once we have received your Warranty claim in writing we will be in contact with advice on how to proceed. Please note any claims for repairs carried out without prior authorization will be denied.

Please refer to your Warranty document you received at handover for warranty periods etc. This Warranty Document can also be found on our website at <https://signaturecampertrailers.com.au/wp-content/uploads/2018/04/SCT-Warranty-Policy.pdf>

NB: Warranty periods are not transferable to a second owner. They only apply to the original owner.

FIRE EXTINGUISHER: Where applicable we provide users with an Australian Standard AS1851-2012 extinguisher. Australian standards require all extinguishers to be checked and tagged every six months. Depending on the type of extinguisher, they also need replacement every year.

CAMPER TRAILER LIFE SPAN: To prolong the life span of your Camper Trailer, a rust prevention treatment MUST be carried out & maintained. Products such as Inox, Fish Oil etc are readily available at all good Auto/Hardware Stores. You must have all stone chips and scratches treated and touched up to help prevent further damage, please note we recommend having the camper trailer covered when stored at home, to protect against the elements.

JOCKEY WHEEL: Always ensure your jockey wheel is secured with the handle & wheel at least level with or higher than your draw bar. This will reduce the possibility of damage being sustained. You must remember to loosen the handle & allow the wheel to swivel, before moving your Camper Trailer. Do not move your camper or van whilst the jockey wheel is in the raised position.

FAILING, TO DO SO, COULD RESULT IN DAMAGE TO THE AXLE OR SHAFT OF THE JOCKEY WHEEL. This is not a warrantable repair.

COUPLINGS: Please note the greasing points & maintain as required. Depending on the Coupling fitted to your Camper Trailer, check to see if there is securing clip directly to the rear of the Coupling. This clip allows movement within the Coupling shaft. During normal road driving, this clip can be swung away from the shaft allowing movement. During off road driving & reversing, it is advisable to place the clip over the shaft to reduce knocking. Variations to this coupling may vary, depending on stock availability.

ADJUSTING DOOR LOCKS: Most of our models are fitted with locks around the camper. Please ensure to have these adjusted within the 1st month of owning your camper. This is to allow for your locks/seals to bed in.

RUBBERS, SILICONE AND SEALS: Rubbers, seals and silicone will naturally deteriorate if not treated or maintained correctly. You MUST regularly lubricate, clean, and maintain all silicone, seals, and rubbers. These items MUST also be kept out of the direct sunlight when stored. To stop door rubbers sticking, you MUST open them regularly.

STABILIZER LEGS: A spindle has been supplied to allow you to lower & raise them. Please ensure they are raised & secured on each occasion before your departure. This MUST prevent them lowering during travel & sustaining any damage, PLEASE NOTE; STABILIZER LEGS MUST NEVER BE FULLY EXTENDED TO SUPPORT THE CAMPER, IN THE EVENT OF NEEDING FURTHER ADJUSTMENT, WE RECOMMEND USING CHOCKS UNDERNEATH THE LEGS.

CLEANING WATER TANK: All campers fitted with water tanks, must be cleaned before and after use (this will help prevent any contamination). This type of product can be purchased from most major camping stores.

RAIN AND HEAVY WIND CONDITIONS: During Rain or gusty winds YOU MUST lower the awning to allow for better water flow, this will help stop pooling occurring on your awning.

AWNINGS ROPES & PEGS: All Campers are supplied with ropes & pegs for the main tent and awnings to brace in windy conditions. Failure to use ropes appropriately will result in damage to your camper.

BIKE MOUNT: The weight capacity on the rear bike rack mount is 30kg. Bikes must be held firm in position with slings or ropes so that they do not swing around.

BOAT LOADER: The capacity of the boat loader on the Elite X is 120kg.

GAS STRUTS: Never remove a gas strut. These use an extremely high gas pressure capacity and removing them can be lethal.

SPREADER BARS: Spreader bars are to help minimize the chance of pooling; these are recommended to be used for every camping trip. NB: additional spreader bars can be purchased from us.

CARING FOR TENT POLES: Make sure the poles and zips are always clean and dry before storage. When the poles and zips have been used in damp, dusty conditions. Sandy or salty conditions, they must be cleaned and coated with a thin film of oil or silicon based liquid spray before storage. Many of the frame poles relate to pole joiners, which are designed to keep them organized and allow quick assembly of the pole frame. Over stretching or dropping the poles will easily damage the pole joiners and this may not be covered under warranty. Please ensure to handle the poles carefully; especially when unpacking and packing away.

CONDENSATION: Condensation is a natural occurrence in cold weather. In confined areas like campers and hybrids the body releases more moisture than the canvas can dispose of. To minimize the chance of condensation, we recommend slightly opening the window of the swag or tent to enable airflow on cold nights.

MOULD: Most moulds need 24-48 hours of moisture to begin to grow. Therefore, if a suitable material in your camper/tent is wet for more than 24 hours then you run the risk of mould starting to grow. Many species of mould can begin to grow from humidity alone if the humidity stays high for long enough. In fact, the humidity only needs to be higher than 55% before some moulds can begin to grow.

BATTERIES AND BATTERY MANGEMENT: The most common customer service request and most common question asked is "how long can I get out of my batteries? There are many variables to consider when answering this question • Supplied battery type and amp rating. • Ambient temp / fridge temp. • Battery charging system - dual vehicle battery or standalone charge at home. • How often you open the fridge door. • How much gear is in the fridge. An example is - An Evakool 75ltr fridge running at 5 deg-C on a 32 deg-C day can draw approx. 2-4 amps an hour if you do not open the door and it is not in direct sunlight. A more common average would be working on the fridge using up to 4-6-amps an hour, as the unit will have a duty cycle most likely it would be slightly less if used as a fridge and more if used as a freezer. If you did not charge the battery and minimised open time you may get 24-48 hours out of your battery/s before the voltage drops below 12V. When is my battery flat? If

a battery drops below 11.5 volts technically it is flat. Most reputable brand fridges will cut out BEFORE the battery reaches this point. If your batteries reach this point, they will need an immediate CHARGE. How long should I charge my battery for? A deep cycle or AGM battery is not like a smart phone. If you are charging through a smart charger (Dometic 10amp charger or similar) at 10 amps – this is 10 amps per hour, it can take up to 20 hours to charge (200ah/10amps per hour = 20 hours). But my lights still work: LED lights give no indication that the batteries are going flat. LED lights will work as low as 2 volts but allowing your battery to get this low can cause permanent damage to the battery and may not be covered under warranty. Solar & Batteries: The solar panels we can supply are rated to 160w- 300w (depending on model supplied). They normally have an input rate of 10-20amps (use calculation above). This is calculated in 100% sunlight i.e. middle of the day & no clouds. Solar panels are good for trickle charging your batteries and power feeding things like fridges during the day to reduce the draw on your battery power. Flat Batteries and warranty: Please note, just like a car battery, if you run your batteries flat you can cause irreparable damage to the batteries and battery system. In most cases a damaged/flat battery is not covered under warranty. Please always maintain a charge in your batteries above 11.5volts. This can be done by using a good quality battery charger at home or when the van is not being used.