



USER MANUAL

ALL AUSTRACK SIMPSON X MODELS

(2026 - CURRENT)



Please read owner's manual before using the equipment. Third party component manuals should be read in conjunction with this manual. Maintenance guidelines must be met or exceeded, failing to meet these guidelines may result in serious injury or death and property damage. Specification may change without notice.

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Introduction

Welcome to the Austrack family.

This guide has been developed to help you become familiar with your new Austrack and ensure you get the most from your Austrack investment. Please take the time to read through the following information before setting off on your adventures.

This manual has been created to cover our wide range of hybrid campers and caravans. Please refer to each section to locate the information relevant to your specific model.

The manual is available as a download from our website, and we recommend saving it to your mobile device so you have access to it at any time.

If you require further assistance, our team is always available to help—please don't hesitate to give us a call. We also provide a range of troubleshooting resources to assist with common questions and operational guidance.



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adelaide@austrackcampers.com.au

Perth Showroom

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08 6252 7007
perth@austrackcampers.com.au



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Suppliers, Brands, and Partners

All Offroad Equipment

AusTuff Suspension and Accessories, ARCTIC Fridges, AOE Jockey Wheels

<https://www.alloffroadequipment.com.au/>

1800 026 337

LogMate

Digital Logbook App

<https://awchosting.com.au/logmate/>

0494 062 330

AOE RV Service Centre

Caravan Service Centre

<https://www.aoervservicecentre.com.au/>

1300 349 226

McHitch Uniglide Trailer Couplings

Off Road Trailer Couplings

<https://mchitch.com.au>

Customer Service & Support: 1800 624 482

ENGLAON

Smart TV's

<https://www.englaon.com.au/>

03 9121 3737

myCOOLMAN

Air Conditioning

<https://www.mycoolman.com.au/>

1300 072 018

AU FOCUS

Diesel Heater

<https://aufocus.com.au/>

03 8597 0396

Pedders

Suspension

<https://www.pedders.com.au/>

Aussie Traveller

Entry Doors and Windows

<https://www.aussietraveller.com.au/>

1300 663 868

ARIZON

Electrical System

<https://arizon.com.au>

03 8736 9006

Cruisemaster

Off Road Trailer Couplings

<https://cruisemaster.com.au/>

Customer Service & Support 1300 35 45 65

Seaflo

Water Pumps

<https://www.seaflo.com/>

DOMETIC

Air Conditioning, DRS, and Refrigeration

<https://www.dometic.com/en-au/support/service-locator>

Technical support 1800 21 21 21

Thetford

Refrigeration

<https://www.thetford.com.au/>

03 9358 0700

Hip Camp

Premium Camping Locations

<https://www.hipcamp.com/en-AU>

TRUMA

Air Conditioning, Refrigeration, and DRA's

<https://www.leisure-tec.com.au/services/>

Technical support 1300 072 018

General Safety Introduction



WARNING– Before using this product you should read this manual and those manuals supplied by component manufacturers applicable to this product.

This manual is supplied as a reference to the required maintenance of your new Austrack Hybrid offroad camper.

Failure to operate and maintain the product in accordance with what is outlined in this manual may affect your warranty.

Incorrect and/or insufficient maintenance may cause product failure resulting in property loss, damage, injury, or death.

Maintenance intervals are critical for normal use; extreme use may require shorter or additional maintenance intervals. Refer to the [Maintenance Schedule](#) for further details.

The content of this manual does not imply, express, or extend any warranty. The owner should read the [Warranty T&C's](#) included within this manual.

Before using this product, you must ensure that your tow vehicle is suitably rated and equipped to tow the product safely and legally.

The trailer and vehicle pairing must be within the safe “Maximum Towing Capacity”, “Ball Weight Capacity” and “Gross Combination Mass” as specified by the vehicle manufacturer.

This hybrid camper is fitted with electric brakes and a “Breakaway System”. Requirements for breakaway systems can vary from state to state. The breakaway battery is charged from the onboard electrical system. Refer to the [Trailer Breakaway](#) section for more details.

Austrack reserves the right to modify an advertised component (e.g., air conditioning unit, stove, inverter) with an item of similar value and quality due to supply and availability. All Austrack campers are subject to change at Austrack's discretion in order to fulfill orders.

Weight Explanations

GCM Gross Combination Mass. The weight of your fully loaded vehicle and fully loaded trailer when hitched together.

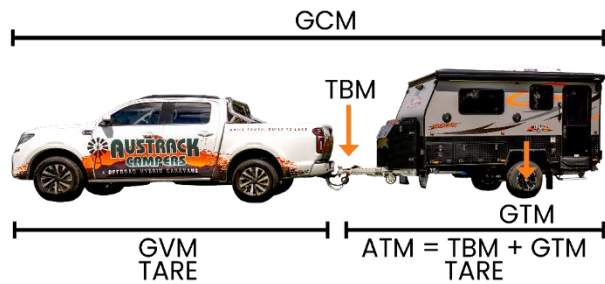
GVM Gross Vehicle Mass. This is the weight of your fully loaded vehicle.

TARE The weight of the vehicle or trailer without water, fuel or any cargo.

ATM Aggregate Trailer Mass. The maximum your trailer can weigh fully loaded.

GTM Gross Trailer Mass. The maximum weight on the axle when fully loaded.

TBM Tow Ball Mass. The weight exerted on the vehicle when hitched. This weight transfers to your vehicle when hitched and becomes a part of the vehicles GVM.



$$\text{GCM} = \text{ATM} + \text{GVM}$$

$$\text{ATM} = \text{TBM} + \text{GTM}$$

$$\text{Payload} = \text{ATM} - \text{TARE}$$

Your Vehicle's towing capacity is the maximum weight your vehicle can legally and safely pull when towing, however it is also crucial to know the Gross Combination Mass allowed by the towing vehicle. State laws regulate all towing requirements, including speed limits. It's crucial to understand and adhere to towing capacity limits for several reasons.

Exceeding these limits is both dangerous and against the law. It also places undue stress on your vehicle's brakes and components, leading to damage and wear. Furthermore, an overweight vehicle usually isn't covered by insurance.

When it comes to towing your camper, one of the most critical factors to consider is the tow ball weight. This often-overlooked aspect of towing can significantly impact your safety and the handling of your camper on the road.

A general rule of thumb is that the tow ball weight should be around 9-11% of the loaded camper's total weight. For example, if your loaded camper weighs 3,000 kg, your ideal tow ball weight should be between 270 kg (9%) and 330 kg (11%).

Load Distribution

When heading away on your next big adventure it is important to load your caravan correctly to distribute weight evenly and achieve a suitable ball weight load and prevent loading in a manner that can cause a caravan to sway and/or roll excessively left and right. The optimum ball weight on a caravan is between 9% and 11% of the total caravan weight.



WARNING: BALL LOADING (DOWNWARD LOAD ON TOW HITCH) MUST NOT EXCEED 350KG OR THE MAXIMUM ALLOWABLE LOAD BY THE VEHICLE MANUFACTURER OR TOW BAR RATING, WHICH EVER IS THE LOWEST.

Exceeding these limits may result in an accident, causing property damage and/or serious injury or death.

- Always load both sides of the caravan evenly
- Load heavy items low and directly over the axle.
- Secure all items to prevent damage to the caravan during travel.
- Consider water tank levels and how they may affect the balance front and back and the percentage of ball weight.
- Overhead cupboards should only be used for lightweight items such as clothes, personal items, bedding etc.
- Never store heavy items in overhead cupboards.
- Heavy cooking equipment should be stored in lower cupboards.
- Tinned and bottled food for cooking etc. should be stored in the pantry drawer.
- Never load in a manner that causes the ball weight to exceed the limit of the tow vehicle.

Drawbar

The drawbar forms the critical connection between your Austrack caravan and the tow vehicle. It is responsible not only for physically coupling the caravan to the vehicle, but also for integrating essential safety, braking, and electrical systems required for towing.

Mounted on or around the drawbar are several key components that enable secure attachment, controlled braking, electrical communication, and emergency safety functions. These components work together to ensure stable towing behaviour, legal compliance, and safe operation in both on-road and off-road conditions.

Because the drawbar and its associated systems are exposed to high loads, vibration, and environmental conditions, owners must be familiar with the purpose and correct operation of each component. Routine inspection, correct setup before travel, and safe use are essential to maintaining towing safety and preventing equipment failure.

This section of the Owners Manual provides operating guidance, safety information, and owner-safe inspection advice for the following drawbar-mounted components fitted to Austrack caravans:

- Coupler
- Jockey Wheel
- Trailer Plug and Wiring
- Handbrake
- Anderson Plug

Each subsection should be read carefully before towing and reviewed regularly as part of your pre-departure checks.

McHitch Coupler

Austrack Campers models are supplied as standard with a McHitch Drop-On Off Road Coupler and may be upgraded to the McHitch Automatic Off Road Coupler at additional cost.

McHitch Off Road Couplers are designed specifically for off-road towing conditions and provide exceptional articulation. When correctly connected, the coupler allows up to 90 degrees of movement in all directions, significantly reducing stress on the tow vehicle and camper during uneven terrain, steep inclines, ruts, and tight manoeuvring. This articulation improves towing stability, control, and overall safety when travelling off road.

To ensure correct operation, safety and long service life, the McHitch coupler must be inspected and maintained regularly.

McHitch Drop-On Coupler

The McHitch Drop-On coupler uses a solid steel tow pin fitted to the vehicle's tow tongue. The coupler locates over the pin and is mechanically secured using the rotating head and locking pin.

To assist correct engagement, position the camper so the coupler is slightly forward of the tow pin, with the head of the coupler angled approximately 45 degrees downward toward the pin. Using the jockey wheel, slowly lower the drawbar until the coupler self-locates and drops fully onto the tow pin.

In some cases, minor misalignment may occur due to terrain or vehicle position. A gentle shake or slight repositioning of the drawbar may be required to allow the coupler head to sit fully flush against the tow tongue.

Once the coupler is seated correctly:

1. Rotate the coupler head clockwise to tighten and clamp securely onto the tow pin.
2. Insert the supplied locking pin through the front hole of the coupler.
3. Secure the locking pin using the R-Clip and Key Barrel supplied.

The locking pin provides a secondary safety mechanism and acts as a deterrent against unauthorised removal.

DO NOT TOW unless the coupler is fully seated, tightened, and the locking pin and R-clip are correctly installed.

Quick Tips:

- If engagement stalls, stop, pull forward slightly, and realign to keep the receiver and shaft in a straight line.
- On uneven ground, a small height adjustment with the jockey wheel can help alignment.
- Keep the receiver and shaft clean for smooth auto-locking and reduced wear.

McHitch Automatic Coupler

The McHitch Automatic Coupler provides full off road articulation with a horizontal, reverse on engagement system for quick, repeatable hitch-ups.

The tow vehicle is fitted with a square receiver on the tow tongue. The camper's coupler features a horizontal engagement shaft at the front of the coupler (ahead of the uni-joint). There is no vertical operation when connecting.

1. Align the vehicle so the square receiver is in line with the coupler's horizontal engagement shaft.
2. Reverse slowly. As the receiver contacts and slides straight onto the shaft, the locking handle auto-lifts and snaps into its locked position.
3. Continue reversing until the receiver seats firmly against the coupler body and the handle remains positively locked (it should not move freely).
4. Insert the locking pin through the aligned holes in the receiver and shaft.
5. Secure with the R-clip and key barrel to prevent accidental removal.

The locking pin acts as a secondary safety lock and deters unauthorised disconnection.

Post Connection Checks:

- Handle is fully locked and cannot be moved out of lock.
- Receiver is fully seated against the coupler shaft.
- Locking pin + R-clip installed.
- Safety chains crossed and connected, electrical plug and breakaway cable attached.

DO NOT TOW unless handle is locked and the locking pin and R-clip are installed.

Maintenance and Inspection Guide

This maintenance and inspection guide applies to both the Drop-On and Automatic Coupler.

Regular maintenance ensures safe operation and long service life, especially after off road use such as dust, mud, corrugations and water crossings.

Safety First

- Level ground, tow vehicle in park (or in gear for manuals), handbrake on.
- Chock wheels, support drawbar with jockey wheel and/or stands.
- Wear eye protection. Do not heat, weld, or modify coupler components.

Service Intervals

Before each trip

- Coupler, drawbar, and mounting hardware have no cracks, bending or corrosion.
- Pins & R-clips present, straight and secure.
- Safety chains, shackles, electrical plug, and breakaway cable in good condition.
- Engagement faces (pins/receiver/shaft) are clean and dry (no grease).

Every month or 1,000km (shortened after heavy off road use):

- Clean away mud, sand, and grit; dry thoroughly.
- Check main shaft (both couplers) rotates freely but no vertical or side play.
- Inspect nylon bushes for wear.
- Drop-On: Inspect vehicle tow pin; Automatic: Inspect vehicle square receiver – both secure and unworn.

After water crossings / heavy dust / beach use:

- Rinse with fresh water, dry completely, re-inspect.

Annually

- Full coupler and uni-joint inspection; replace any worn pins, clips bushes or hardware.

Cleaning and Lubrication Policy

- Cleaning: Soft brush + low pressure water; avoid harsh solvents that can damage nylon. Dry fully.
- Lubrication:
 - o **Do not** lubricate external engagement faces such as tow pin, receiver, horizontal shaft, or locking handle. Keep clean and dry.
 - o **Uni-joint only:** grease at normal service intervals; wipe away excess
 - o **If main shaft is removed, or nylon bushes are replaced:** Apply a light, even coat of grease inside the coupler bore and on the shaft during reassembly; wipe excess. External faces remain dry.

Main Shaft and Nylon Bushes – Check and Adjustment:

Both the Drop-On and Automatic couplers have a central/main shaft running through nylon bushes. This shaft should rotate smoothly with no vertical or lateral play. If you can feel the head move up/down or rattle, adjust as below.

Symptoms of Bush/Nut Looseness:

- Noticeable up/down or side play when you lift/push on the coupler head.

- Rattle or clunk through the coupler during towing or hitching.
- Engagement feels inconsistent even when externally clean and dry.

Tools:

- Correct size spanner/socket for the rear nut.
- Allen key for the grub screw.
- Clean rags.
- Grease only if removing the shaft or replacing bushes.

Procedure – Tighten Main Shaft Nut & Lock Grub Screw:

1. Secure the camper. Ensure access to the rear of the main shaft.
2. Locate the main nut at the rear of the shaft and its grub screw.
3. Loosen the grub screw slightly with the Allen key.
4. Tighten the main nut with a spanner/socket until all free play is eliminated, while the shaft still rotates smoothly in the bushes.
 - a. Do not over tighten. Over preload can bind the shaft and damage the bushes.
5. Re-tighten the grub screw against the nut to lock it in and prevent loosening.
6. Function test – Rotate the head and check again for zero play and smooth movement.

If play persists, inspect nylon bushes for wear or ovalisation. Replace bushes if worn, then repeat the adjustment and re-lock the grub screw.

Nylon Bushes – Inspection & Replacement

Inspect:

- Bush ID not ovalised, no cracking, or glazing. Correct clearing to shaft.
- Shaft surface is smooth, free of burrs/scoring that would damage new bushes.

Replace (overview)

1. Camper unhitched and supported; clean the area.
2. Loosen the grub screw and remove the rear main nut and retainers/washers.
3. Withdraw the main shaft carefully.
4. Remove nylon bushes; clean the bore and the shaft.
5. Apply a light coat of grease to the bore and shaft, fit new bushes.
6. Reinsert the shaft, refit washers and main nut; adjust to zero free play with smooth rotation.
7. Lock the grub screw onto the main nut.
8. Wipe away any excess grease; leave external engagement faces dry.

Uni-Joint – Excessive Slack / Movement

If the coupler head exhibits excessive movement slack at the uni-joint (beyond normal articulation), you can take up the slack by tightening the uni-joint dust caps:

Procedure

1. Support the drawbar; ensure safe access to the uni-joint.
2. Using a ¼" drive ratchet (and appropriate socket/bit), tighten the dust caps carefully and evenly.
3. Check articulation remains smooth, without binding.
4. Do not overtighten — overtightening can restrict movement and increase wear.

If slack persists after adjustment, or if movement feels notchy/binding, stop and have the uni-joint inspected for bush or cap wear and replace components as needed.

Coupler Specific Checks

Drop-On Coupler

- Rotating head clamps securely on the tow pin; threads clean, no galling.
- Vehicle tow pin is round, smooth, and mounted to spec.
- Locking pin hole round; R-clip retains positively.
- External parts clean/dry.

Automatic Coupler

- Vehicle square receiver firmly mounted; internal faces clean, no burrs.
- Horizontal reverse-on action locks the handle positively.
- Locking pin aligns and inserts without force; R-clip secure.
- External parts clean/dry.

Quick Owner Checklist

- Coupler clean/dry; no cracks or corrosion of concern
- Main shaft: rotates smoothly, no vertical/side play
- Grub screw locked against the tight main nut
- Nylon bushes in good condition (no ovalisation)
- Uni-joint greased; no excessive slack (dust caps set)
- Locking pin & R-clip present and secure
- Vehicle tow pin/receiver sound and firmly mounted
- Safety chains, shackles, electrical plug, breakaway cable OK

Cruisemaster Coupler

Austrack Caravans can come with the Cruisemaster DO35 off-road coupler and as optional upgrade, with the option to upgrade to the DO45 for higher towing capacity on some vehicles.

The DO35/DO45 is a fully articulated off-road coupling system designed for safe, quiet, and controlled towing across uneven terrain, steep angles, ruts, and tight manoeuvring. When correctly connected, the coupling provides smooth articulation in all directions, reducing stress on both the tow vehicle and caravan.

Cruisemaster DO35/DO45 Coupler

The DO35/DO45 uses a vertical drop-on tow pin fitted to the vehicle's tow tongue. The caravan's coupling head locates over the pin and automatically locks into place using the internal slide-lock mechanism and red lock button.

Engaging The Coupler

To assist in correct engagement, position the caravan so the coupling is directly above the tow pin. Using the jockey wheel, raise or lower the drawbar until the coupler sits slightly above the pin.

1- **Unlock the Coupler**

- a. Press down on the red lock button
- b. Slide the locking plate rearward
- c. The viewing port should appear clear, indicating the coupler is ready to drop on.

2- **Lower The Coupler Onto The Tow Pin**

- a. Use the jockey wheel to lower slowly
- b. The coupler will self-locate and drop fully onto the tow pin
- c. Press the red button to engage the locking plate forward.

3- **Fit the Check-Lock Dust Cap**

- a. This provides a visual confirmation that the lock is engaged
- b. The cap must fit flush; if it does not, the coupler is not locked.

In some cases, minor misalignment may occur due to terrain or vehicle angle. A small height adjustment or gentle repositioning of the drawbar may be required to allow the coupler to seat fully.



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DO NOT TOW Unless:

- The red button is fully raised
- The locking plate is fully forward
- The Check-Lock cap is installed correctly
- Safety Chains, electrical plug, and breakaway cable are connected
- The handbrake is released before driving

Quick Tips

- If engagement stalls, stop and realign so the coupler and tow pin are centred
- On uneven ground, adjust the jockey wheel height to help the coupler drop cleanly
- Keep the tow pin and coupler mouth clean for smooth locking and reduced wear
- Never force the coupler down. If it doesn't drop freely, realign and try again

Unhitching the DO35/DO45

- 1- Park on level ground where possible
- 2- Apply the handbrake
- 3- Chock the caravan wheels
- 4- Lower the jockey wheel until it supports the drawbar
- 5- Press the red lock button and slide the locking plate rearward to unlock
- 6- Raise the caravan until the coupler lifts cleanly off the tow pin
- 7- Replace the tow pin cover

Maintenance and Inspection Guide

Regular maintenance ensures safe operation and long service life, especially after off-road use such as dust, mud, corrugations, and water crossings.

Safety First

- Park on level ground; tow vehicle in park (or in gear for manuals)
- Apply the handbrake and chock wheels
- Support the drawbar with the jockey wheel or stands
- Do not heat, weld, or modify the coupler components



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Service Intervals

Before Each Trip:

- Coupler, drawbar, and mounting hardware show no cracks, bending or corrosion
- Tow pin is clean, smooth, and firmly mounted
- Locking plate and red button move freely
- Safety chains, shackles, electrical plug, and breakaway cable are in good condition
- Tow pin and coupler mouth are clean and lightly lubricated.

Every Month or 1,000 km (shortened after heavy off-road use):

- Clean away mud, sand, and grit; dry thoroughly
- Check the coupling head articulates smoothly with no binding
- Inspect the tow pin for wear, scoring, or corrosion
- Check mounting bolts for correct torque and no elongation of mounting holes
- Inspect the Check-Lock dust cap for damage

After Water Crossings / Heavy Dust / Beach Use:

- Rinse with fresh water
- Dry completely
- Re-inspect the locking mechanism and tow pin

Annually:

- Full inspection by a Cruisemaster-approved service agent
- The internal yoke pivot bolt must not be adjusted by the owner
- Replace worn components as required

Cleaning and Lubrication Policy

Cleaning:

- Use a soft brush and low-pressure water
- Avoid harsh solvents that may damage seals or internal components
- Dry thoroughly before storage or towing

Lubrication:

- Apply a light coat of grease to the tow pin before each trip
- Grease the coupler via the grease nipple at recommended intervals

- Do not over-grease. Excess grease attracts dust and grit, causing premature wear
- Keep the locking plate and red button area clean and dry at all times

Coupler Specific Checks

DO35 / DO45:

- Red button pops up positively when locked
- Locking plate moves smoothly without sticking
- Tow pin is round, smooth, and torqued to specification
- Check-Lock dust cap fits flush
- No excessive play or looseness in the coupling head
- No binding during articulation

Quick Owners Checklist

- Coupler clean and free of debris
- Red button fully raised when locked
- Locking plate fully forward
- Check-Lock dust cap installed
- Tow pin clean, smooth, and lightly greased
- No cracks, corrosion, or loose hardware
- Safety chains, shackles, electrical plug and breakaway cable connected
- Handbrake applied when parked

Jockey wheel

Your Austrack hybrid caravan is supplied with the **AOE HD750 heavy duty jockey wheel**, designed specifically for off-road use and capable of supporting the caravan during **coupling, uncoupling, levelling, and general setup** across a wide range of ground conditions.

The AOE HD750 is a **multi-position, heavy-duty unit**, offering both standard winding adjustment and additional height adjustment via the outer shaft. This allows the jockey wheel to be set correctly for different tow vehicles and uneven terrain, maintaining safe working angles and reducing load on both the jockey wheel and drawbar.



It is critical that the caravan is **never moved when the jockey wheel is extended past the marked safe moving line** on the outer shaft. Beyond this point, the safe working load is reduced, and damage such as bending or structural failure may occur.

Operation and Adjustment

The jockey wheel height can be adjusted using two methods:

- **Primary winding adjustment** using the hand crank
- **Secondary height adjustment** via the outer shaft locking system

For correct operation:

- Always set the **outer shaft height first** to achieve the correct working range
- Use the winding handle only for **fine adjustment**

This ensures the system operates within its **safe load range** and reduces unnecessary strain on internal components.

The hand crank uses a **standard 19 mm drive**, allowing it to be easily operated with compatible tools if required.

⚠ Important:

Power tools such as impact guns or rattle guns must **NOT** be used to raise or lower the jockey wheel. These can damage or strip the internal gear mechanism and result in failure.

The handle is **removable** and should be taken off before travel. Store it securely inside the caravan or tow vehicle to prevent movement, loss, or damage during transit.

Wheel Locking Mechanism

Located above the wheel assembly is a **360-degree rotating plate** with pre-drilled positioning holes. This allows the wheel assembly to be rotated and locked into position for travel or use.

A **locking pin** passes through this plate to prevent the wheel from moving or rotating during transit.

To ensure correct operation:

- Always insert the **locking pin fully into position**

- Confirm the wheel is **secure and unable to rotate** before travel

⚠ If the locking pin becomes bent or damaged, it must be replaced before further use.

The locking pin is a **simple threaded bolt-style component**, making it quick and easy to replace without specialised parts.

Safe Operating Limits

The jockey wheel is designed to support the caravan **under controlled, stationary conditions only**.

⚠ The caravan must never be moved when the jockey wheel is:

- Extended beyond the **safe working line**
- Under excessive load
- Positioned on unstable or uneven ground

Operating outside of the safe range may result in:

- Reduced load-carrying capacity
- Increased stress on components
- Bending or structural failure

Always fully retract the jockey wheel, confirm it is **securely locked**, and ensure it is **clear of the ground** before towing or repositioning the caravan.

Troubleshooting and Owners Checks

Issue	Possible Causes	Recommended Checks / Actions
Jockey wheel is hard to wind	Excessive load on the wheel	Reduce load using outer shaft adjustment Reposition onto firmer ground

	Uneven or soft ground Dirt or debris in mechanism	Inspect and clean mechanism if required
Jockey wheel will not hold height or slips	Locking pin or clamp not fully engaged Outer shaft set too high	Reposition the outer shaft to a lower position Ensure all locking mechanisms are fully engaged and tightened
Excessive movement or wobble	Operating beyond safe extension range Loose mounting hardware Unstable ground	Retract to a safer operating range Check and tighten mounting hardware Reposition caravan on stable ground
Wheel does not roll freely	Debris lodged in wheel Bent components from overload Unsuitable ground conditions	Clear debris from wheel Avoid moving caravan under load Use tow vehicle for repositioning if required
Wheel rotates or moves during transit	Locking pin not installed Locking pin bent, damaged, or missing	Install locking pin securely through 360° plate Replace pin if damaged (standard threaded bolt type)
Gear slipping or grinding when winding	Internal gear wear or damage Use of incorrect tools (impact gun/rattle gun)	Stop use immediately Do not use power tools Have unit inspected or serviced if required

IMPORTANT NOTICE

The jockey wheel is designed for **support and positioning only**.

- It must not be used to **tow, drag, or move the caravan long distances**
- It must not be used on **rough terrain under heavy load**

⚠ Any signs of bending, cracking, excessive play, or mechanical failure require the jockey wheel to be **removed from service and inspected by a qualified technician**.

Failure caused by misuse, incorrect operation, or overloading may not be covered under warranty.

Handbrake

The handbrake on your Austrack hybrid caravan operates via a **mechanical cable system** that engages the trailer braking assembly. When the handbrake is applied, tension in the cable pulls on the brake actuator attached to the backing plate, forcing the primary and secondary brake shoes to spread outward until they contact the inside surface of the brake drum.

This mechanical action locks the wheels and helps prevent the caravan from rolling when stationary. Correct adjustment of the handbrake system is essential to ensure it operates effectively and safely.



It is very important to always use wheel chocks and levelling ramps, **do not** rely solely on the handbrake even if on a level surface.

Handbrake Adjustment and Operation

For correct operation, the handbrake cable must be adjusted so that sufficient braking force is applied without causing constant brake drag.

As a general guide:

- When the hybrid is **unloaded**, the handbrake lever should engage firmly at approximately **one-third of its total travel**
- Once the hybrid is **fully loaded**, the handbrake should be tested again and adjusted if required

A handbrake that is not adjusted tightly enough may still allow the caravan to move even when the handbrake is fully raised. This can create a serious safety risk, particularly on slight slopes or uneven ground.

Use of Wheel Chocks and Levelling Equipment

It is very important to understand that the handbrake is **not intended to be the sole means of securing the caravan** when stationary.

Austrack strongly recommends:

- Always using **wheel chocks** when parked
- Using **levelling ramps** as required
- Never relying solely on the handbrake, even on level ground

This is especially important during setup, hitching, unhitching, or when the caravan is unattended.

Adjusting the Handbrake

The handbrake adjustment mechanism is located on the **handbrake cable at the drawbar**.

To tighten the handbrake:

1. Locate the cable adjuster on the drawbar
2. Loosen the locking nut
3. Turn the adjuster wheel **clockwise** to increase cable tension
4. Re-tighten the locking nut once the desired adjustment is achieved

After adjustment, always test the handbrake function by attempting to move the caravan slightly and confirming that the wheels remain firmly locked.

Important Adjustment Warnings

Over-tightening the handbrake can be just as harmful as insufficient adjustment.

An over-tightened handbrake may:

- Cause the brake shoes to drag continuously inside the drum



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- Generate excessive heat
- Lead to premature wear or permanent damage to braking components

If correct adjustment cannot be achieved, or if braking performance feels inconsistent, the system should be inspected by an authorised service technician.

IMPORTANT NOTICE

The handbrake forms part of the caravan's **primary safety system** and must be kept correctly adjusted and in good working order. Regular inspection as part of your pre-departure and setup routine will help ensure reliable operation and towing safety.

Anderson plug

Your Austrack caravan is fitted with an Anderson plug connection at the drawbar, providing a heavy-duty electrical link between the tow vehicle and the caravan's battery charging system while travelling.

This Anderson plug is wired directly to the DC/DC charging input of the onboard ARIZON power management system. A dedicated circuit breaker is installed near the charger, with its exact location varying between models. This breaker protects the charging circuit from overloads or electrical faults.

Purpose of the Anderson Plug Connection

The Anderson plug is intended exclusively for vehicle alternator or starter battery voltage input. Its sole purpose is to allow the caravan's DC/DC charger to safely draw power from the tow vehicle while the engine is running, enabling efficient charging of the caravan's house battery system during travel.

This connection is not designed for solar input and will not function if connected to a solar panel, whether regulated or unregulated. All solar charging must be connected via the caravan's designated solar input.

Ignition Trigger Wire

The ignition trigger wire for the DC/DC charging system is not connected as standard. This allows flexibility to suit different tow vehicle electrical systems.

Where required, the ignition trigger can be connected by a qualified auto electrician to an ignition-controlled circuit in the tow vehicle. When configured correctly, this ensures the DC/DC charger only operates when the vehicle is running.

Battery Protection and Voltage Cut-Out

The ARIZON system includes built-in voltage sensing and cut-out protection. This means the DC/DC charger will automatically stop drawing power when the tow vehicle's alternator is not actively charging.

This protection:

- Prevents discharge of the tow vehicle's starter battery
- Ensures charging only occurs under safe conditions
- Protects both vehicle and caravan electrical systems

As a result, the Anderson plug connection will remain inactive when the engine is off, even if physically connected.

Important Usage Notes

When using the Anderson plug connection:

- Ensure the Anderson plug is fully seated and secure before travel
- Do not connect solar panels to the Anderson plug under any circumstances
- Regularly inspect the plug and cabling for damage or corrosion
- Locate and understand the circuit breaker position near the charger for your model

If the circuit breaker trips repeatedly or the caravan does not appear to be charging while driving, the electrical system should be inspected by a qualified technician.

IMPORTANT NOTES

The Anderson plug and DC/DC charging system form a critical part of the caravan's electrical safety and battery management system. Any modification, repair, or wiring changes must be carried out by a licensed auto electrician or authorised service provider.

Trailer Plug Wiring

Austrack hybrid caravans are fitted **as standard** with a **7-pin flat trailer plug**, which provides the required electrical connections between the tow vehicle and the caravan for lighting and auxiliary trailer functions.

The 7-pin flat plug configuration used is the industry-standard arrangement and is suitable for the majority of modern tow vehicles. Correct connection of the trailer plug is essential to ensure that all mandatory lighting and safety functions operate correctly while towing.

Wiring Configuration

This Owners Manual includes an image showing the **standard wiring diagram for the 7-pin flat trailer plug**. Owners should refer to this diagram when checking plug function, troubleshooting lighting issues, or confirming compatibility with a tow vehicle.

Always rely on the wiring diagram provided in this manual when identifying pin functions or diagnosing faults. Incorrect assumptions or improper wiring can result in malfunctioning lights, electrical damage, or non-compliance with road regulations.

Pin No.	Circuit	Colour	Cable Entry View	
1	Left-Hand Turn	Yellow		
2	Reversing Signal	Black		
3	Earth Return	White		
4	Right-Hand Turn	Green		
5	Service Brakes	Blue		
6	Stop Lamps	Red		
7	Rear Lamps, Clearance & Side Marker Lamps	Brown		



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Alternative Plug Options

While the 7-pin flat plug is supplied as standard, **alternative trailer plug configurations can be fitted by arrangement**, including:

- 7-pin round (small)
- 7-pin round (large)

If a different plug type has been requested at the time of purchase, or if a change is required after delivery, please contact your **local Austrack showroom or the Austrack Service Department** to obtain the correct wiring diagram and discuss suitable options.

Any changes to trailer plug configuration should be carried out by a qualified auto electrician to ensure correct function and compliance with Australian standards.

IMPORTANT NOTES

- Always ensure the trailer plug is fully inserted and securely connected before travel
- Check trailer lights as part of your pre-departure inspection
- Inspect the plug and wiring regularly for damage, corrosion, or loose connections
- Do not force incorrect plug types together using adapters unless properly wired and approved

If any trailer lighting or electrical functions are not operating correctly, refer to the wiring diagram in this manual or seek professional assistance.

Passenger Side

The passenger side of your Austrack camper houses many of the key **external access, living, and convenience features** designed to support day-to-day operation, campsite setup, and outdoor living. Depending on model and layout, this side of the van may include refrigeration, cooking facilities, entry access, shade structures, and annex or enclosure systems.

Components located on the passenger side are intended to be **easily accessible and regularly used**, particularly during setup, meal preparation, and extended stays. Correct operation, routine inspection, and proper setup of these features are essential to ensure safety, reliability, and long-term durability.

This section of the Owners Manual provides operating guidance, safety information, and owner-safe setup advice for the following passenger-side components fitted to Austrack caravans:

- External Kitchen
- External Control Panel
- AusTuff Batwing Awning

Each subsection should be read carefully before use, particularly during initial setup and whenever operating conditions change.

External Kitchen

The external kitchen fitted to your Austrack Simpson X is designed for regular outdoor use and exposure to a wide range of environmental conditions. Components such as sinks, benches, racks, and storage systems are constructed from **stainless steel and durable metal finishes**, providing long-term durability while maintaining ease of cleaning and hygiene.

Unlike other Austrack models, the Simpson X kitchen is designed with **space efficiency and modular connections**, meaning some components are not permanently connected for travel. The water tap is a **setup-required component**, and certain accessories must be deployed and secured each time the kitchen is used or packed away.

Because the external kitchen is exposed to dust, moisture, grease, heat, and vibration, correct use and regular maintenance are essential to preserve performance, appearance, and safe operation.

Sink Use and Care

The external kitchen sink is constructed from **stainless steel** and is intended for food preparation, utensil washing, and general campsite use.

Good sink use practices include:

- Rinsing the sink after each use
- Avoiding disposal of excessive food scraps, grease, or fats
- Keeping the drain clear of debris

After use, the sink should be flushed with clean water and dried before storage.

Drainage and Waste Water

The Simpson X is **not fitted with a grey water tank**, and all sink discharge drains **directly to ground** beneath the camper via gravity.

Because no onboard collection system is provided:

- Wastewater is discharged continuously while the sink is in use
- Owners must manage drainage responsibly

Austrack recommends:

- Using a bucket, container, or portable waste tank where required
- Following campsite and local council regulations
- Avoiding discharge near campsites or high-traffic areas

Responsible wastewater handling is essential to maintain campsite hygiene and environmental compliance.

Stainless Steel Surface Care

External kitchen surfaces, including sinks and preparation areas, require regular cleaning to prevent staining, corrosion, and grease build-up.

To maintain stainless steel surfaces:

- Clean using warm water and mild detergent
- Rinse thoroughly after cleaning
- Dry with a soft cloth to prevent water spotting

Avoid:

- Abrasive pads or scourers
- Steel wool
- Harsh chemicals or chlorine-based cleaners

Dish Rack, Storage and Accessories

The Simpson X kitchen incorporates several integrated storage and utility features to maximise usability within a compact footprint.

These include:

- A **fold-out bench stop**, mounted behind the stove
 - Folds backwards during use
 - Folds back over the stove for storage
- A **slide-out cutlery drawer**, located beneath the stove
 - Provides secure storage for utensils
 - Must be closed before pack-down
- **Utility hooks** on the inside of the compartment door

- Suitable for tea towels and lightweight items

All components must be dry and secured before closing the kitchen.

General Cleaning and Hygiene

Outdoor cooking environments require consistent hygiene practices to ensure safe food handling.

Recommended hygiene practices include:

- Cleaning all food-contact surfaces before and after use
- Using food-safe cleaning products
- Drying surfaces thoroughly before closing or storing

In dusty, sandy, or coastal environments, increased cleaning frequency may be required.

Cooking System – Dometic 2 Burner Stove

The Simpson X kitchen is fitted with a **Dometic 2-burner gas stove**, integrated into the benchtop and protected by a **tempered glass lid**.

The stove is connected to the camper's internal gas system and is ready for use once the gas supply is turned on.

Critical Warning – Glass Lid

The stove lid must **never be closed while the stove is still hot**.

Closing the lid prematurely can cause:

- Thermal stress
- Sudden glass failure or shattering

The lid must only be closed:

- After burners are turned off

Once the unit has cooled completely

Operating External Gas Appliances

(Bayonet Connections)

The Simpson X is fitted with **two external gas bayonet outlets**, designed to supply LPG to external appliances.

These are typically configured as:

- One bayonet located for **external kitchen or general appliance use**
- One bayonet primarily intended for the **hot water system (HWS)**

Intended use of Bayonets

- Either bayonet can be used to connect an external BBQ or appliance
- The **HWS bayonet is generally preferred for BBQ use**, as it is typically better suited for this purpose
- The kitchen operates on its **own integrated gas supply** and does not require a bayonet connection

Owners may choose either outlet, provided correct operating procedures are followed.

Connecting an External Appliance

Before connecting:

- Ensure all appliance controls are OFF
- Position the appliance on a stable, non-combustible surface

To connect:

- Insert the bayonet fitting securely
- Confirm it locks into place



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Turn on the gas supply at the cylinder

Safe Operation

When operating external gas appliances:

- Use only in open, well-ventilated areas
- Keep flammable materials clear of burners
- Never leave the appliance unattended

Keep children and pets well away

After Use

After cooking:

- Turn off all burners
- Turn off the gas supply at the cylinder
- Allow the appliance to cool
- Disconnect and store securely

After Use and Pack Down

Before closing the kitchen:

- Disconnect and store the water hose and tap
- Ensure the stove is fully cooled
- Fold and secure the dish rack
- Close the cutlery drawer
- Clean and dry all surfaces
- Remove all loose items

Improper packing may result in damage during travel.

IMPORTANT NOTICE

The external kitchen is designed for outdoor use and requires correct setup, operation, and pack-down.

- The sink is **stainless steel and cold water only**
- Wastewater drains **directly to ground** and must be managed responsibly
- The stove lid must **never be closed while hot**
- Two gas bayonets are fitted; either may be used, with the **HWS bayonet preferred for BBQ use**
- All components must be secured before travel

Incorrect use, poor maintenance, or failure to follow these guidelines may result in damage not covered under warranty.

External Control Panel

Simpson X models are fitted with an **external control panel**, providing convenient access to key electrical and system functions during setup and use. This control panel is located **inside the middle compartment on the passenger side**, mounted on a panel above the storage area.

Simpson X models use an external control panel consisting of **blue, round, push-style switches** with a BMS screen battery condition, charge rate and battery percentage.

These switches are used to control various camper functions, which may include:

- Main 12 V system power
- Water pump operation
- Lighting circuits
- Accessory and socket power
- Other model-specific electrical functions

Each switch is clearly labelled for its intended function.

Operation is simple:

- Press the switch inwards for it to light up blue, indicating it is on.
- Press again to turn the switch off.

These switches provide simple, reliable manual control without the need for screens or software interfaces.

General Usage Notes

For all Simpson X models:

- Ensure required systems are switched **off** before travel
- Avoid unnecessary electrical use when operating off-grid
- Do not force switches or buttons

If a system does not operate as expected, refer to the **Troubleshooting Guide** in this manual.

Service and Support

If the external control panel:

- Fails to respond
- Shows intermittent operation
- Has damaged switches or buttons

Austrack recommends contacting AOE RV Service Centre as the primary point of support. If AOE RV Service Centre is not accessible, assistance should be sought from a suitably qualified caravan service technician.

IMPORTANT NOTICE

The external control panel is exposed to frequent use and outdoor conditions. Damage caused by moisture ingress, physical impact, forcing controls, or unauthorised modification may not be covered under warranty.

Always ensure the external kitchen compartment is closed properly when not in use.

AusTuff Batwing Awning

The Austrack Simpson X is equipped with the **AusTuff 270° Batwing Awning with integrated LED lighting**, designed to provide **rapid, wrap-around shelter** across the side and rear of the camper. This awning system is engineered for **single-person deployment**, allowing quick setup while delivering expansive coverage suitable for cooking, access, and general campsite use.

The 270-degree configuration provides continuous shelter without poles or interruptions across the primary working area, improving usability in both harsh sunlight and wet conditions. The awning is designed for Australian environments and is built to withstand exposure to UV, wind, and dust when used correctly.

Pre-Deployment Considerations

Before deploying the awning, it is essential to confirm that the surrounding environment allows safe and complete operation. The awning swings outward in a wide arc and requires adequate clearance and stable ground.

The following conditions must be verified prior to deployment:

- The camper is positioned on **stable, level ground**
- There is sufficient **side and rear clearance** for full 270° opening
- Environmental conditions are suitable for deployment
- Wind conditions are light to moderate only
- Suitable anchor points are available for **guy ropes and pegs if required**

Deploying the awning in unsuitable conditions may result in structural stress or damage.

Deploying the Batwing Awning

The awning is housed within a protective bag and unfolds in a controlled sequence via hinged arms.

To deploy the awning:

- Fully unzip the awning bag along its length
- Begin extending the awning arms outward, one section at a time
- Allow the awning structure to progressively wrap around the side and rear of the camper
- Continue unfolding until all arms are fully extended and the awning fabric is properly spread

Depending on conditions:

- The awning may be used in **freestanding mode** in calm weather
- In any wind, **support legs, guy ropes, and pegs must be used**

Once deployed:

- Lower any drop-down support legs if required
- Secure the awning using the supplied guy ropes and pegs
- Adjust rope tension until the fabric is evenly tensioned and free from sagging

⚠ Guy ropes must always be used whenever wind is present.

Integrated Lighting System

(USB Powered – White and Amber Modes)

The AusTuff batwing awning is fitted with an integrated LED lighting system designed to provide effective illumination for campsite activities.

The lighting system includes:

- **White mode**
 - Bright illumination suitable for cooking and general tasks
- **Amber/orange mode**
 - Reduced glare
 - Insect-friendly lighting for evening use

The system is **USB powered** and operates from the camper's electrical system via standard USB outlets.

To operate:

- Connect the USB cable to a suitable power source
- Use the inline controller to select the desired lighting mode
- Adjust brightness or mode as required

Before packing away:

- Disconnect all power
- Ensure cables are clear of moving parts

Wind, Weather, and Operational Safety

The batwing awning is designed for durability but must be used correctly to prevent damage or unsafe conditions.

When using the awning:

- Always secure with **guy ropes in any wind condition**
- Never leave the awning deployed unattended
- Monitor weather conditions closely
- Close the awning if wind strength increases
- Use appropriate anchors in sand or soft ground
- Do not apply body weight to awning arms or structure
- Do not use the awning as a climbing support

The awning fabric provides **partial UV protection only**. Additional sun protection measures should be used where necessary.

Packing Down the Awning

Correct pack-down is essential to prevent damage and ensure ease of future deployment.

To close the awning:

- Turn off and disconnect all lighting
- Remove and store all guy ropes, pegs, and support legs
- Fold each awning arm back toward the camper in the reverse deployment sequence
- Guide the fabric neatly as the arms fold inward
- Ensure fabric is not excessively bunched or twisted

Before securing:

- Roll or fold the fabric evenly into the awning housing
- Confirm no material is trapped or protruding

Finally:

- Fully close and secure the awning bag zip
- Ensure the bag is sealed to protect against dust and weather during travel

Storage and Maintenance

Routine care and maintenance are essential to extend the life of the awning and maintain performance.

Austrack recommends:

- Allowing the awning to **dry completely before long-term storage**
- Cleaning using **mild soap and fresh water only**
- Avoiding harsh chemicals or abrasive cleaning methods
- Regularly inspecting fabric, stitching, and arm joints
- Checking hinges and pivot points for smooth operation
- Avoiding storage while damp to prevent mould or mildew

Regular inspection is particularly important after off-road travel or exposure to harsh conditions.

Troubleshooting

Issue	Possible Cause	Recommended Action
Awning fabric sagging	Arms not fully extended or insufficient tension	Re-extend arms fully and tighten guy ropes evenly
Lighting flickering or not operating	Loose USB connection or power supply issue	Check cable connections, confirm power source, or try alternative USB port
Awning difficult to fold away	Fabric bunched or folding sequence incorrect	Reopen partially, straighten fabric, and fold in correct sequence
Awning unstable	Wind conditions or poor ground anchoring	Deploy support legs and secure with guy ropes and appropriate anchors

IMPORTANT NOTICE

The AusTuff 270° Batwing Awning is designed for rapid deployment and reliable shelter but must be used in accordance with operating guidelines.

- Always assess environmental conditions before deployment
- Use guy ropes whenever wind is present
- Do not leave the awning unattended
- Ensure fabric is correctly packed before closing
- Disconnect all electrical connections before pack-down

Incorrect use, failure to secure the awning, or improper pack-down may result in damage not covered under warranty.

Rear of the Camper

The rear of your Austrack Hard Floor camper trailer is engineered to support essential storage, access, recovery, and rear-mounted functions, while maintaining structural integrity, correct weight distribution, and safe handling during both on-road and off-road travel.

This section of the Owners Manual provides operating guidance, safety information, and owner-level inspection advice for the following rear-mounted components, where fitted to applicable Austrack Hard Floor camper trailer models:

- Recovery Points
- Rear Step Bar
- Rear Fridge Slide
- 50mm Square Hitch Receiver
- Water Tank Inlets

Only the components applicable to your specific model will be present. Each relevant subsection should be read carefully before use.

External Fridge / Freezer

The Simpson X is equipped with an **externally mounted ARCTIC compressor fridge/freezer**, providing convenient access to refrigerated or frozen storage without occupying internal space within the camper. The external mounting configuration allows the unit to be accessed directly from outside the camper, improving usability during camp setup and day-to-day operation. Designed for use in off-road and touring environments, the fridge operates independently of internal cabinetry systems and integrates with the camper's electrical infrastructure to provide reliable cooling performance in a wide range of conditions.

ARCTIC Fridge/Freezer

Your camper or caravan may be equipped with an **ARCTIC branded portable compressor fridge/freezer**, designed to deliver consistent and reliable refrigeration performance across a wide range of operating conditions. These units are specifically engineered for mobile applications and are suitable for installation in **recreational vehicles, caravans, camper trailers, and similar**

environments where stable cooling must be maintained despite fluctuating power supply and ambient temperatures.

The appliance is capable of operating from both **low-voltage DC power (12 V or 24 V)** and **standard AC mains supply (100–240 V)**, allowing seamless use whether connected to a vehicle, an onboard battery system, or external mains power. Internally, the unit utilises a **high-efficiency inverter-driven compressor system**, which adjusts operating speed in response to cooling demand. This results in improved thermal stability, reduced power consumption, and quieter operation compared to traditional fixed-speed compressor systems.

The fridge/freezer is suitable for general food and beverage storage and may also be used for freezing applications by selecting an appropriate temperature setting within the available operating range of **-18 °C to +10 °C**.

Key Features

The ARCTIC fridge/freezer incorporates a number of integrated protection systems and user-controlled functions designed to maximise reliability in mobile environments.

Core system features include:

- A **compressor-based refrigeration system** designed for mobile use
- Adjustable temperature range from **-18 °C to +10 °C**, allowing both refrigeration and freezing
- A **digital control system with LCD interface**, providing real-time temperature and status feedback
- Internal removable storage basket to assist with organisation and airflow
- Integrated **low-voltage battery protection system**, preventing excessive discharge of the supply battery
- Reverse polarity protection to prevent electrical damage during incorrect connection
- Thermal protection systems to safeguard internal components under high load conditions
- A low-current **USB output (5 V / 500 mA)** suitable for charging small electronic devices

⚠ Where the appliance is used for temperature-sensitive storage (such as medication or specialised products), it is the responsibility of the operator to verify that the selected temperature setting and operating conditions are suitable for that purpose.

Safety Instructions

Correct installation, operation, and maintenance are essential to ensure safe use and prevent damage to the appliance or connected electrical systems.

General Safety Requirements

- Always verify that the **input voltage matches the rating label** before connection
- Disconnect the appliance from all power sources before cleaning or conducting maintenance
- Damaged power cables must only be replaced by **qualified personnel**
- Do not attempt to modify, dismantle, or repair internal components

Failure to follow these instructions may result in equipment damage or personal injury.

Usage and Environmental Considerations

The appliance is designed for controlled use within a ventilated environment and must be operated within its intended limits.

To ensure correct operation:

- Do not expose the unit to excessive moisture or immerse it in liquid
- Maintain a safe distance from heat sources such as exhaust systems or direct sunlight
- Ensure ventilation openings remain unobstructed at all times
- Do not store corrosive, flammable, or hazardous substances inside the unit
- This appliance is not intended for unsupervised use by children

Electrical Protection Considerations

Because the unit is commonly connected to mobile power systems, correct electrical practices are essential.

- Disconnect from the battery before connecting high-output charging equipment
- Avoid operation under unstable or over-voltage conditions

Servicing must only be performed by authorised service personnel

Energy Efficiency and Performance Optimisation

Achieving optimal cooling performance and energy efficiency requires correct placement and usage habits.

To maximise operating efficiency:

- Install the unit in a **well-ventilated location** to allow heat dissipation
- Avoid direct sunlight exposure or enclosed, heat-retaining compartments
- Allow hot food or beverages to cool before placing inside the unit
- Minimise the frequency and duration of lid openings
- Maintain internal cleanliness and perform defrosting as required
- Select a temperature appropriate to the intended use rather than defaulting to maximum cooling

These practices significantly reduce compressor workload and improve long-term reliability.

Operation and Function

Power Supply and Connection

The fridge/freezer supports both AC and DC operation, making it suitable for a wide range of power setups.

- **AC Supply:** 100–240 V mains input
- **DC Supply:** 12 V / 24 V system (vehicle or auxiliary battery)

All connections should be checked for correct fit and stability prior to operation. The system should be operated in **normal mode** during regular use.

Emergency override mode is available but should only be used under fault conditions.

Control Interface and System Operation

The control panel provides all necessary user interaction and system monitoring functions.

The interface includes:

- An ON/OFF control button
- A SET button for system configuration

- A digital display indicating temperature and system status

Increment and decrement buttons for temperature adjustment

Starting the Unit

To power the unit:

- Press and hold the ON/OFF button for approximately **3 seconds**
- The display will activate and begin showing internal temperature
- A cooling indicator will display once the compressor engages

The system will automatically begin cooling once powered.

Temperature Configuration

The operating temperature range of the appliance allows for flexibility between refrigeration and freezing modes.

To adjust the temperature:

- Press the SET button to activate adjustment mode
- Use the + or – buttons to select the desired temperature
- Settings are automatically saved within the system memory

To change between Celsius and Fahrenheit:

- Press the SET button repeatedly until the display changes

Battery Protection System

A key feature of the appliance is the integrated **low-voltage cut-off system**, designed to prevent excessive discharge of the connected battery.

The system includes three selectable protection levels:

Mode	Description
VL (Low)	Allows extended runtime with minimal protection
VM (Medium)	Balanced protection and performance
VH (High)	Maximum battery protection



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Recommended usage:

- VH for starter batteries
- VL for auxiliary camping battery systems

The system automatically shuts down the compressor when voltage drops below a defined threshold and restarts once voltage recovers.

Shutdown Procedure

To switch off the appliance:

- Press and hold the ON/OFF button for approximately 3 seconds
- Disconnect the power supply if not in use

Emergency Operation Mode

Emergency operation mode allows continued operation if the electronic control panel fails.

Limitations include:

- No temperature adjustment capability
- Reduced efficiency and system performance
- Intended as a temporary measure only

⚠ This mode is not suitable for long-term food preservation.

USB Power Output

The appliance is equipped with a low-current USB output:

- Output: **5 V / 500 mA**
- Intended for small devices such as mobile phones or lighting

This output does not support high-draw devices.

Defrosting

Over time, frost accumulation may occur, reducing cooling efficiency and airflow.

To defrost:

- Remove all contents from the unit
- Disconnect power and turn the appliance off
- Leave the lid open to allow ice to melt naturally
- Dry all internal surfaces before restarting

⚠ Do not use sharp tools or mechanical force to remove ice.

Cleaning and Maintenance

Routine cleaning and inspection will ensure optimal operation and longevity.

Recommended practices include:

- Cleaning internal surfaces with a damp cloth and mild detergent
- Avoiding abrasive materials and strong chemical cleaners
- Keeping ventilation openings clear of dust and debris
- Inspecting seals, cables, and connections periodically

Troubleshooting

Fault	Possible Cause	Recommended Action
No power	No supply	Check power source
	Blown fuse	Replace fuse
	Loose connection	Reconnect properly
Insufficient cooling	High ambient temperature	Improve airflow
	Incorrect setting	Adjust temperature
Unit shuts down	Low voltage protection activated	Recharge battery
Error codes displayed	Internal fault	Seek authorised service
Compressor fails to start	Voltage instability	Allow system to stabilise

Error Code Diagnostics

The ARCTIC fridge/freezer includes internal system monitoring. When a fault is detected, an error code may be displayed.

Error Code	Meaning	System Behaviour	Recommended Action
E1	Low voltage protection or sensor fault	Compressor stops to protect system	Check power supply voltage and battery condition. Recharge battery. If issue persists, inspection required
E2	Fan over-current or abnormal load	Cooling efficiency reduced or system stops	Ensure vents are clear and fan is unobstructed. Service may be required
E3	Compressor start failure	Compressor attempts automatic restart	Allow system time to retry. Confirm stable voltage supply
E4	Low compressor operating speed	Reduced cooling performance	Improve ventilation and ensure adequate power supply
E5	Controller overheating	System may temporarily shut down	Turn off unit, allow cooling, improve airflow around vents

Packing List

Supplied items may include:

- ARCTIC compressor fridge/freezer
- DC power cable
- AC power cable
- Internal storage basket
- Handle components (if applicable)
- Documentation

IMPORTANT NOTICE

The ARCTIC fridge/freezer is designed for use in **mobile recreational environments**, including campers and caravans, and must be operated within its specified limits.

- Ensure a stable and suitable power supply
- Maintain adequate ventilation at all times

- Follow proper operating and maintenance procedures
- Monitor battery protection settings where applicable

Failure to operate the appliance correctly may result in reduced performance, system faults, or damage not covered under warranty.

Recovery Points

Austrack campers are fitted with **dedicated rear recovery points** intended to assist in controlled recovery situations where the camper has become immobilised in sand, mud, or similarly low-traction environments. These recovery points are engineered into the caravan structure to allow recovery loads to be applied in a predictable and managed way when correct recovery techniques are used.

Recovery operations are inherently high-risk activities. The forces involved can be extreme, unpredictable, and potentially dangerous if incorrect attachment points, techniques, or equipment are used. Because of this, recovery should only be attempted by persons with appropriate knowledge and experience, using properly rated recovery equipment and safe recovery methods.

This section explains how the rear recovery points are configured, how they are intended to be used, and—just as importantly—what **must not** be used during recovery operations.

Rear Recovery Point Configuration

Austrack campers are fitted with **two designated rear recovery points**, installed as part of the rear structure of the caravan.

These are positioned:

- One on the **left-hand side** of the rear of the camper
- One on the **right-hand side** of the rear of the camper

The recovery points are designed to work **together**, allowing recovery loads to be shared and distributed evenly across the rear structure rather than being concentrated in a single location.

Mandatory Use of a Bridle or Equaliser Strap

When performing any recovery from the rear of the caravan, **both rear recovery points must always be used together**. This is not optional.

A **bridle strap or equaliser strap** must be fitted between the two rear recovery points before attaching the recovery rope, strap, or winch line. The purpose of the bridle is to divide the recovery load evenly, minimise twisting forces, and reduce the risk of structural damage.

Using a single rear recovery point on its own:

- Introduces uneven loading
- Places torsional stress on the rear structure
- Increases the risk of recovery point or chassis failure

Under no circumstances should only one rear recovery point be used.

50mm Rear Receiver – CRITICAL SAFETY WARNING

Some Austrack camper models are fitted with a **50 mm square receiver** at the rear of the camper. This receiver is provided **for accessory mounting purposes only**.

⚠ The rear 50 mm square receiver is NOT a rated recovery point and must NEVER be used for vehicle recovery.

The rear receiver is **not designed, not tested, and not rated** to withstand the loads generated during recovery operations. It is not part of the caravan's recovery system.

If used during recovery, the rear receiver or any attached accessory can become a **high-energy flying projectile**, posing a significant risk of **serious injury, death, or damage to vehicles and equipment**.

This is not a hypothetical risk. Recovery failures caused by incorrect attachment points can result in catastrophic outcomes in a matter of seconds.

Approved Rear Recovery Method

If rear recovery of the camper is required, the correct process is as follows:

- Connect a **bridle or equaliser strap** to both rear recovery points
- Ensure all shackles, straps, and recovery gear are correctly rated and in good condition
- Attach the recovery strap, rope, or winch line to the centre of the bridle strap
- Confirm **no attachment is made to the 50 mm rear receiver**
- Clear all persons from the recovery area
- Conduct the recovery in a slow, controlled manner

Dynamic or snatch recoveries should **only** be undertaken by experienced operators who understand the risks and limitations of recovery systems.

Pre-Recovery Inspection

Before attempting any recovery, a visual and physical inspection must be carried out to ensure all components are suitable for use.

Check that:

- Recovery points show no visible bending, cracking, or deformation
- Mounting hardware is secure
- Surrounding structure shows no signs of damage or fatigue
- Recovery straps, bridles, and shackles are undamaged and appropriately rated

If there is any doubt about the condition of a recovery point or attachment, **do not proceed** with the recovery until the system has been assessed.

Post-Recovery Inspection

After a recovery operation has been completed, the rear recovery points and surrounding structure should be inspected again.

Austrack recommends:

- Checking recovery points for distortion or movement
- Inspecting mounting areas for cracks or stress marks
- Checking that fasteners remain tight
- Inspecting all recovery equipment used

Any damage identified should be addressed before further travel.

IMPORTANT SAFETY NOTICE

Recovery operations carry a high risk of serious injury or death when performed incorrectly. Incorrect attachment points, poor technique, or unsuitable equipment can turn recovery gear into dangerous projectiles under load.

Austrack recovery points are designed **only for camper recovery when used correctly and in accordance with this manual**. They must not be modified, overloaded, or used in any way not intended.

If unsure at any stage, do not attempt recovery. Seek assistance from experienced recovery operators or professional recovery services.

50mm Square Hitch Receiver

Some Austrack camper models are fitted with a **50 mm square hitch receiver** at the rear of the camper. This receiver is provided specifically to allow the installation of a **rear-mounted bicycle rack** for transporting bicycles during travel.

The rear hitch receiver is **not a recovery point, not a towing point, and not designed to accept dynamic loads**. It is intended only for light, static accessory loads and must be used strictly within its designed purpose and rating.

Understanding how this receiver works, how loads are carried, and how misuse can dramatically increase risk is essential for safe operation.

Load Rating and Intended Use

The 50 mm square hitch receiver is rated to a **maximum vertical load of 80 kg**. This figure represents the **absolute maximum combined weight** supported by the receiver and includes:

- The bike rack itself
- All bicycles mounted to the rack
- Any additional carriers, adapters, or accessories attached

Exceeding this rating places excessive stress on the receiver and rear structure, potentially resulting in cracking, deformation, or failure.

The receiver is intended **only** for bicycle rack use. It must **never** be used for:

- Recovery or towing
- Snatch straps or winching
- Cargo trays or load platforms
- Spare wheel mounting

Fuel or water container carriage

How the Receiver Carries Load

The rear hitch receiver supports loads **behind the axle line** of the camper. This means the weight is carried on a lever arm, which magnifies forces acting on the receiver and its mounting points.

Driving conditions that increase these forces include:

- Corrugated roads
- Sharp dips or washouts
- Braking and acceleration
- Uneven off-road terrain

Small increases in weight or distance from the receiver can result in **large increases in stress** on the mounting system. For this reason, staying well within load limits is critical.

Hitch Extenders and Load Derating

On some Austrack camper models, rear geometry, spare tyre placement, rear bar design, or rear fold components may require the use of a **hitch extender** to correctly position a bike rack.

While extenders can improve clearance, they also **increase leverage**, which significantly **reduces the effective load capacity** of the receiver.

Important considerations:

- The further rearward the load is moved, the greater the bending force
- Using a hitch extender **automatically reduces the safe load limit below 80 kg**
- Longer extenders reduce load capacity more than shorter ones

Austrack strongly recommends:

- Using the **shortest possible hitch extender**
- Minimising total rack and bicycle weight
- Avoiding extenders unless absolutely necessary for fitment

ABSOLUTE PROHIBITION ON RECOVERY USE

⚠ The 50 mm square hitch receiver must NEVER be used as a recovery point.

This cannot be overstated.

The rear receiver is **not designed, not tested, and not rated** for recovery forces. Recovery loads are dynamic, violent, and often several times higher than static accessory loads.

If used during recovery, the rear receiver or any attached accessory can become a **high-energy flying projectile**, posing a significant risk of **serious injury, death, or catastrophic damage to vehicles and equipment**.

This type of failure happens without warning and at extreme speed. People have been seriously injured or killed by components launched during failed recoveries. The presence of a square receiver **does not mean it is safe to recover from.**

No strap, shackle, or clever workaround makes this safe. **Do not do it.**

Bike Rack Selection and Fitment

Because the receiver is designed specifically for bicycle transport, rack choice matters.

When selecting a bike rack:

- Choose a rack **rated for caravan or RV use**
- Avoid racks intended only for passenger vehicles
- Confirm the rack design suits high-vibration environments
- Ensure bicycles are rigidly secured with minimal movement

Bicycles must not sway, bounce, or rotate while travelling, as this rapidly increases load and fatigue on the receiver and mounting hardware.

Pre-Travel Safety Checks

Before travelling with a bike rack installed, always confirm:

- The rack is fully inserted and secured with a rated pin or locking device
- All mounting bolts and clamps are tight
- Total combined load is within allowable limits
- Any hitch extender is correctly installed and in good condition
- Bicycles are firmly restrained with no free movement
- No contact occurs between rack, bikes, rear bar, or caravan body

Checks should be repeated during long trips and after rough road sections.

Maintenance and Inspection

The rear hitch receiver is subjected to constant vibration and environmental exposure. Regular inspection is essential.

Maintenance checks should include:

- Visual inspection for cracking, bending, or distortion
- Ensuring mounting hardware remains tight
- Cleaning accumulated dust, salt, or mud
- Inspecting rack attachment points for wear

Any sign of damage or looseness requires immediate attention.

IMPORTANT NOTICE

The 50 mm square hitch receiver is rated for **light accessory loads only** and must never be repurposed beyond its design intent. Misuse, overloading, or recovery attachment may result in injury, equipment loss, or structural damage and is not covered by warranty.

Water Tank Inlets

Austrack campers are fitted with **dedicated water tank inlet ports** for filling the onboard fresh water tanks. These inlets are designed to provide a simple and reliable method of replenishing water supplies while travelling or at camp.

The water tank inlets operate as **gravity fill points** and are fitted with a **breather system** to allow air to escape as the tank fills. This breather plays an important role in preventing pressure build-up during filling and normal operation.

Unlike the mains water connection, the water tank inlets are **not designed for direct hose attachment**, and correct filling technique is required.

Filling the Water Tanks

The water tank inlet does not lock a hose in place.

When filling the tanks:

- Insert a small-diameter hose into the filler opening, **or**
- Hold the hose securely in position while filling
- Fill at a steady, controlled flow rate
- Monitor the fill process visually

Because the inlet is a gravity fill, the hose must be supported by the user to prevent it slipping out during filling.

Do not force oversized hoses into the filler opening, as this may damage seals or surrounding components.

Breather Port Operation and Overfilling Behaviour

Austrack water tank inlets have a **breather port** above the main inlet to allow displaced air to escape as the tank fills.

When the water tank becomes full:

- Excess water will typically **spit or trickle out of the breather outlet**
- This is a normal indication that the tank has reached capacity
- The spitting usually occurs for a short period and then subsides

⚠ This behaviour is **normal** and does not indicate a fault or damage to the tank.

Once water is seen exiting the breather, the tank is full and filling can be stopped. Overfilling does **not** damage the tank, provided filling pressure is reasonable and controlled.

Austrack recommends not standing directly in front of the breather port if you wish to remain dry.

Locking Filler Cap and Key Operation

Each water tank inlet is fitted with a **key-locked filler cap** to help prevent contamination and unauthorised access.

Some owners may experience:

- A stiff or tight lock barrel
- Difficulty turning the key
- Resistance when opening or closing the cap

This is commonly caused by dust ingress, dry lock barrels, or infrequent use.

Tips for Stiff Filler Cap Locks

If the filler cap lock is difficult to operate:

- Ensure the cap is seated squarely before turning the key
- Apply gentle pressure and avoid forcing the key
- Use a **small amount of graphite powder or silicone-based lubricant** in the lock barrel
- Operate the lock several times to distribute lubricant

Do **not** use oil-based or sticky lubricants, as these attract dust and can worsen the problem over time.

Recommended Use of a Water Filter

Although not supplied as standard, Austrack **strongly recommends the use of a water filter** when filling onboard water tanks.

Using a suitable inline or hose-end filter helps:

- Reduce sediment and debris entering the tank
- Improve taste and odour



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- Support cleaner plumbing components
- Provide better quality water for drinking and cooking

This is particularly important when filling from:

- Caravan park taps of unknown quality
- Rural or remote water supplies
- Older infrastructure that may carry sediment

Water Quality and Best Practices

To maintain clean onboard water:

- Use potable (drinking-grade) hoses only
- Store hoses clean and capped when not in use
- Replace damaged or contaminated hoses promptly
- Periodically flush tanks if water is stored for long periods

Good filling habits help keep tanks hygienic and extend component life.

After Filling

Once filling is complete:

- Remove the hose carefully
- Allow any residual water to drain from the filler area
- Ensure the filler cap is free of dirt or debris
- Secure and lock the cap fully

A properly sealed cap prevents contamination and water ingress during travel.



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Common Questions and Observations

Water coming out from the top of the inlet while filling

This is normal once the tank is full and water exits via the breather.

Key difficult to turn in filler cap

Typically resolved with proper alignment and dry lubrication.

Concern about water quality

Use a filter and clean hoses to improve quality.

IMPORTANT NOTICE

The water tank inlet is designed for manual gravity filling. Normal breather discharge during filling is expected and does not indicate a fault.

Damage caused by forced hose insertion, incorrect locking, or poor maintenance may not be covered under warranty.

Driver Side

The driver side of the Simpson X is primarily dedicated to **tent access, general storage, and the main electrical system enclosure**, forming a functional service and access area of the camper. While exterior components on this side are minimal compared to other areas of the camper, it plays a critical role in housing key operational systems.

The most significant feature on the driver side is the **electrical compartment**, which contains the primary electrical components responsible for battery management, charging, and power distribution throughout the camper. In addition, this side provides access to the rooftop tent via the ladder when deployed, along with designated storage areas depending on configuration. Understanding the layout and purpose of this side of the camper is important for safe operation, maintenance, and day-to-day usability.

Electrical Compartment

The Simpson X is equipped with a dedicated **electrical compartment located on the driver side**, which houses the primary components responsible for power storage, charging, conversion, and distribution throughout the camper. This compartment acts as the central hub of the camper's electrical system and is designed to contain all major electrical components in a protected and organised environment.

Within this compartment, key components are **permanently installed, pre-configured, and secured at the factory**, with all wiring, protection devices, and load pathways designed specifically for the camper. The compartment provides controlled access for inspection and servicing but is not intended for routine adjustment or modification by the owner.

This area is critical to the overall operation of the camper and must be treated as a **service and inspection zone only**.

ARIZON Battery Charging System

Simpson X models utilise an **ARIZON DC-DC and Inverter Charger system**, designed for reliability and straightforward operation.

In these configurations:

- An **ARIZON Inverter Charger** provides battery charging when connected to 240 V
- An **ARIZON DC-DC Charger** supplies 12 V power when operating off-grid when connected to a vehicle.

Components Within the Compartment

Depending on configuration, the electrical compartment may contain the following:

- **Battery System**
 - Stores energy for all 12 V loads and inverter operation
- **Battery Charger**
 - Charges the battery when connected to 240 V mains power
- **Inverter**
 - Converts 12 V DC battery power into 240 V AC
 - Used to supply selected 240 V appliances when off-grid
- **240 V Circuit Breakers and Protection Devices**
 - Protect circuits from overload and fault conditions
- **Cabling and Distribution Wiring**
 - Connect all system components safely and securely

All components are mounted to withstand vibration, movement, and environmental exposure associated with off-road use.

Solar Input and Regulation

The Simpson X does **not include an onboard solar regulator or MPPT controller** within the electrical compartment. This is an intentional design feature of the system.

Solar charging is instead handled **entirely by externally regulated solar equipment**.

The camper is fitted with an **Anderson plug for solar input**, which provides a direct connection into the battery system. This connection is designed to accept **regulated DC input only**.

Solar Operation Method

In the standard configuration:

- Solar charging is achieved using the **AusTuff portable solar blanket**
- The solar blanket incorporates a **built-in regulator**



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- Regulation occurs before power enters the camper
- The regulated output is delivered via the Anderson plug

Because there is no internal regulator, the camper **does not condition or control incoming solar voltage**.

Critical Solar Requirements

Because of this configuration:

- All solar input **must be regulated externally**
- The AusTuff blanket's regulator must remain active
- Unregulated solar panels must never be connected directly
- Inline regulators must not be bypassed

Failure to follow these requirements may result in:

- Over-voltage charging
- Battery damage
- Electrical system faults

User Responsibility

Owners are responsible for ensuring that any solar equipment connected to the camper:

- Includes an appropriate regulator
- Is compatible with the battery system
- Is correctly connected and polarity-matched

Incorrect solar configuration may cause damage not covered under warranty.

User Access and Interaction

The electrical compartment is designed for:

- Visual inspection
- Servicing (when required)

There are **no user-adjustable components** intended for routine interaction inside this compartment.

Owners should:

- Avoid contacting exposed wiring
- Avoid modifying or adjusting components
- Use only approved interfaces (e.g. switches or displays)

⚠ Both DC and 240 V AC systems are present within this compartment. Improper handling may result in injury or damage.

Inspection and Maintenance

Periodic inspection is recommended to ensure system integrity.

Owners should check:

- All electrical components are securely mounted
- No loose or exposed wiring is present
- No signs of overheating or discolouration
- No moisture or debris has entered the compartment

Any abnormal findings should be addressed by a **qualified technician**.

Normal System Behaviour

The following conditions are considered normal:

- Chargers and inverters becoming warm during operation
- Cooling fans activating under load
- Battery charging when connected to mains or solar
- Inverter shutting down if battery voltage becomes low

These are protective and operational characteristics of the system.

Troubleshooting

The following guidance is limited to **owner-safe checks only**.

General Electrical Issues

Issue	Possible Cause	Recommended Action
No 12 V power	Battery disconnected or flat	Check battery condition and connections
	Main fuse or breaker tripped	Inspect and reset if safe
No 240 V output (inverter)	Inverter switched off	Turn inverter on
	Low battery voltage	Recharge battery
	Overload condition	Remove high-draw appliances
No mains charging	No 240 V input	Confirm external power connection
	Charger fault or breaker	Inspect or seek service
No solar charging	Solar not connected	Check Anderson plug connection
	No sunlight	Confirm conditions
	External regulator issue	Check solar blanket regulator
System shuts down	Low battery voltage	Recharge battery
	Over-current protection	Reduce load

When to Seek Professional Service

Service is required if:

- Electrical components show heat damage or wear
- Wiring is loose or damaged
- Breakers trip repeatedly
- Charging systems fail after checks
- Inverter or battery behaviour is inconsistent



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IMPORTANT NOTICE

The electrical compartment contains **critical electrical infrastructure** and is not intended for modification or non-qualified servicing.

- Do not alter system wiring or component configuration
- Do not install additional equipment without approval
- Always isolate power before inspection where possible
- Only qualified personnel should perform repairs or upgrades

Incorrect handling or unauthorised modification may result in damage, safety risks, or voided warranty.

AusTuff Roof Top Tent

The Austrack Simpson X is equipped as standard with the **AusTuff hard-shell rooftop tent**, a purpose-built, side-opening tent system designed for **rapid deployment, weather protection, and elevated sleeping comfort**. The tent is factory-installed and pre-aligned to the camper, meaning no additional assembly, calibration, or adjustment is required by the owner.

The hard-shell construction provides:

- Enhanced protection during transport
- Reduced setup and pack-down time
- Improved resistance to dust, moisture, and environmental exposure

When deployed, the tent provides a **stable elevated sleeping platform for two occupants**, with integrated ventilation, insect protection, and lighting. The design is optimised for Australian conditions and is intended for repeated use across a wide range of environments.

Pre-Deployment Considerations

Before opening the rooftop tent, it is essential that the camper is positioned correctly to ensure safe and reliable operation.

The following conditions should always be confirmed:

- The camper is parked on **stable, level ground**
- There are **no overhead obstructions**, including branches, awnings, or structures
- The ladder can be extended to the ground safely at an angle of approximately **60–70 degrees**
- The surrounding area provides adequate clearance for full deployment

Failure to confirm these conditions may result in unsafe operation or damage to the tent system.

Opening the Tent

The AusTuff rooftop tent on the Simpson X is configured to open toward the **driver's side** of the camper. The opening process is designed to be **assisted by gas struts**, reducing effort and ensuring controlled movement of the hard shell.

To deploy the tent:

- Release all external latches securing the hard shell
- Begin lifting the upper shell section
- Allow the **gas struts to assist and complete the opening motion**
- Extend the ladder fully from its stored position
- Use the ladder as a **lever to pull out the fold-out base section**
- Continue until the extension floor reaches its fully open and locked position
- Position the ladder securely on firm ground
- Adjust the ladder angle to ensure stability and proper load distribution

The ladder is not only an access point but also serves as a **structural support component**, transferring load from the extension floor to the ground.

Installing Window Tension Rods

The rooftop tent is supplied with **tension rods**, designed to support the window hoods and improve weather shedding and airflow.

When installing tension rods:

- Insert each rod through the **eyelet provided in the window hood fabric**
- Flex the rod slightly and locate its lower end into the **designated receiver point on the tent base**
- Ensure the rod is seated correctly and tension is applied evenly

This process should be repeated for all applicable windows.



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Proper installation improves:

- Water runoff during rain
- Ventilation within the tent

Structural stability of the window hoods

Integrated Tent Lighting System

(USB Powered – White and Amber Modes)

The AusTuff rooftop tent includes an integrated **dual-zone LED lighting system**, designed to provide both internal illumination and low-impact ambient lighting.

Internal Tent Light

- Powered via **USB connection** to the camper's electrical system
- Provides two selectable lighting modes:
 - **White light** for general illumination
 - **Amber/orange light** for reduced glare and insect attraction

Under-Base Light

- Positioned beneath the tent floor
- Provides illumination for:
 - Ladder access
 - Ground area below the tent
- Controlled via the same inline switch system

Lighting levels will vary based on power supply and connection integrity.

Interior Features

The rooftop tent provides a compact but functional living space, including:

- A **flat sleeping platform suitable for two occupants**
- Ventilated window openings
- Integrated **insect mesh screening**
- Fabric designed for airflow and weather resistance
- Internal lighting and cable routing

The tent is not designed for excessive storage, and weight inside the tent should remain within normal use limits.

Packing Down the Tent

Correct pack-down is critical to prevent damage to the tent fabric, shell, and supporting components.

To close the tent:

- Turn off and disconnect all USB lighting
- Remove all tension rods and store securely
- Arrange bedding flat within the tent to avoid interference with hinges
- Fold the extension floor upward using the ladder as leverage
- Guide all canvas and mesh inward carefully
- Ensure no fabric protrudes beyond sealing edges
- Lower the hard shell evenly, allowing gas struts to compress

- Engage all external latches securely
- Perform a final visual inspection to confirm no material is trapped

The shell must sit completely flush before latches are secured.

Safety Guidelines

Safe operation of the rooftop tent requires attention to positioning, load management, and environmental conditions.

Owners must ensure:

- The ladder is positioned at a **safe angle (60–70 degrees)** and securely grounded
- No open flames, heaters, or fuel-based appliances are used inside the tent
- Adequate ventilation is maintained to reduce condensation
- All latches are secured before travel
- The tent is not used during extreme wind or unsafe weather conditions without additional precautions

Failure to follow these guidelines may result in injury or system damage.

Care and Maintenance

Routine maintenance ensures long-term reliability and preserves the condition of the tent.

Recommended practices include:

- Allowing the tent to **fully dry before long-term storage**
- Cleaning fabric with **mild soap and water only**
- Avoiding harsh chemicals or pressure washing
- Periodically lubricating hinges and moving components
- Inspecting seals, straps, and stitching for wear

- Keeping USB cables and ports clean and dry

Regular inspection will help identify issues early and prevent deterioration.

Troubleshooting

Issue	Possible Cause	Recommended Action
Hard shell will not close smoothly	Canvas or mesh caught between shell edges	Reopen slightly, carefully tuck fabric inward, and close evenly
Ladder feels unstable	Incorrect angle or uneven ground	Adjust ladder to 60–70° and reposition on firm, level ground
Lights not turning on	USB cable not fully inserted or power not active	Check connection, confirm camper power supply, or test alternative port/cable
Tent difficult to open	Wind resistance or obstruction	Open slowly, maintain control until gas struts assist fully
Tent difficult to close	Excess bedding or trapped material	Reopen, flatten internal contents, and ensure all fabric is properly stowed



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IMPORTANT NOTICE

The AusTuff rooftop tent is a structural and functional component of the Simpson X and must be operated correctly.

- Always ensure **safe ladder positioning and ground stability**
- Confirm all fabric is clear before closing
- Do not close the tent forcefully under resistance
- Never travel with unsecured latches
- Proper care and maintenance are essential for long-term performance

Damage caused by incorrect use, improper pack-down, or lack of maintenance may not be covered under warranty.

Electrical System

Your SIMPSON X camper is equipped with an integrated 12V and 240V electrical system designed to provide reliable power for lighting, water pumps, appliance charging and off-grid camping. The system supports both powered campsite operation and independent camping, allowing you to maintain essential camper functions regardless of your location.

Current SIMPSON X models utilise an ARIZON electrical system incorporating an ARIZON DC/DC Charger, ARIZON Inverter Charger, lithium battery system, solar charging capability and traditional switch panel controls. The system is designed for straightforward operation, with battery charging functions managed automatically by the ARIZON charging equipment.

Battery charging can be supplied from multiple sources, including the tow vehicle via the Anderson plug, 240V mains power via the external shore power connection, roof-mounted solar panels (where fitted), and portable solar blankets connected through the designated solar input. A rear Anderson plug is also provided for additional charging and power input applications where equipped.

Unlike advanced touchscreen-based power management systems, the SIMPSON X retains a traditional round-button control panel for operating lights, pumps and other 12V accessories. Battery information is displayed through the Battery Management System (BMS) display, which provides battery status information only.

It is important to understand that the BMS display does not control any functions within the electrical system. It is used solely for monitoring battery information such as State of Charge (SOC), voltage, current and battery status. All charging functions are managed automatically by the ARIZON equipment, while accessory operation is controlled through the round-button switch panel.

This section explains the operation of all electrical components fitted to your SIMPSON X, including battery charging, solar charging, portable solar blanket connection, rear Anderson plug operation, 240V mains power, inverter functionality and battery monitoring systems. Individual subsections apply only where the relevant equipment is fitted to your camper.

ARIZON Electrical System

The SIMPSON X is equipped with an ARIZON electrical system designed to provide reliable power management for both on-grid and off-grid operation.

The electrical system consists of:

- ARIZON DC/DC Charger



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- ARIZON Inverter Charger
- Lithium Battery System
- Battery Management System (BMS) Display
- Round-Button Control Panel
- 12V Distribution System
- 240V Distribution System

The system is designed for simple operation, with battery charging functions operating automatically whenever a suitable charging source is connected.

System Components

The ARIZON DC/DC Charger is responsible for charging the lithium battery while towing.

Functions

- Charges the house battery from the tow vehicle.
- Regulates charging voltage and current.
- Protects the battery from incorrect charging conditions.
- Automatically activates when appropriate charging voltage is detected.

Operation

No user operation is required.

When the trailer is connected to the tow vehicle via the Anderson plug, the charger will automatically manage charging as required.

ARIZON Inverter Charger

The ARIZON Inverter Charger combines a battery charger and inverter into a single unit.

Charger Function

When connected to 240V mains power, the inverter charger will:

- Supply 240V power throughout the camper.
- Automatically charge the lithium battery.
- Maintain battery charge while connected to mains power.

Inverter Function

When 240V mains power is unavailable, the inverter converts battery power into usable 240V power for designated outlets and appliances.

Operation

No user adjustment is normally required.

The inverter charger automatically manages charging and power supply functions.

Lithium Battery System

The lithium battery stores power for use throughout the camper.

Power Supply

The battery provides power for:

- Interior lighting
- Exterior lighting
- Water pumps
- Fans
- USB outlets
- 12V appliances
- Inverter operation

Battery condition can be monitored through the BMS display.



Battery Management System (BMS) Display

The BMS display provides battery information only.

Depending on the battery model installed, the display may show:

- State of Charge (SOC)
- Battery Voltage
- Battery Current
- Battery Temperature
- Remaining Capacity
- Charging or Discharging Status

Important

The BMS display does **not**:

- Turn accessories on or off
- Control battery charging
- Operate the inverter
- Control lights or pumps
- Manage the electrical system

It is intended solely for battery monitoring.

Round Button Control Panel

The SIMPSON X retains a traditional round-button switch panel for controlling onboard accessories.

Typical Functions

Depending on camper specification, switches may operate:



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- External lights
- Water pump
- Accessory circuits
- Fridge
- Inverter

Operating the Control Panel

1. Press the desired button to activate the circuit.
2. Press the button again to deactivate the circuit.
3. Illuminated switch indicators confirm the circuit is active.

Charging the Battery

Charging from the Tow Vehicle

While towing, the lithium battery can be charged through the ARIZON DC/DC Charger.

To Charge While Driving

1. Connect the trailer electrical plug.
2. Connect the Anderson plug between the vehicle and camper.
3. Start the vehicle.
4. The ARIZON DC/DC Charger will automatically commence charging when suitable voltage is detected.

No additional settings are required.

Charging from 240V Mains Power

When connected to an external 240V power source, the ARIZON Inverter Charger automatically charges the battery.

To Charge from Mains Power

1. Connect the supplied 15A power lead to the camper inlet.
2. Connect the power lead to an approved 240V outlet.
3. Turn the power supply on.
4. The inverter charger will automatically begin charging the battery.

Battery information can be viewed on the BMS display.

Operating on Battery Power

When external power is disconnected, the lithium battery automatically supplies power to the 12V system.

Battery-Powered Operation

The battery can supply power to:

- Internal lighting
- External lighting
- Water pumps
- USB outlets
- Fan systems
- Other installed 12V accessories

Where fitted and enabled, the inverter can also provide 240V power from the battery.

Battery Monitoring

Regularly monitor battery capacity through the BMS display when operating off-grid.

Recharge the battery before the state of charge becomes excessively low.

Safety Information

Electrical Safety

- Never modify electrical wiring or components.
- Ensure all electrical work is carried out by a suitably qualified technician.
- Disconnect 240V power before performing maintenance.
- Do not expose electrical equipment to excessive moisture.
- Do not cover or obstruct ventilation openings around electrical components.

Battery Safety

- Only use approved charging equipment.
- Do not attempt to disassemble the battery.
- Do not expose the battery to direct flame or excessive heat.
- If the battery enters protection mode, disconnect all loads and charging sources before troubleshooting.

Troubleshooting

Issue	Possible Cause	Corrective Action
Battery not charging while towing	Anderson plug disconnected	Check Anderson plug connection between vehicle and camper
Battery not charging while towing	Tow vehicle charging circuit inactive	Verify vehicle charging system is operating correctly
Battery not charging while towing	Blown fuse or damaged wiring	Inspect charging circuit and replace fuse if required

Battery not charging from 240V power	Mains lead disconnected	Check power lead connections
Battery not charging from 240V power	No external power supply available	Verify power outlet and circuit protection devices
Battery not charging from 240V power	Inverter charger switched off	Ensure inverter charger is powered on
No 12V power available	Battery isolation switch turned off	Turn battery isolation switch on
No 12V power available	Battery discharged	Recharge battery using a suitable charging source
No 12V power available	Circuit breaker tripped or fuse blown	Inspect and reset breaker or replace fuse
Water pump not operating	Pump switch turned off	Activate pump switch on control panel
Water pump not operating	Water tank empty	Fill water tank
Lights not operating	Light circuit switched off	Turn on relevant light switch
240V outlets not operating	Inverter not enabled	Check inverter operating status
240V outlets not operating	Battery voltage too low	Recharge battery
Battery capacity reducing quickly	High appliance usage	Reduce power consumption

Battery capacity reducing quickly	Insufficient charging input	Connect solar, vehicle or mains charging source
BMS display not operating	Battery isolation switch off	Turn battery isolation switch on
BMS display not operating	Low battery voltage	Recharge battery
BMS display showing low charge	Battery requires charging	Connect a suitable charging source

Electrical System Summary

Component	Function
ARIZON DC/DC Charger	Charges the battery while towing
ARIZON Inverter Charger	Charges the battery from 240V power and provides inverter functionality
Lithium Battery	Stores electrical energy for camper systems
BMS Display	Displays battery information and operating status
Round-Button Control Panel	Controls lights, pumps and other accessories
Anderson Plug	Provides charging input from the tow vehicle
240V Shore Power Inlet	Provides mains power connection

Note: The SIMPSON X electrical system is designed for simple operation. Charging functions are fully automatic and require no user adjustment. The BMS display is used solely for monitoring battery information, while all accessory control is performed through the round-button control panel.

IMPORTANT NOTICE

The Battery Management System (BMS) display is a battery monitoring device only. It is used to view battery information and does not control any electrical functions within the camper.

All battery charging is automatically managed by the ARIZON DC/DC Charger and ARIZON Inverter Charger.

The round-button control panel remains the primary interface for operating lights, water pumps and other 12V accessories.

Do not modify any electrical wiring, charging equipment, batteries or electrical components. Unauthorised modifications may result in equipment damage, safety hazards and void warranty coverage.

Solar

The Simpson X utilises a **portable solar-based charging system**, designed to provide supplementary battery charging during off-grid use. Unlike other camper and caravan systems that incorporate fixed roof-mounted solar panels or onboard solar controllers, the Simpson X relies entirely on **externally connected solar equipment** for photovoltaic charging.

Solar input is achieved exclusively through the use of the **AusTuff portable solar blanket**, which connects to the camper via the **rear Anderson plug**. This design simplifies the onboard electrical architecture while still providing an effective method of maintaining battery charge during daylight hours.

Because solar charging is not permanently installed or integrated into the camper structure, it must be **manually deployed, connected, and positioned** by the user during setup.

Solar Charging Method

The Simpson X does not include any fixed solar panels or internal solar regulation hardware. All solar energy is generated externally and delivered to the camper as a pre-regulated DC supply.

In normal operation:

- The **AusTuff solar blanket is positioned externally**, in direct sunlight
- The blanket's **built-in regulator manages voltage and charge output**
- Regulated power is delivered to the camper via the **rear Anderson plug**
- The battery system receives this energy as a controlled charging input

This method ensures that battery charging occurs safely without the need for additional onboard solar control components.

Solar Blanket and Regulation

The AusTuff solar blanket is an **all-in-one solar solution**, incorporating both photovoltaic panels and a **dedicated solar regulator** within the unit.

This regulator performs several critical functions:

- Controls the voltage delivered to the battery system
- Limits current to safe charging levels
- Adjusts output based on battery state and sunlight conditions
- Prevents over-charging of the battery

Because there is **no onboard solar regulator**, the blanket's regulator is the **only active control point** in the solar charging pathway.

Critical Operating Requirements

Due to the system design, correct use of the solar blanket is essential for safe operation.

Owners must ensure:

- The solar blanket is always used with its **integrated regulator active**
- No attempt is made to bypass or remove the regulator
- Only regulated solar equipment is connected to the camper
- Connections are secure and correctly polarised before use

⚠ Connecting unregulated solar panels directly to the Anderson plug may result in:

- Over-voltage charging



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- Battery damage
- Electrical system faults

Deployment and Positioning

Effective solar charging is dependent on correct positioning of the solar blanket.

For optimal performance:

- Position the blanket in **direct sunlight**, free from shade
- Adjust the angle periodically to maximise exposure throughout the day
- Place the blanket away from foot traffic and hazards
- Keep the surface clean and free of dust or debris

Because the solar source is portable, it provides flexibility to position the panels independently of where the camper is parked.

Performance Expectations

Under suitable conditions, the solar blanket is capable of providing **supplementary charging** to maintain battery levels during off-grid use.

However, performance will vary based on several factors:

- Sunlight intensity and duration
- Cloud cover and weather conditions
- Panel orientation and cleanliness
- Daily electrical consumption

Solar charging should be considered as a **supporting energy source**, not a guaranteed method of fully replenishing batteries under all conditions.

System Limitations

As the Simpson X does not include fixed solar panels or onboard control systems:

- Solar input is **not automatic** and requires user setup

- Charging output is limited to the capacity of the portable solar blanket
- There is no central monitoring or optimisation of solar input
- Charging will cease if the blanket is disconnected or shaded

Users must actively manage solar deployment to maintain effective charging.

Troubleshooting

Issue	Possible Cause	Recommended Action
No solar charging	Solar blanket not connected	Check Anderson plug connection
	No sunlight	Reposition blanket into direct sunlight
	Regulator not operating	Inspect solar blanket connections
Low charging performance	Partial shading	Remove shading
	Poor panel angle	Reposition for better exposure
	Dirty panel surface	Clean blanket surface
System shuts down while charging	Low battery voltage	Recharge via mains or vehicle

IMPORTANT NOTICE

The Simpson X solar system is designed around **externally regulated portable solar input only**.

- There is **no onboard solar regulator**
- Solar charging requires manual setup and connection
- Only the **AusTuff solar blanket (or equivalent regulated source)** should be used
- All solar input must be regulated before entering the system

Failure to follow correct solar usage practices may result in damage not covered under warranty.

Mains Power (240 V)

All Austrack campers are fitted as standard with a **240 V mains power input**, allowing the electrical system to be supplied directly from an external power source such as a caravan park power outlet or suitable household supply (via an approved adapter).

Mains power provides the most stable and continuous source of electrical energy for the caravan and is used to:

- Charge the onboard battery system

When mains power is connected, the caravan's electrical system will automatically distribute power as designed, depending on whether the caravan is fitted with a PROJECTA or RENOGY electrical system.

Mains Power Inlet Location

The **240 V mains power inlet** is located at the **rear side of the camper**, externally mounted for easy access.

Although the image provided shows an earlier white inlet with a clear weather cover, current Austrack campers are fitted with a **black mains inlet and black weather cover**. The function, rating, and operation remain exactly the same regardless of colour.



15 Amp Mains Connection Requirement

Austrack campers are fitted with a **15 amp (15 A) inlet**, which is specifically designed for caravan and RV use. A 15 A connection is identified by:

- A **larger earth pin** than standard household plugs
- Matching larger earth pins on both ends of a 15 A extension lead

Because of this, a standard household extension lead **cannot be connected directly** to the camper.

To connect mains power correctly, you must use:

- A **15 A caravan extension lead**, or
- A **10 A to 15 A adaptor** (commonly referred to as an Amphibian lead or safety adaptor)

Any 10 A to 15 A adaptor used **must incorporate a safety switch (RCD)**. These adaptors are widely available from camping, caravan, and hardware retailers.

Using a 10 A Power Outlet Safely

If the camper is being connected to a **standard household 10 A power outlet**, the following rules apply:

- **A 10 A–15 A adaptor with an integrated safety switch must be used**
- The adaptor must be in good condition and correctly rated
- The power point supplying the adaptor must be known to be in safe working order

Important Safety Warning:

Attempting to connect the camper directly to a 10 A outlet **without an approved adaptor** is extremely dangerous and may result in serious injury or death. Incorrect use can also cause damage to electrical equipment and wiring.

Residual Current Device (RCD) Safety Switch

For protection against electrical faults, Austrack caravans are fitted with an **RCD (Residual Current Device) safety switch** for the 240 V circuits.

The RCD safety switch is located:

- **Inside the Electrical Compartment on the Driver Side**

The RCD is designed to:

- Detect electrical leakage
- Immediately disconnect power in the event of a fault
- Reduce the risk of electric shock

Owners should familiarise themselves with the RCD location and test its operation periodically using the test button.

Normal Operation on Mains Power

When 240 V mains power is connected and available, system behaviour differs depending on the **electrical platform fitted to the camper**.

PROJECTA Equipped Caravans

In campers fitted with a **PROJECTA electrical system**, mains power charging operation is fully automatic.

When mains power is connected:

- Battery charging begins automatically
- The inverter does need to be turned on

RENOGY Equipped Caravans

In campers fitted with a **RENOGY electrical system**, operation differs.

When mains power is connected on RENOGY-equipped campers:

- Battery charging via the mains charger may occur automatically
- Some 240 V appliances may still require the **inverter to be turned ON manually**
- The RENOGY system relies on **user-initiated control** via the screen, switch panel, or mobile app

Owners of RENOGY-equipped caravans must ensure the inverter and relevant outputs are correctly enabled when operating on mains power, as system behaviour is not fully automated.

Important Owner Note

Because mains power behaviour differs between PROJECTA and RENOGY systems, owners should familiarise themselves with the specific electrical platform fitted to their caravan to ensure appliances operate as expected and unnecessary inverter use is avoided.

If unsure, **Austrack recommends contacting AOE RV Service Centre** for clarification or system orientation. If AOE RV Service Centre is not accessible due to location, assistance should be sought from a suitably qualified caravan or RV service technician.



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Disconnecting Mains Power

Before disconnecting mains power:

- Switch off the supply at the power outlet
- Disconnect the extension lead from the camper inlet
- Store leads and adaptors in a dry location

Always disconnect power **before relocating the camper**.

Service and Safety Support

If there are any concerns regarding:

- Mains power connection
- Tripping RCDs
- Burnt plugs, leads, or inlets
- Intermittent 240 V supply

Austrack recommends contacting AOE RV Service Centre as the primary point of contact for inspection and rectification. AOE RV Service Centre is familiar with Austrack electrical systems and caravan wiring standards.

If AOE RV Service Centre is not accessible due to geographic location, assistance should then be sought from a suitably qualified 240 V electrician or RV service technician with a 240 V electrician.

Rear Anderson Plug – External Power & Solar Input

Austrack Hard Floor campers are equipped with a **rear-mounted Anderson plug**, typically located on the driver's side toward the rear of the camper. This plug is designed as a **12-volt direct current (DC) interface**, intended to allow external DC power sources to be connected to the camper's electrical system in a controlled manner.



The rear Anderson plug plays a key role in off-grid operation, particularly when using **portable solar equipment** or when supplementary charging is required beyond fixed or vehicle-based charging sources. When used correctly, this connection provides flexibility in campsite selection, allows solar equipment to be positioned independently of the camper, and enables controlled DC energy transfer into the battery system.

Because this plug interfaces directly with the camper's DC electrical infrastructure, correct understanding of its function and wiring is essential to avoid charging faults or electrical damage.

Intended Purpose of the Rear Anderson Plug

The rear Anderson plug on Austrack Hard Floor campers is primarily intended as an **external DC connection point**, most commonly used for portable solar charging applications. It is designed to accept DC input from sources that have already been appropriately regulated to suit the camper's battery system.

In normal use, the rear Anderson plug may be utilised for the following purposes:

- Connection of **regulated portable solar panels or solar blankets**
- Supplementary battery charging when fixed solar exposure is limited
- Controlled DC input from approved external sources
- Limited 12 V DC output for suitable external equipment, where appropriate

It is important to note that the rear Anderson plug is **not a raw solar input by default**, and its behaviour depends on the electrical configuration of the specific camper.

Electrical Routing and System Variations (IMPORTANT)

Across the Austrack Hard Floor range, the electrical destination of the rear Anderson plug **can vary depending on model and electrical system specification.**

On many Hard Floor models, the rear Anderson plug is wired **directly to the battery system**, bypassing any onboard solar regulation. In these cases, the camper expects that any solar or DC input provided through this connection is **already regulated** to a battery-safe voltage and current.

However, on some Hard Floor models fitted with a **RENOGY electrical system**, the rear Anderson plug **may be routed into an internal MPPT charging pathway** rather than directly to the battery.

Because both configurations exist:

- Owners **must not assume** that the rear Anderson plug always connects directly to the batteries
- Owners **must not assume** that solar regulation is or is not present upstream of this connection

This distinction is particularly important on **RENOGY-equipped Hard Floor models**, including the new-body Plenty X.

Solar Charging via the Rear Anderson Plug

When portable solar equipment is connected via the rear Anderson plug, correct regulation is critical. Solar panels generate variable voltage depending on sunlight conditions, and unregulated input may exceed the safe charging limits of the battery system.

Where the rear Anderson plug connects **directly to the battery system**, the solar source must provide its **own active regulation** before being connected.

In these configurations:

- A solar regulator is required
- The regulator may be integrated into the solar blanket (e.g. AusTuff)
- Alternatively, an inline regulator may be used
- Only regulated DC output must be supplied to the Anderson plug

⚠ Important Safety Warning

Connecting an unregulated solar panel directly to a rear Anderson plug that feeds the battery

system may result in over-voltage charging. This can cause severe battery damage, overheating, or damage to associated electrical components.

Always confirm that any external solar equipment connected:

- Has a functional regulator, and
- Is correctly configured for the camper's battery chemistry and system voltage

Regulator Use and "Single Regulation" Requirement

Solar charging systems must always follow the principle of **single-point regulation**. At no time should solar current pass through more than one active regulator in series.

Accordingly:

- If the rear Anderson plug feeds **directly to the battery**, the external solar regulator **must remain active**
- Regulators built into solar blankets **must not be bypassed** in this configuration
- If the rear Anderson plug feeds into an **internal MPPT regulator**, external regulators **must not be active**

Using two regulators in series can cause:

- Erratic charging behaviour
- Reduced charging efficiency
- MPPT tracking errors
- Protective shutdowns or system faults

Because rear Anderson routing may vary on RENOGY Hard Floor models, verification is required before connection.

Circuit Protection – 50A DC Circuit Breaker

The rear Anderson plug circuit is protected by a **50 A, 12 V DC circuit breaker**, installed within the camper's electrical system.

This circuit breaker:

- Protects cabling and battery systems from over-current events

- Interrupts power flow in the event of a short circuit or overload
- Automatically isolates the rear Anderson plug when tripped

If the breaker trips:

- Power flow through the rear Anderson plug will cease
- External solar charging or DC output will stop
- The cause must be identified and resolved before resetting

⚠ Repeated breaker tripping is not normal and indicates:

- Incorrect equipment connection
- Excessive load
- Faulty solar regulation
- Polarity or wiring issues

Such events should not be ignored.

Input and Output Capability

The rear Anderson plug functions as a **bi-directional DC connection**, meaning it can act as both a power input and a power output, depending on what is connected.

As an input:

- It commonly receives regulated solar charging current

As an output:

- It may supply 12 V DC power to suitable external equipment

Owners must remain aware that:

- Power drawn from this connection comes directly from the battery
- Loads connected here are not load-managed by the control system
- Excessive external use may deplete battery capacity rapidly

Do Not Confuse with the Front Anderson Plug

Some Austrack Hard Floor campers are also fitted with an **Anderson plug at the front of the camper**, typically associated with tow-vehicle charging.

These two connections serve **entirely different purposes**:

- **Rear Anderson plug:** external solar input and DC accessory connection
- **Front Anderson plug:** vehicle-based charging input only

They are **not interchangeable**.

Incorrect connection may result in charging faults, ineffective operation, or electrical damage.

Best Practice Guidelines for Owners

To ensure safe and effective use of the rear Anderson plug, Austrack recommends that owners:

- Use regulated solar equipment only
- Confirm Anderson plug routing before first use
- Verify polarity before every connection
- Monitor battery voltage during operation
- Disconnect external equipment prior to towing
- Seek clarification if unsure of compatibility

Service and Support

If there is any uncertainty regarding:

- Rear Anderson plug wiring
- Solar regulator requirements
- MPPT interaction on RENOGY systems
- Circuit breaker behaviour
- Unexpected charging behaviour



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Austrack recommends contacting **AOE RV Service Centre** as the primary point of support. If this is not accessible due to location, assistance should be sought from a suitably qualified RV or automotive electrical technician.

IMPORTANT NOTICE

The rear Anderson plug interfaces directly with the camper's DC electrical system and is protected by a 50 A circuit breaker. Incorrect use, connection of unregulated power sources, double regulation, reversed polarity, or repeated breaker tripping may result in damage or safety risks.

Always verify regulation requirements and electrical routing before connecting external equipment.

Gas System

Austrack Campers and Caravans are equipped with a professionally installed LPG gas system designed to safely supply approved external gas appliances only. There are only select models with a gas stove fitted inside, and internal gas cooking is not permitted for those without under any circumstances.

The gas system has been designed with safety, simplicity, and flexibility in mind, allowing owners to use approved external cooking appliances via the rear-mounted (front for some models) bayonet gas outlet. Correct operation and adherence to the guidelines in this manual are essential for safe use.

Gas Cylinders and Connections

LPG gas cylinders are securely mounted in the front-mounted gas bottle holders, which are specifically designed to allow safe ventilation and easy access. The system is fitted with a single LCC27 gas hose connection, suitable only for compatible LPG cylinders approved for use in Australia.

Austrack campers are not fitted with an automatic gas bottle changeover or switching valve. Gas is supplied from one cylinder at a time, and manual connection is required when changing bottles.

To ensure safe operation of the system:

- Only compliant LPG cylinders may be used
- Ensure the LCC27 connection is fully tightened before opening the cylinder valve
- When a cylinder is empty, turn the gas off before disconnecting the hose
- Manually reconnect the hose to a full cylinder before resuming use

Gas Bottle Holder Safety

The front gas bottle holder is generally stored inside the front toolbox with gas-only compartments and must never be used for general storage.

LPG gas is highly flammable. In the unlikely event of a gas leak, gas can accumulate rapidly. Even a minor ignition source — including static electricity — can cause fire or explosion, resulting in serious injury or damage.

For this reason, the following rules must always be followed:

- Do NOT store tools, recovery gear, electrical items, or loose equipment in the gas bottle compartment
- Ensure gas cylinders are correctly secured at all times
- Regularly inspect hoses and fittings for damage, wear, or leaks



The front toolbox that houses the gas cylinders **MUST** not be used to store anything but the gas cylinders. In the event of a gas leak, a spark as small as static electricity can cause the gas to ignite, causing an explosion.

Ventilation and Safe Use

All LPG gas appliances produce heat and combustion gases. Adequate ventilation is critical whenever the gas system is in use.

Before operating any gas appliance, the camper or caravan must be set up correctly to allow airflow:

- All appliance covers must be removed
- The vinyl cover on the lower main door vent must be removed
- No ventilation openings are obstructed

Failure to ventilate correctly may result in unsafe operating conditions

Travelling With Gas

For safety and compliance, the gas supply must be turned off at the gas cylinder before travel.

Austrack strongly recommends purging gas from the system prior to travelling to reduce risk. This is done by allowing the gas already in the lines to burn off.

To purge the gas lines safely:

- Light the external kitchen gas burner or connected appliance
- Turn off the gas cylinder valve in the front gas bottle
- Allow the flame to extinguish naturally
- Wait until the appliance is cool to the touch
- Close and stow the kitchen or appliance

Gas System Modifications

Any modification to the gas system may compromise safety and compliance. Under Australian regulations, all gas system alterations are considered gas work and must only be carried out by a licensed gas fitter.

This includes, but not limited to:

- Changes to the gas piping, hoses, or regulators
- Installation of alternative appliances
- Addition or modification of ventilation or covers

Unauthorised modifications may void warranties and create serious safety risks.



Any changes to the gas system, including the addition of vent covers, is considered to be gas work and must be completed by holder of a gas work licence.

Water System

The Simpson X is equipped with a **simplified onboard water system** designed to provide a reliable supply of water for general campsite use while maintaining ease of operation and minimal system complexity. The system consists of three primary functional components: **freshwater storage**, **pressurised water delivery**, and **hot water generation**, each working together to supply water where required throughout the camper.

This section outlines the configuration, operation, and maintenance considerations for the **water tank, 12 V pressure pump, and hot water system**, allowing owners to understand how water is stored, delivered, and used under both normal and off-grid conditions.

Water Tanks

The Simpson X is fitted with a **single onboard freshwater storage tank**, designed to supply water for general campsite use through the camper's pressurised water system. This configuration simplifies system operation by eliminating the need for multiple tanks, changeover valves, or flow management controls, resulting in a more **reliable and user-friendly water supply system**.

Water is stored within the tank and distributed via the 12 V pressure pump when required. Because the system relies on a single storage source, all water supply within the camper is directly dependent on the available capacity of this tank.

Water Tank Capacities by Model

The Simpson X is equipped with a single freshwater tank sized to support general camping use. Tank capacity may vary depending on production specification or updates over time.

Refer to the table below for the **specific water tank capacity applicable to your model**, noting that values represent total usable freshwater storage under normal operating conditions.

Model	Front Fresh Water Tank	Rear Fresh Water Tank	Grey Water Tank
X Model Range			
Simpson X	120 L	-	-

Fresh Water Tank Operation

The freshwater tank functions as the **sole water reserve** for the camper and supplies all connected outlets via the pressure pump system. When the pump is activated, water is drawn directly from the tank and delivered through the plumbing system to fixtures such as the external kitchen or other outlets where fitted.

Because only one tank is installed:

- There is **no tank selection or switching required**
- Water flow is consistent and uninterrupted while the tank contains sufficient volume
- The system will cease supplying water once the tank is empty

The tank is vented to allow proper filling and prevent pressure build-up, and should always be filled using clean, potable water suitable for intended use.

Filling Fresh Water Tanks

The freshwater tank is filled via the designated **water filler inlet**, typically located externally on the camper body. Filling should be carried out using a clean hose and potable water supply to maintain system hygiene.

When filling the tank:

- Ensure the hose is clean and suitable for drinking water
- Insert the hose securely into the filler inlet
- Fill slowly to allow air to escape through the tank vent
- Monitor the tank during filling to prevent overfilling

Once filled:

- Remove the hose and securely close the filler cap
- Check for any leaks or spillage around the inlet

Overfilling may result in water discharging from the vent or filler area, which is normal behaviour once the tank reaches capacity.

IMPORTANT NOTICE

The Simpson X is fitted with a **single freshwater tank only**, and no secondary tank or changeover system is provided.

- All water supply is drawn from this single tank
- There is **no backup or reserve tank available**
- Water availability is entirely dependent on remaining tank volume

Owners are responsible for monitoring water usage and ensuring adequate supply is maintained, particularly during extended off-grid use.

Failure to manage water consumption may result in complete loss of water supply during operation.

If any issues arise relating to tank selection, water supply, filling, or drainage, **Austrack recommends contacting AOE RV Service Centre as the primary point of support**. If AOE RV Service Centre is not accessible due to geographic location, assistance should be sought from a suitably qualified caravan or RV service technician.

Water Pump

The Simpson X is fitted with a **12 V electric pressure water pump**, designed to draw water from the onboard freshwater tank and supply it to all connected outlets under consistent pressure. The pump operates automatically when the system is in use and is responsible for maintaining flow throughout the camper's plumbing system.

As part of a simplified water system, the pump draws from a **single freshwater tank**, with no secondary tanks or changeover valves. This results in straightforward and predictable operation, with water availability determined solely by tank capacity and pump functionality.

Water Pump On/Off Switch – Purpose and Use

The water pump is controlled via a **dedicated on/off switch**, allowing the user to enable or disable system pressurisation as required.

The switch serves several key functions:

- Activates the pump when water supply is needed
- Isolates the system when the camper is not in use
- Prevents unnecessary pump cycling or accidental operation

The pump should be turned:

- **ON** during normal use when water is required
- **OFF** when travelling, when the tank is empty, or when the system is not in use

This helps prevent unintended pump operation and reduces wear on system components.

How the Water Pump Operates

The water pump operates as an **on-demand pressure system**, meaning it will only run when water flow is required.

In operation:

- Opening a tap or outlet reduces system pressure
- The pump automatically activates to restore pressure
- Once pressure is restored and flow stops, the pump switches off

This automatic cycling allows the system to maintain pressure without continuous pump operation.

Because the system uses a single tank:

- Water is drawn directly from that tank only
- Flow will cease once the tank is empty

Tank Selection and Pump Operation

The Simpson X does not include multiple tanks or a changeover system.

Accordingly:

- There are **no tank selection controls**
- The pump draws from the **single freshwater tank at all times**
- Operation is consistent regardless of usage conditions

This simplifies system use and reduces the likelihood of incorrect configuration.

Airlocks – Identification and Correction

Airlocks can occasionally occur within the water system, particularly:

- After refilling an empty tank
- After initial system setup
- If the pump has been run without water

An airlock is typically identified by:

- Pump running continuously without delivering water
- Irregular or intermittent water flow
- Presence of air or sputtering at outlets

To clear an airlock:

- Ensure the tank contains sufficient water
- Turn the pump ON
- Open the tap fully and allow it to run
- Wait until a steady, uninterrupted flow is achieved

In some cases, cycling the pump off and on may assist in clearing trapped air.

Dry-Running and Pump Protection

The water pump is designed to operate with water present in the system. Running the pump without water (dry-running) can cause premature wear or damage.

To prevent dry-running:

- Always ensure sufficient water is present in the tank before operating the pump
- Turn the pump OFF if the tank becomes empty
- Do not allow the pump to run continuously without water flow

Short periods of dry-running may occur during normal use (e.g. when the tank empties), however prolonged operation without water should be avoided.

Noise, Vibration, and Normal Behaviour

During operation, the water pump will produce **audible mechanical noise and vibration**, which is a normal characteristic of pressure pump systems.

Due to the **compact design and smaller internal volume of the Simpson X**, pump noise may be **more noticeable** compared to larger campers or caravans. This is not a fault condition and does not indicate a problem with the system.

Normal characteristics include:

- Audible motor noise when the pump is running
- Vibration through the camper structure during operation
- Short bursts of operation as the system cycles

These behaviours are expected and form part of standard operation.

Service and Support

The water pump requires minimal maintenance but should be inspected periodically as part of general system checks.

Owners should monitor:

- Consistent water flow
- Normal pump cycling behaviour
- Absence of leaks in connected fittings

Service or inspection should be arranged if:

- The pump fails to operate
- Water pressure drops significantly
- The pump runs continuously without flow
- Abnormal noise or vibration develops beyond normal characteristics

Where required, servicing should be carried out by a **qualified technician**.

Austrack recommends contacting AOE RV Service Centre as the primary point of support. AOE RV Service Centre is familiar with Austrack plumbing systems and pump installations.

If AOE RV Service Centre is not accessible due to geographic location, assistance should be sought from a suitably qualified caravan or RV service technician.

IMPORTANT NOTICE

The water pump is a **critical component of the pressurised water system** and must be operated correctly to ensure reliable performance.

- Always ensure water is present in the tank before operating the pump
- Turn the pump OFF when not in use or when travelling
- Do not allow the pump to run continuously without water
- Increased noise levels are normal due to the compact design of the camper

Failure to use the system correctly may result in reduced performance, component wear, or damage not covered under warranty.

Hot Water System

The Simpson X is supplied with an **AusTuff portable hot water system**, providing a flexible and practical solution for hot water generation during campsite use. Unlike fixed, permanently installed systems, the AusTuff unit is designed to operate **externally to the camper**, allowing it to be deployed only when required and stored away securely during travel.

The system draws water from the camper's onboard supply and uses an external gas connection to heat water on demand, delivering a continuous flow of hot water suitable for washing, showering, and general use. As a portable unit, it must be **set up, connected, and operated independently** of the camper's internal plumbing systems, requiring correct positioning, connection, and safe operation practices to ensure reliable performance.

AusTuff Portable Hot Water System

Most of our Camper Trailers come with the AusTuff portable LPG hot water system as a standard inclusion. This is designed to work with the gas and water fittings on the drawbar of the camper to provide a hot shower for use in the ensuite.

The AusTuff hot water system is activated by water pressure, without water pressure it will not operate. You need to ensure that the water tank being drawn from is full enough to provide a consistent flow of water to the hot water system.

The full user manual can be found in the box.

Inside the hot water system box you will find hoses and fittings to connect the hot water system to the water connection on your drawbar.

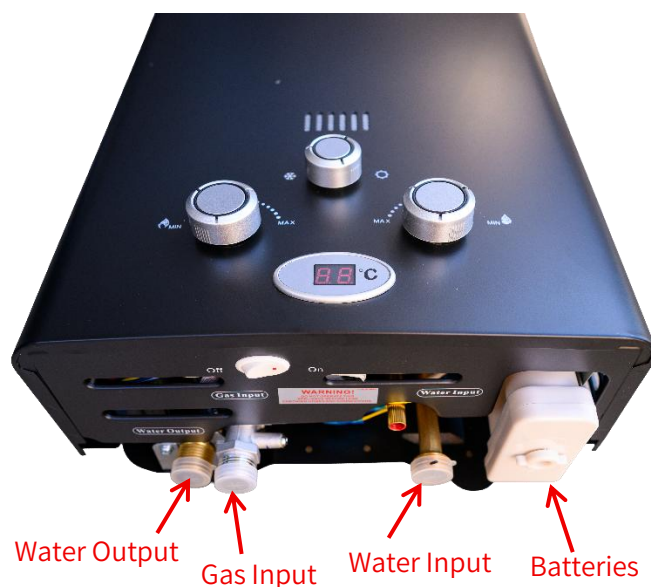
 All adjustments and maintenance must only be carried out by an authorised person. The installation of all gas and combustions appliances **MUST** comply with the standards in force.

 Carbon Monoxide warning - This appliance is designed for outdoor use only and must be used in well ventilated areas. Use in enclosed areas, including inside the camper annex, may result in injury or death.

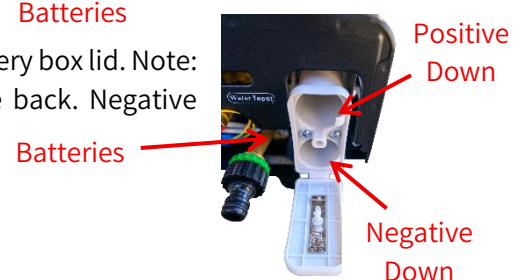
 Accessible parts of the Country Comfort hot water system may be very hot, keep young children away.

Preparing the Hot Water System for use

1. Remove the heater along with all the components from the box and place them on a table in front of you. Notice that there is a gas input, hot water output, cold water Input as well as a battery box.

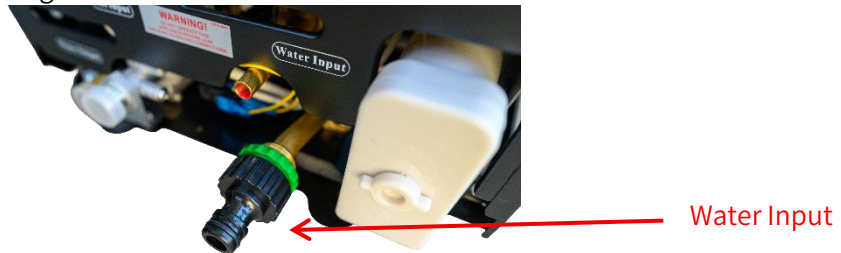


2. Insert two 'D' batteries into the 'battery box' and close the battery box lid. Note: The orientation of the battery terminals. Positive down at the back. Negative down at the front.



For garden hose water supply use, install a male garden hose attachment to allow for a 'snap on' connection (not supplied) to a garden hose. First, install a reducer fitting to increase the 'water input' size from ½" to ¾" to suit the 'quick fitting' attachment. Male quick fitting hose adaptor (supplied)

3. Wrap the 'water input' thread with two rotations of Teflon tape before installing the reducer fitting. Tighten the adaptor, taking care not to over tighten as this could break or crack the inlet pipe. Finally, connect the male garden hose attachment.



4. Shower hose and rose: Check that the seal is secure in both ends of the flexible shower hose. Attach the shower rose to the flexible shower hose using the conical end fitting. Hand force only. Do not over tighten.

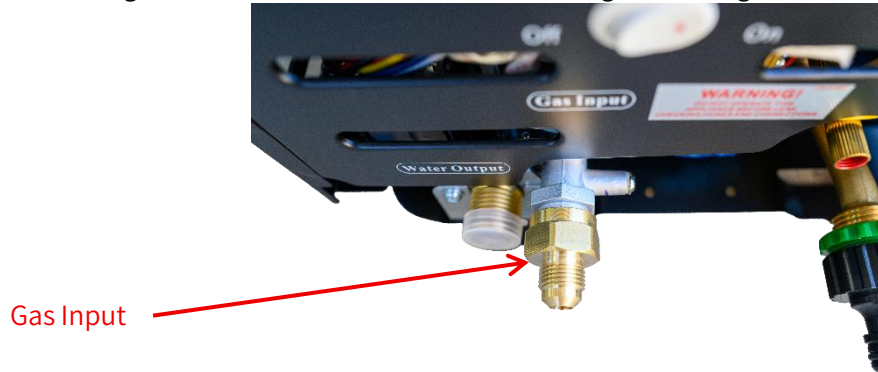


Setting Up the Hot Water System

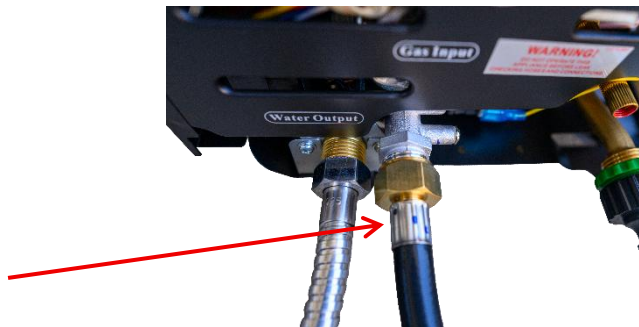
1. Hang the appliance on a suitable vertical surface by the top hanger attached to the back cover of the heater.



2. The 'gas inlet' will be used to connect to the gas hose regulator.



3. Attach the flexible gas hose and regulator to the 'gas inlet'. Slowly using two (2) spanners, tighten this connection, taking care not to over tighten as doing so may damage the pipe. DO NOT OVERTIGHTEN.



The hot water system is ready to connect to the water hoses.

4. Attach to other end of the flexible shower hose to the “water OUT connection (middle connection) on the water heater. Do not over tighten. Note that you can also apply Teflon tape to this threaded connection to avoid leaks.



5. Connect the bayonet end of the gas hose to the bayonet fitting on the drawbar and turn on the gas cylinder.

Operating the Hot Water System

1. It is preferable to set the BURNER control to LOW



2. IMPORTANT: It is important that when starting the appliance that the gas regulator is set to the 'min' position.



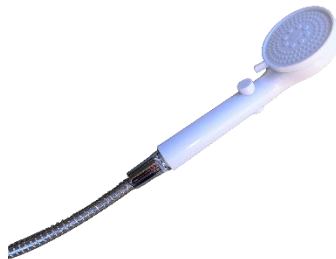
3. IMPORTANT: It is important that when starting the appliance that the water regulator is set to the 'min' position.



4. Switch LPG Water Heater ON using the rocker switch located at the bottom on the LPG Portable Water Heater. Do this by having the red dot pushed in.

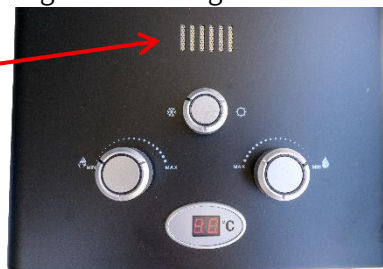


5. Ensure that the button on the shower rose is in the “Off” position.



6. Open the valve for your input water source. This can come from your 12v pump or mains supply. When ready push the button “On” your shower rose. Water should start to flow through the shower unit.
7. Note: You should hear a series of clicks and then the burner should ignite. The burner flame can be seen operating through the ‘viewing window’ located at the front of the appliance.

Viewing Window



8. Adjust the temperature of the water flowing from the showerhead by turning the ‘gas regulator’ and ‘water regulator’ knobs.

Note: For higher temperatures, increase the gas regulator control and decrease the water regulator control. Switching the BURNER control from LOW to HIGH will increase the temperature further.



A temperature in excess of 50° C will activate the Over Temperature Safety Sensor and will shut down the burners. To relight the burners, you will need to turn the water flow OFF and then back ON.

Chassis, Running Gear & Structural Systems

The Austrack chassis, running gear, and structural systems form the **foundation of the camper's strength, stability, and safety**, both on-road and off-road. These systems are engineered to work as an integrated package, supporting the camper's weight, managing loads during travel, absorbing terrain impacts, and maintaining structural integrity throughout setup, use, and transport. Collectively, they govern how the camper brakes, rolls, suspends, levels, and folds, and they directly influence towing performance, durability, and occupant safety.

This section covers all major underbody, suspension, and structural components, including the **braking system, wheel studs and nuts, suspension assemblies, tyres, hubs, stabiliser legs, and fold-over roof structures**. While individual components may vary slightly by model and specification, the principles of operation and required handling remain consistent across the Austrack range. Understanding these systems, their correct use, and their maintenance requirements is critical to safe operation, reliable performance, and long-term service life of the camper.

Braking Systems

Austrack caravans are fitted with **electric drum brakes**, designed to operate in conjunction with the towing vehicle's braking system to provide safe, controlled stopping performance. These brakes reduce the load placed on the tow vehicle and improve stability during braking under a wide range of conditions.

Because electric trailer brakes rely on signals from the tow vehicle, correct setup, adjustment, and ongoing maintenance are essential for safe operation.

Electric Trailer Brakes

All Austrack campers are equipped with **electric override brakes**, which require a **brake controller** to be installed and operational in the towing vehicle.

The brake controller allows the driver to:

- Control the amount of braking force applied to the camper
- Adjust braking response to suit load, road conditions, and driving style
- Manually apply trailer brakes if required

Brake controllers may be:

- Permanently installed in the tow vehicle, or
- Wireless / Bluetooth-based units mounted on the camper and controlled remotely from the driver's seat

⚠ Important Handover Requirement:

A functioning brake controller **must be installed and operational** in the towing vehicle on the day of handover. Austrack units will **not be released** without confirmation that trailer braking can be controlled from the driver's position.

How Electric Trailer Brakes Work

Electric trailer brakes operate by:

1. Receiving a braking signal from the tow vehicle brake controller
2. Energising electromagnets inside the brake drums
3. Applying brake shoes against the inner surface of the drum
4. Creating controlled friction to slow the camper

This system is designed to **assist**, not replace, the tow vehicle brakes. Maximum braking performance depends on correct brake controller setup and proper brake adjustment.

Brake System Type – Drum Brakes with Brake Shoes

Austrack campers use a **12-inch electric drum brake system**, which incorporates **brake shoes** rather than brake pads.

Brake shoes are curved friction linings located inside the brake drum. When braking is applied, the shoes press outward against the inside of the drum to generate stopping force.

This design is robust and well-suited to touring and off-road use but requires periodic inspection and adjustment to maintain optimal performance.

Brake Bedding-in (Run-in Period)

New trailer brakes require an initial **bedding-in (run-in) period**.

During this period:

- Brake shoes gradually seat against the drum surface
- Braking effectiveness will increase progressively
- Brake controller settings may need adjustment

The length of the run-in period can vary depending on load and driving conditions.

Brake Inspection, Adjustment, and Servicing

Trailer brakes must be **inspected and serviced at regular intervals** to ensure safe and effective operation.

Austrack recommends that brake inspection, adjustment, and servicing be carried out **in accordance with the Camper Service Schedule**, which is located **near the end of this manual (second-last page)**.

During scheduled servicing, a qualified professional will:

- Inspect brake shoes for wear
- Check drum condition
- Confirm correct brake adjustment and operation

Brake shoes typically require replacement when:

- The friction lining is worn to approximately **1.5 mm**
- The lining shows abnormal or uneven wear

The lining is scored, cracked, or contaminated

Brake Shoe Wear, Scoring, and Gouging

Scoring or gouging of brake shoe linings may occur due to:

- Overheating from incorrect adjustment



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- Prolonged heavy braking
- Dirt, sand, or debris entering the drum
- Water crossings without subsequent cleaning

After off-road use or water crossings, Austrack strongly recommends that the brakes be **cleaned and inspected** in line with the service schedule to prevent premature wear and maintain braking performance.

Service Responsibility and Safety

Both the **tow vehicle braking system** and the **camper braking system** must be properly maintained for safe towing. Trailer brakes should only be adjusted or serviced by **qualified professionals** familiar with electric drum brake systems.

Important Safety Notes

- Trailer brakes rely entirely on a functioning brake controller
- Incorrect adjustment can result in poor braking or overheating
- Reduced braking performance significantly increases stopping distance
- Operating the caravan with ineffective brakes may create unsafe towing conditions

If braking performance feels weak, inconsistent, or unpredictable, towing should be discontinued until the system has been inspected.

Service and Support

If you experience:

- Uneven braking
- Excessive brake controller settings
- Noise or heat from hubs or brakes
- Reduced braking performance



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Austrack recommends contacting AOE RV Service Centre as the primary point of support. AOE RV Service Centre is familiar with Austrack chassis, axle, and braking systems.

If AOE RV Service Centre is not accessible due to geographic location, assistance should be sought from a suitably qualified caravan or trailer brake specialist.

Wheel Nuts

Wheel nuts are a **critical safety component** of the camper's running gear and must be checked and maintained correctly to ensure safe towing. Incorrect wheel nut tension or poor installation technique can lead to wheel vibration, stud damage, or wheel separation, all of which present a serious safety risk.

Austrack campers are fitted with **6-stud wheel hubs**, and correct tightening sequence and torque are essential.

Torque Specification

All wheel nuts must be tightened using a **calibrated torque wrench** to a torque setting of:

140 Nm

This torque ensures the wheel is securely seated against the hub without overstressing the studs or wheel nuts.

Use of Power Tools (Rattle Guns)

Austrack **does not recommend** using rattle guns or impact tools to tighten wheel nuts.

Rattle guns:

- Do not provide accurate torque readings
- Make it impossible to confirm correct tightening force
- Can easily over-tighten wheel nuts

Over-tightening may:

- Stretch or weaken wheel studs

- Damage wheel nuts
- Cause premature stud failure

Under-tightening may:

- Allow wheel movement
- Cause vibration
- Lead to loosening of wheel nuts
- Result in stud or nut failure over time

For these reasons, wheel nuts should always be tightened and checked using a torque wrench.

Wheel Nut Tightening Pattern (6-Stud Hubs)

Wheel nuts **must be tightened in a star (criss-cross) pattern**, not in a circular sequence.

Tightening in a star pattern:

- Ensures the wheel seats evenly against the hub
- Prevents wheel distortion
- Reduces stud stress
- Provides accurate torque readings

Checking Wheel Nut Torque (Routine Inspection)

For routine wheel nut checks:

- It is **recommended** to lightly lift the camper so that not all weight is on the wheels, if practical
- However, wheel nut torque **can still be checked with the full weight on the ground** for convenience and ease of access

When checking wheel nuts:

- Use a torque wrench set to **140 Nm**
- Do not loosen the nut first — simply confirm it is correctly torqued

- Tighten in a **star pattern**

Wheel nut checks should be performed in accordance with the recommended check schedule and more frequently during rough or corrugated road travel.

Changing a Wheel – Correct Installation and Tightening Procedure

The following procedure applies **only when fitting or refitting a wheel**, such as after a tyre change.

Wheel Installation

1. Ensure the **hub face and wheel mounting surface are clean and free of debris**
2. Lift the wheel onto the hub and confirm it sits **flush against the hub both top and bottom**
3. Install the **bottom wheel nut first** and wind it on **finger-tight all the way**
 - This supports the wheel and prevents it from popping off the hub
4. Fit the remaining wheel nuts **finger-tight only**
 - These do **not** need to be fully wound in by hand

Initial Tightening

With the camper:

- **Jacked up**, and
- **Handbrake engaged** to prevent wheel rotation,

tighten the wheel nuts evenly using a wheel brace or socket **just enough to seat the wheel firmly**, without allowing the wheel to rotate.

Final Torque Tightening

1. Lower the camper so the tyre **just contacts the ground**, but **does not carry the full weight**
2. Using a **calibrated torque wrench**, tighten the wheel nuts to **140 Nm**
3. Tighten in a **star (criss-cross) pattern**

Once complete:

- Fully lower the camper to the ground
- Remove the jack
- Recheck torque after initial travel

Use of Power Tools

Austrack **does not recommend** using rattle guns or impact tools to tighten wheel nuts.

Rattle guns:

- Do not provide accurate torque control
- Can easily over-tighten wheel nuts

Over-tightening may stretch or weaken wheel studs.

Under-tightening may cause vibration and loosening.

Always use a **torque wrench** for final tightening.

Initial Wheel Nut Check Schedule

When the camper is new, or after wheels have been removed and refitted, wheel nuts must be re-checked at:

- **50 km**
- **100 km**
- **250 km**
- **500 km**

After this period, wheel nuts should be checked regularly and more often during off-road or corrugated road travel.

Wheel Nut and Stud Variations

Wheel nut and stud sizes may vary depending on axle, hub, and wheel configuration.

If replacements are required:

- Measure existing components
- Check any size or specification markings
- Ensure replacements match the original specifications

Service and Support

If wheel nuts:

- Will not maintain correct torque
- Continually loosen
- Show signs of damage
- Are associated with vibration or noise

The caravan should be inspected before further towing.

Austrack recommends contacting AOE RV Service Centre as the primary point of support. If AOE RV Service Centre is not accessible, assistance should be sought from a suitably qualified caravan or trailer service technician.

Important Notice

Correct wheel nut torque, tightening sequence, and installation method are essential for safe towing. Damage caused by incorrect installation, tightening, or neglect may not be covered under warranty.

Always torque wheel nuts correctly before travel.

Suspension

Austrack campers are fitted with a **heavy-duty independent suspension system** designed specifically for touring and off-road conditions. The suspension system plays a critical role in ride quality, handling, tyre contact, braking effectiveness, and overall durability of the caravan.

Austrack campers utilise **AusTuff swing arm suspension**, combined with **AusTuff coil springs**, **AusTuff-supplied Pedders shock absorbers**, **limiting straps**, and **serviceable suspension bushes**.

This system is engineered to provide controlled vertical wheel movement while maintaining correct wheel alignment and stability under load.

Suspension System Components

The Austrack suspension system consists of the following primary components:

- **AusTuff Swing Arms**
- **AusTuff Coil Springs**
- **AusTuff / Pedders Shock Absorbers (Foam Cell type)**
- **Suspension Limiting Straps**
- **Serviceable Suspension Bushes**
- **Toe and Camber Adjustment Pins**

All components are designed to operate as a complete system and should not be modified independently.

AusTuff Swing Arm Suspension

Austrack campers are fitted with **AusTuff swing arms**, a robust, chassis-mounted independent suspension design.

Unlike some suspension systems that allow sideways articulation, AusTuff swing arms are designed to:

- Articulate **parallel to the chassis**
- Control **vertical wheel movement only**
- Maintain consistent wheel alignment under load

This design prioritises:

- Towing stability
- Predictable handling
- Reduced lateral stress on suspension and chassis mounting points

Coil Springs and Shock Absorbers

Camper load support is provided by **AusTuff coil springs**, which carry the weight of the camper and allow controlled suspension movement.

Damping is provided by **Pedders shock absorbers**, manufactured in partnership with AusTuff and supplied to Austrack:

- Manufactured by **Pedders**
- Distributed via **AusTuff**
- Identified by **orange paint and AusTuff branding**
- **Foam Cell shock absorbers**, suitable for off-road heat control and durability

Shock absorbers:

- Control spring movement
- Reduce bounce and oscillation
- Improve tyre contact with the ground
- Reduce shock loads transferred to the chassis

Suspension Limiting Straps

The suspension system incorporates **limiting straps** to prevent over-extension of the swing arms.

Limiting straps:

- Control maximum downward suspension travel
- Protect shock absorbers from topping out
- Reduce stress on suspension mounts
- Prevent damage during extreme articulation or uneven terrain

Limiting straps are a critical protective component and must not be removed, adjusted, or bypassed.

Suspension Bushes and Lubrication

The AusTuff swing arm suspension uses **serviceable suspension bushes** at key pivot points.

These bushes:

- Allow controlled movement of the swing arms
- Reduce vibration and wear
- Maintain correct suspension geometry

Bush Maintenance

- Suspension bushes **require regular greasing**
- Greasing reduces wear and extends bush life
- Lack of lubrication may result in:
 - Squeaking or noise
 - Accelerated wear
 - Increased suspension movement
 - Reduced ride quality

Bushes should be greased **in accordance with the Camper Service Schedule**, located **near the end of this manual (second-last page)**, and more frequently when operating in dusty, wet, or off-road environments.

Suspension Alignment – Toe and Camber

The AusTuff swing arm suspension includes **adjustment pins** that allow for:

- **Toe-in adjustment**
- **Camber adjustment**

Correct alignment:

- Improves tyre life
- Enhances tracking stability

- Maintains predictable towing behaviour

Alignment adjustments should only be carried out by **qualified caravan or suspension specialists**, as incorrect adjustment may negatively impact handling and tyre wear.

Suspension Bolt Inspection and Torque

All suspension mounting bolts must be:

- **Visually inspected regularly**
- Checked for any signs of movement, loosening, or damage

Austrack recommends a **visual inspection before travel**, particularly after off-road or corrugated road use.

Suspension mounting bolts must be tightened to:

180 Nm

⚠ Suspension bolts must not be over-tightened or under-tightened, as incorrect torque can lead to component damage or movement.

Servicing and Maintenance

The suspension system must be serviced **in accordance with the Camper Service Schedule**, located **near the end of this manual (second-last page)**.

Scheduled servicing includes:

- Inspection of swing arms and mounting points
- Checking bolt torque
- Greasing suspension bushes
- Inspecting coil springs
- Checking shock absorbers for leaks or damage
- Inspecting limiting straps for wear or stretching

Off Road and Corrugated Road Use

After extended travel on rough, corrugated, or off-road terrain, Austrack recommends:

- Visual inspection of all suspension components
- Checking bush condition and lubrication
- Checking suspension bolt torque

Early identification of issues helps prevent more serious damage.

Important Safety Notes

- Suspension components are safety-critical and load-bearing
- Suspension modifications may affect handling and warranty
- Bush lubrication is essential for long-term reliability
- Alignment should only be adjusted by qualified professionals

If abnormal noises, uneven tyre wear, or changes in handling are observed, the suspension system should be inspected before further towing.

Service and Support

For suspension-related concerns such as:

- Noises or squeaks
- Uneven tyre wear
- Loose or damaged components
- Alignment concerns

Austrack recommends contacting AOE RV Service Centre as the primary point of support. AOE RV Service Centre is familiar with Austrack suspension geometry and AusTuff installations.

If AOE RV Service Centre is not accessible due to geographic location, assistance should be sought from a suitably qualified caravan suspension specialist.

Tyres & Wheels

Austrack caravans are fitted with **heavy-duty alloy wheels and off-road-rated tyres**, selected to suit touring, off-road travel, and Australian conditions. Correct tyre selection, inflation pressure, inspection, and maintenance are essential for safe towing, suspension performance, braking effectiveness, and long-term durability.

This section covers general information on the wheels and tyres supplied with Austrack caravans, along with essential owner responsibilities regarding their use and care.

Wheels

Austrack caravans are supplied with **alloy wheels** as standard.

Wheel characteristics:

- **Alloy construction**
- **Zero (0) offset**

A zero-offset wheel places the wheel centreline directly in line with the hub mounting surface. This configuration:

- Maintains correct suspension geometry
- Ensures even load distribution through wheel bearings and hubs
- Reduces unnecessary stress on suspension and axle components

Any replacement wheels must match the original specifications to ensure correct fitment and safe operation.

Tyres

Austrack caravans are supplied with **Goodride off-road tyres**, selected depending on model and intended use.

Standard Fitment

- **Goodride Radial M/T (Mud Terrain)** tyres are fitted to most Austrack models

These tyres are designed to:



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- Provide strong off-road traction
- Resist damage from rough terrain
- Withstand extended remote touring conditions

Tyre fitment may vary depending on model and build specification.

Tyre Pressure Guidelines

Correct tyre pressure is critical for safety and performance and must always be adjusted to suit conditions and load.

Standard Road Use

Under **normal conditions on sealed roads**, Austrack recommends:

Minimum tyre pressure: 50 PSI

This pressure is suitable when:

- Travelling on sealed roads
- Carrying typical touring loads
- Operating under standard conditions

Tyre pressures **must not be set below 50 PSI for sealed road use**, as under-inflation can lead to excessive heat build-up, irregular wear, reduced handling, and increased risk of tyre failure.

Off Road and Variable Conditions

Tyre pressures may need to be **adjusted from the standard road setting** when:

- Travelling off-road or on corrugated surfaces
- Driving on sand, gravel, or uneven terrain
- Operating with unusually heavy or light loads

Pressure adjustments should be made with care and only within appropriate limits based on:

- Tyre manufacturer recommendations
- Load carried

- Speed and terrain

Tyres should be returned to **road-appropriate pressures** before resuming sealed road travel.

Tyre Inspection and Care

Tyres should be inspected regularly for:

- Tread depth and even wear
- Cuts, cracks, or damage to sidewalls
- Embedded stones or debris in tread blocks
- Signs of pressure loss

After off-road or corrugated travel, Austrack recommends:

- Visual inspection of all tyres
- Pressure checks
- Re-checking wheel nut torque

Tyre Rotation and Replacement

Tyres should be:

- Rotated periodically to promote even wear
- Replaced when tread depth approaches legal or manufacturer limits
- Replaced immediately if damaged beyond safe repair

Replacement tyres should:

- Match the original size and load rating
- Be suitable for caravan use
- Maintain compatibility with suspension and braking systems

Compatibility and Changes

Changing tyre or wheel specifications may affect:

- Suspension geometry
- Wheel bearing and hub life
- Braking performance
- Towing stability

Austrack recommends consulting **AOE RV Service Centre** before changing wheel or tyre specifications. If AOE RV Service Centre is not accessible, seek advice from a suitably qualified caravan or tyre specialist.

Service and Support

If you experience:

- Uneven tyre wear
- Vibration while towing
- Repeated pressure loss
- Damage after off-road travel

Austrack recommends contacting AOE RV Service Centre as the primary point of support. If AOE RV Service Centre is not accessible due to geographic location, assistance should be sought from a suitably qualified caravan or tyre professional.

IMPORTANT NOTICE

Tyres and wheels are safety-critical components. Incorrect tyre pressures, incompatible replacements, or neglect may result in reduced handling, increased stopping distances, or tyre failure.

Always maintain correct tyre pressures for the conditions and inspect tyres before travel.

Hubs

The wheel hubs fitted to Austrack campers are a **critical mechanical component**, supporting the wheels, housing the braking system, and allowing the caravan to roll smoothly under load. The hub

assembly also plays a central role in braking performance, wheel alignment, and overall towing safety.

Austrack caravans utilise **traditional trailer hub assemblies with electric drum brakes**, incorporating **TIMKEN tapered roller bearings**. Correct inspection, lubrication, and servicing of the hubs and bearings is essential to safe and reliable operation.

Hub and Bearing Design

Austrack hubs are fitted with **TIMKEN tapered roller bearings**, chosen for their durability, load-carrying capability, and reliability in touring and off-road conditions.

These bearings:

- Support the weight of the caravan
- Allow the hub and wheel to rotate smoothly
- Maintain correct hub alignment under load
- Form an integral part of the hub assembly

The hub is retained on the spindle by the **inner and outer bearings**, meaning the bearings physically **locate and secure the hub in position**.

Brake Drum and Hub Relationship

Austrack campers are fitted with **drum brakes**, with the brake drum integrated into the hub assembly.

Important points to understand:

- The **brake drum cannot be removed independently of the hub**
- To remove the brake drum, the **hub must be removed from the spindle**
- To remove the hub, the **outer bearing must first be removed**
- Brake shoe inspection, drum inspection, or replacement requires hub and bearing removal

Because of this design, **hub, bearing, and brakes are all serviced together**.

TIMKEN Bearings – Inspection and Maintenance

The TIMKEN bearings used in Austrack hubs are **serviceable bearings**, meaning they require:

- Periodic inspection
- Cleaning
- Re-greasing
- Correct re-adjustment during reassembly

Bearing maintenance is essential to:

- Prevent overheating
- Avoid premature wear or failure
- Maintain safe braking and wheel operation

Service Intervals

Hub and bearing servicing must be carried out in accordance with the **Camper Service Schedule**, located **near the end of this manual (second-last page)**.

This includes:

- Bearing inspection
- Bearing cleaning and re-greasing
- Seal replacement if required
- Hub nut adjustment
- Brake inspection while hubs are removed

Failure to service hubs at the required intervals may lead to bearing failure, wheel loss, or brake damage.

Signs of Hub or Bearing Issues

Owners should be alert for early warning signs of hub or bearing issues, including:



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- Excessive heat from a hub after travel
- Grinding, rumbling, or squealing noises
- Grease leakage from the hub or seal
- Wheel play when rocked by hand
- Vibration or resistance while towing

If any of these symptoms are observed, **do not continue towing** until the issue has been inspected.

Owner Responsibility and Limitations

While owners may visually inspect hubs and check for heat during stops, **hub disassembly and bearing servicing should only be performed by qualified professionals.**

Incorrect bearing adjustment or contamination can:

- Cause rapid bearing failure
- Damage the hub or spindle
- Result in wheel loss
- Compromise braking performance

Austrack does not recommend owners attempt bearing removal or hub disassembly without proper tools, training, and experience.

Post Trip Inspection Recommendations

After off-road travel, water crossings, or extended corrugated road use, Austrack recommends:

- Visual inspection of hubs and seals
- Checking for grease leakage
- Feeling hubs for abnormal heat during stops

Water crossings in particular can introduce moisture into bearings, which may require earlier servicing.



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Service and Support

For any concerns related to:

- Hub heat
- Bearing noise
- Grease leakage
- Brake inspection requiring hub removal

Austrack recommends contacting AOE RV Service Centre as the primary point of support. AOE RV Service Centre is familiar with Austrack hub, brake, and bearing assemblies and their correct service procedures.

If AOE RV Service Centre is not accessible due to geographic location, assistance should be sought from a suitably qualified caravan, trailer, or bearing service technician.

Important Notice

Hub and bearing systems are safety-critical. Damage caused by lack of lubrication, incorrect adjustment, contamination, or improper servicing may not be covered under warranty.

Always service hubs and bearings in accordance with the service schedule and ensure only qualified personnel perform disassembly and adjustment.

Stabiliser Legs

The Simpson X are fitted with **two stabiliser legs**:

- **Two stabiliser legs at the rear**

These stabiliser legs are designed to **reduce movement and increase stability** once the caravan has been correctly positioned and levelled at camp. They are **not designed to level the camper or support load**, and must only be used for stabilisation purposes.

Levelling the Caravan (Before using Stabiliser Legs)

Correct levelling **must be completed before** deploying the stabiliser legs.

Side-to-Side Levelling

- Use **levelling ramps** if side-to-side adjustment is required
- Stabiliser legs must **never** be used to correct side-to-side level

Front-to-Back Levelling

- Front-to-back levelling is achieved using the **jockey wheel**
- Adjust the jockey wheel until the caravan is level

Once the caravan is correctly levelled, the stabiliser legs may be deployed.

Operating the Stabiliser Legs

After levelling:

1. Lower the **rear stabiliser legs** until they firmly contact the ground
2. Adjust each leg evenly so they provide **light support only**

The stabiliser legs are designed to:

- Reduce movement when walking inside the caravan
- Improve stability during general use
- Increase comfort when set up at camp

They are **not designed to lift, level, or carry the weight of the caravan.**

What Stabiliser Legs Must NOT Be Used For

⚠ Stabiliser legs must **never** be used for:

- Levelling the camper
- Lifting the camper
- Supporting axle or suspension weight
- Changing wheels or tyres

Using stabiliser legs for any of the above purposes may result in damage to the legs, mounting points, or chassis.

Use of Power Tools (Strictly Prohibited)

Austrack **does not permit the use of drills, rattle guns, or any power tools** to raise or lower stabiliser legs.

Using power tools:

- Can damage internal gears and threads
- May cause uncontrolled movement
- Will **void the stabiliser leg warranty**

Stabiliser legs must always be adjusted **by hand only**.

Retracting Stabiliser Legs Before Travel

Before towing the caravan:

- Fully retract **all two stabiliser legs**
- Confirm they are secured in the stowed position
- Ensure no part of the legs is hanging below the chassis

Failure to fully retract stabiliser legs before travel may cause serious damage.

Inspection and Care

Stabiliser legs should be:

- Visually inspected during setup and pack-down
- Checked for smooth operation
- Inspected after rough or off-road travel

If a stabiliser leg becomes stiff, bent, or difficult to operate, it should not be forced.



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Service and Support

If stabiliser legs:

- Will not extend or retract smoothly
- Appear bent or damaged
- Do not provide stable support

Austrack recommends contacting AOE RV Service Centre as the primary point of support. If AOE RV Service Centre is not accessible, assistance should be sought from a suitably qualified caravan service technician.

IMPORTANT NOTICE

Stabiliser legs are designed solely to reduce caravan movement when stationary. Damage caused by misuse, over-loading, levelling attempts, or power tool use may not be covered under warranty.

Always level the caravan correctly before deploying stabiliser legs and operate them by hand only.

Care Advice

Regular care and maintenance of your Austrack camper will help preserve its appearance, durability, and functionality over time. Touring environments, weather conditions, and storage methods can all affect the condition of the caravan if not managed correctly.

This section outlines general care recommendations for key external and internal areas of the caravan and should be followed as part of normal ownership.

External Paint

The external surfaces of the camper require regular care, similar to that of a tow vehicle.

Austrack recommends:

- Washing using **mild, ammonia-free detergents**
- Using a **non-abrasive sponge or wash pad**
- Rinsing thoroughly to remove dirt, dust, and contaminants

Only **wax-based polishes** should be used on the exterior finish.

Do **not** use:

- Cutting compounds
- Abrasive polishing pastes
- Harsh or aggressive cleaners

These products can scratch the surface and may expose the underlying material, leading to premature wear or damage.

Corrosion Protection

Australia offers some of the most unique and remote touring environments, however many of these conditions are harsh on vehicles and trailers.

Beach driving and water crossings are particularly aggressive due to:

- Salt exposure
- Moisture retention
- Sand and debris accumulation

After any water crossing or beach driving, it is essential that the caravan is:

- Thoroughly cleaned **from top to bottom**
- Flushed underneath, including the **chassis and running gear**

After all uses of the camper, Austrack recommends a complete clean both internally and externally to maintain condition and prevent long-term issues.

Protective products such as **Lanotec, WD-40, and Inox** are suitable for protecting exposed metal fittings and components. These products should be applied regularly to assist with corrosion prevention.

Internal surfaces

Benchtops, walls, and other solid internal surfaces should be cleaned using:

- A soft, damp cloth
- Mild detergent where required

Do **not** use:

- Ammonia-based cleaners
- Caustic or abrasive products

Incorrect cleaning agents may damage finishes and surface coatings.



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Condensation and Mould

Condensation is a normal occurrence in Australia, particularly when camping. Temperature differences between inside and outside the camper, combined with ambient humidity and the compact nature of campers, can result in condensation forming overnight.

This is normal behaviour and not a fault.

To manage condensation:

- Ensure adequate **airflow inside the camper**
- Use vents, windows, and openings where appropriate
- Avoid sealing the caravan completely overnight

If condensation builds up, it should be:

- Wiped down in the morning
- Managed promptly to prevent moisture absorption into soft furnishings, particularly mattresses

Austrack recommends placing **moisture-absorbing tubs** inside the camper during storage. These should be checked and replaced regularly to reduce the risk of mould growth.

Setting Up Your Campsite

Correct campsite selection and setup are essential for comfort, safety, and the proper operation of your Austrack camper. Taking the time to choose a suitable location and position the camper correctly will reduce stress on components, improve water management, and ensure a more enjoyable stay.

This section outlines key considerations for selecting a campsite, positioning the camper, and planning where to camp.

Selecting a Suitable Campsite

When choosing a campsite, aim to select an area that is:

- **Relatively level**, minimising the amount of levelling required
- **Firm and stable**, capable of supporting the weight of the caravan
- **Exposed to sunlight during the day**, particularly when relying on solar charging
- **Clear of large overhanging trees**, especially gum trees

Avoid setting up directly under large trees, as falling branches, sap, leaves, and bird droppings can cause damage to exterior surfaces and increase cleaning requirements.

Water Run-Off Considerations

When positioning the camper, it is important to:

- Set the camper close to level for comfort and correct system operation
- Maintain a **small amount of run-off toward the rear** of the caravan

A slight rearward fall helps ensure rainwater drains correctly and does not pool on the roof, reducing the risk of standing water or debris buildup.

Free Camping Safety Considerations

When free camping, additional care must be taken when selecting a site.

Do **not** set up:

- Too close to rivers, creeks, or watercourses
- In low-lying areas where water may collect
- In locations prone to **flash flooding**, even if conditions appear dry at the time

Weather conditions upstream can change quickly, and water levels may rise unexpectedly.

Final Positioning Before Setup

Before beginning the full setup of the camper:

- Confirm the position allows for safe levelling
- Ensure there is adequate clearance around the caravan for doors, awnings, and access
- Consider prevailing wind direction and weather exposure
- Check that ground conditions are suitable for stabiliser legs and steps

Once the caravan is correctly positioned, normal setup procedures such as levelling, deploying stabiliser legs, and operating onboard systems can be carried out.

Finding and Booking Campsites

Planning ahead and selecting approved campsites helps ensure a safe, enjoyable, and environmentally responsible camping experience. When travelling in unfamiliar areas or outside of caravan parks, it is important to confirm land access permissions and campsite suitability before setting up.

One option available to Austrack owners is **Hipcamp**, an online platform that allows users to:

- Discover campsites across Australia
- Book private and hosted camping locations



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- Access property-based campsites not available through traditional caravan parks
- Review site descriptions, access conditions, and terrain suitability before arrival

Hipcamp can be particularly useful when travelling off the beaten track or when seeking unique camping locations with clear permission to stay.

Austrack encourages owners to ensure any campsite selected:

- Is suitable for caravan access and size
- Permits overnight stays
- Provides guidance on setup requirements and ground conditions

Regardless of how a campsite is sourced, always follow local rules, landowner instructions, and leave the site as it was found.

IMPORTANT NOTICE

Poor campsite selection or incorrect positioning can lead to water pooling, discomfort, unnecessary stress on the caravan structure, or safety risks. Owners are responsible for ensuring the campsite selected is suitable for both the environment and the caravan.

Always assess conditions carefully before setting up.

Troubleshooting

Category	Issue	Troubleshooting Steps
Electrical – 12 V	Not charging from 240 V	• Check mains power is connected • Check RCD not tripped externally • Check RCD not tripped inside the caravan • Check charger is plugged in and switched on near batteries • Ensure batteries are above 10 V • Contact AOE RV Service Centre
Electrical – 12 V	No 12 V power	• Ensure main 12 V master switch is ON • Check battery charge level • Inspect fuse box for blown fuses
Electrical – 12 V	Power dropping quickly	• Ensure inverter is not left ON continuously • Ensure breakaway pin is correctly installed on drawbar • Reduce unnecessary lighting and appliance use when off-grid • Check fridge temperature settings and lid usage
Electrical – Inverter	No power at remote	• Ensure inverter rocker switch is set to REM / “=” position
Electrical – Inverter	No power at inverter	• Ensure battery voltage is at least 12.2 V • Check inverter RCD has not tripped
Electrical – Inverter	Inverter shuts off under load	• Reduce appliance load • Ensure total appliance wattage is below inverter capacity
Electrical – Solar	No solar charging	• Ensure solar panels are clean and unshaded • Check system display for solar input • Confirm daylight conditions • Note: Rear Anderson solar requires a regulator

Electrical – Anderson Plug	No charging via rear Anderson	• Ensure external solar panel is regulated • Check 50 A DC circuit breaker inside electrical compartment • Inspect Anderson plug and wiring
Water System	No water to taps	• Ensure water pump is ON • Confirm selected tank contains water • Change freshwater tank selection • Run tap for 20 seconds to clear air
Water System	Water pump not turning on	• Ensure pump switch is ON • Check 12 V power supply • Inspect pump fuse
Water System	Pump running continuously	• Confirm selected tank contains water • Clear airlocks by opening all taps fully • Purge hot water system • Inspect for leaks in cupboards and under seats • Contact AOE RV Service Centre
Gas System	External cooker not lighting	• Ensure bayonet hose is connected correctly • Check gas hose is not kinked • Confirm gas in selected cylinder • Ensure correct cylinder selected on regulator • Hold knob down to purge air
Gas System	No spark at cooktop	• Ensure ignition power cable is connected • Ensure 12 V system is ON
Gas System	Flame will not stay lit	• Check gas supply level • Reduce wind exposure • Hold ignition button for 2 seconds after ignition
Fridge	Not switching on	• Ensure fridge switch is ON • Check fuse in fuse box • Try a different power lead • Check fuse in cigarette plug

Fridge	E1 error code	• Ensure fridge is set to VL mode • Confirm battery voltage above 12.0 V • Use Anderson lead where applicable
Stabiliser Legs	Difficult to operate	• Ensure legs are not under load • Operate by hand only (no power tools) • Inspect for bending or impact damage
Suspension & Wheels	Vibration while towing	• Check wheel nut torque (140 Nm, star pattern) • Inspect tyres and suspension visually • Contact AOE RV Service Centre
Hubs & Bearings	Hub hot to touch	• Stop towing immediately • Allow hub to cool • Do not continue until inspected

For any further issues or troubleshooting, please call the Service & Warranty department.



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Warranty T&C's

The following relates to warranties offered by Auscamper Pty Ltd (**Austrack Campers**). Please read this information carefully, and should you have any questions, please contact Austrack Campers Head Office by telephone: (07) 5498 3888 or email: service@austrackcampers.com.au.

By purchasing an item from Austrack Campers, you agree to all terms and conditions of warranty below. Austrack Campers registered business address is 73 Lear Jet Drive, Caboolture, QLD, 4510.

Trailer Limited Warranty

Austrack Campers warrants to the original retail purchaser that this Austrack Campers product is free from defects in material and workmanship under normal use and maintenance from the date of retail purchase for the applicable Warranty Period. This Warranty may not be transferred to any subsequent purchaser of this Austrack Campers product. Certain components (e.g., wheel bearings) are excluded from coverage, and other limitations apply, as described in this document. Austrack Campers will repair or replace at its discretion, any defective product or part covered by the Limited Warranty, free of charge at any authorised Austrack Campers outlet using original OEM Austrack Campers replacement parts, subject to the limitations and exclusions described below. Austrack Campers does not offer an over-the-counter exchange program.

Disclaimers, limitations and exclusions:

1. **WARRANTY DISCLAIMER.** THIS LIMITED WARRANTY IS THE SOLE EXPRESS WARRANTY PROVIDED BY AUSTRACK CAMPERS AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF, EXCEPT AS MAY BE PROVIDED BY AUSTRALIAN CONSUMER LAW. THIS WARRANTY IS GIVEN ONLY BY AUSTRACK CAMPERS, AND MAY BE MODIFIED ONLY BY AUSTRACK CAMPERS. THIS LIMITED WARRANTY IS THE FINAL EXPRESSION OF OUR AGREEMENT AND IS A COMPLETE AND EXCLUSIVE STATEMENT OF THE TERMS OF THAT AGREEMENT. THIS LIMITED WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS UNDER AUSTRALIAN CONSUMER LAW.

For hybrid campers and campers trailers the warranty period is **12 months** except for Austrack Campers' hybrid campers and camper trailer's draw bar and chassis which are covered by a **lifetime** structural warranty for **fatigue only**.

2. **LIMITED DURATION.** ANY WARRANTY THAT MAY BE IMPLIED BY LAW (INCLUDING ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE OR USE AND IMPLIED WARRANTY OF MERCHANTABILITY) IS LIMITED TO THE DURATION OF THE APPLICABLE WARRANTY PERIOD UNDER THIS LIMITED WARRANTY.

3. **CERTAIN OTHER COMPONENTS ARE NOT COVERED.** THIS LIMITED WARRANTY DOES NOT COVER ANY OF THE FOLLOWING:

Expendable Parts. This limited warranty does not cover general maintenance parts and items ("Expendable Parts"), including without limitation wheel bearings, bulbs, filters, tires, drainage hoses.

4. **OWNERS (YOUR) RESPONSIBILITIES.** To preserve your rights under this Limited Warranty, you must exercise reasonable care and use of the product, including following the preventative maintenance schedule and storage.

In addition, you must cease using the product immediately upon any failure or damage. The product should be taken to an authorised Austrack Campers outlet prior to any further use.

5. **Damages resulting from normal aging, wear and tear or neglect are not covered.** The limited Warranty does not cover damage other than that resulting from defects in material or workmanship. The following are NOT considered defects in material or workmanship, and therefore are NOT covered:

- a) tyres damaged by external punctures.
- b) damage to undercarriage by way of contact with rocks, or other structures; and
- c) natural discoloration of materials due to ultraviolet light.

6. This Limited Warranty does not cover damages, malfunctions or failures resulting from abuse or neglect of the product related to or including any of the following:

- a) failure to provide or perform required maintenance services as prescribed.
- b) abuse, neglect, misuse, modifications, alterations, normal wear, improper servicing, use of unauthorised attachments, lack of lubrication.
- c) damage to stabiliser legs or jockey wheels because of incorrect operation or failure to raise prior to movement.
- d) tampering with manufacturer fitted safety devices.
- e) any removed/damaged air vents, excessive dirt, abrasives, salt water, moisture, corrosion, rust, varnish or any other adverse reaction due to incorrect storage procedures.
- f) failures due to improper set up, repair by anyone other than an authorised Austrack Campers outlet during the warranty period; and
- g) continued use of the product after initial operational problem or failure occurs.

Canvas Limited Warranty

Austrack Campers warrants to the original retail purchaser that this Austrack Campers product is free from defects in material and workmanship under normal use and maintenance from the date of retail purchase for the applicable Warranty Period. This Warranty may not be transferred to any subsequent purchaser of this Austrack Campers product. Certain components (e.g., Zippers) are excluded from coverage, and other limitations apply, as described in this document. Austrack Campers will repair or replace at its discretion, any defective product or part covered by the Limited Warranty, free of charge at any authorised Austrack Campers outlet using original OEM Austrack Campers replacement parts, subject to the limitations and exclusions described below. Austrack Campers does not offer an over-the-counter exchange program.

Disclaimers, limitations and exclusions:

1. **WARRANTY DISCLAIMER.** THIS LIMITED WARRANTY IS THE SOLE EXPRESS WARRANTY PROVIDED BY AUSTRACK CAMPERS AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF, EXCEPT AS MAY BE PROVIDED BY AUSTRALIAN CONSUMER LAW. THIS WARRANTY IS GIVEN ONLY BY AUSTRACK CAMPERS, AND MAY BE MODIFIED ONLY BY AUSTRACK CAMPERS. THIS LIMITED WARRANTY IS THE FINAL



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EXPRESSION OF OUR AGREEMENT AND IS A COMPLETE AND EXCLUSIVE STATEMENT OF THE TERMS OF THAT AGREEMENT. THIS LIMITED WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS UNDER AUSTRALIAN CONSUMER LAW.

The warranty period for all Canvas products is **12 months** from the **date of purchase**.

2. **LIMITED DURATION.** ANY WARRANTY THAT MAY BE IMPLIED BY LAW (INCLUDING ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE OR USE AND IMPLIED WARRANTY OF MERCHANTABILITY) IS LIMITED TO THE DURATION OF THE APPLICABLE WARRANTY PERIOD UNDER THIS LIMITED WARRANTY.
3. **CERTAIN OTHER COMPONENTS ARE NOT COVERED.** THIS LIMITED WARRANTY DOES NOT COVER ANY OF THE FOLLOWING:

Expendable Parts. This limited warranty does not cover general maintenance parts and items ("Expendable Parts"), including without limitation zippers, mesh, aluminium poles, screens.

4. **OWNERS (YOUR) RESPONSIBILITIES.** To preserve your rights under this Limited Warranty, you must exercise reasonable care and use of the product, including following the preventative maintenance schedule and storage.

In addition, you must cease using the product immediately upon any failure or damage. The product should be taken to an authorised Austrack Campers outlet prior to any further use.

5. **Damages resulting from normal aging, wear and tear or neglect are not covered.** The limited Warranty does not cover damage other than that resulting from defects in material or workmanship. The following are NOT considered defects in material or workmanship, and therefore are NOT covered:
 - a) canvas damaged by storm or acts of nature.

- b) failure to air canvas after becoming wet; and
 - c) natural discoloration of materials due to ultraviolet light.
6. This Limited Warranty does not cover damages, malfunctions or failures resulting from abuse or neglect of the product related to or including any of the following:
- a) failure to provide or perform required maintenance services as prescribed in the Maintenance Schedule.
 - b) abuse, neglect, misuse, modifications, alterations, normal wear, improper servicing, use of unauthorised attachments.
 - c) failures due to improper set up, repair by anyone other than an authorised Austrack Campers outlet during the warranty period; and
 - d) continued use of the product after initial operational problem or failure occurs.

Australian Consumer Law Prevails

Austrack Campers consumers have rights under the *Competition and Consumer Act 2010* (Cth), which includes the *Australian Consumer Law 2010* (Cth) and accompanying regulations. Austrack Campers notes that these warranty terms act as an express warranty and do not impact any consumer rights under the relevant legislation. If an inconsistency emerges between these express warranties and any right under law, then the relevant law will prevail.

Austrack Campers also notes that the benefits conferred by this Warranty Terms are in addition to other rights and remedies of the consumer under a law in relation to the goods or services to which the warranty relates.

Our goods and services come with guarantees that cannot be excluded under the Australian Consumer Law. For major failures with the service, you are entitled:

1. to cancel your service contract with us; and
2. to a refund for the unused portion, or to compensation for its reduced value.



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You are also entitled to choose a refund or replacement for major failures with goods. If a failure with the goods or a service does not amount to a major failure, you are entitled to have the failure rectified in a reasonable time. If this is not done, you are entitled to a refund for the goods and to cancel the contract for the service and obtain a refund of any unused portion. You are also entitled to be compensated for any other reasonably foreseeable loss or damage from a failure in the goods or service.

Exclusions

Items not covered under warranty include:

1. rust.
2. wheels and tyres.
3. paint.
4. travel covers and straps; and
5. general consumables (bearings, light bulbs etc).

Factory Seconds, Ex-Demonstration and Damages Goods

Occasionally, Austrack Campers may offer items for sale deemed to be “factory seconds”, “ex-demonstration”, or “damaged”. Such items are sold on an “as is” basis.

No warranties, refunds, credits, exchanges or similar associated apply to “factory seconds”, “ex-demonstration”, or “damaged” items. Upon selling these items, Austrack Campers will attempt to provide all relevant information with regards to the item, including faults, defects, or similar. Note, there may be instances where minor defects or imperfections have been overlooked. Understand this is unintentional and in no way alters the nature of the sale.

“Ex-demonstration”, “factory seconds” or “damaged”, due to their nature, it is reasonable to expect that some imperfections or flaws may exist including were not initially apparent. By purchasing a “factory seconds”, “ex-demonstration”, or “damaged”, you agree to this statement in full and accept that there are no warranties implied or expressed.

Claims Validity

1. Warranties are only available to the original purchaser of the item.
2. Warranties are valid from the original date of purchase only.
3. Warranties apply only to items sold as "new".
4. Warranties do not extend to items deemed to be “factory seconds”, “ex-demo” or “damaged”. Unless specifically stated otherwise by Austrack Campers in writing, warranties will only apply to items as expressed in Claims Validity 1, 2 and 3 above.
5. Warranties do not apply to items sold via auction.
6. Warranties are not transferable under any circumstances.
7. Should an item be sold by the original purchaser to a third party, all warranties immediately become null and void. The original purchaser will make no claims or be eligible for any claims on behalf of the new owner.
8. Warranties do not extend to any products purchased from Austrack Campers that are used in hire schemes or as rentals.
9. Austrack Campers will not cover damage caused as a result of unauthorised modifications, misuse, abuse, incorrect assembly, improper and irregular maintenance, or accident or collision.
10. Any warranty repairs performed via an authorised warranty claim approved by Austrack Campers must be performed by Austrack Campers, or by an authorised representative of Austrack Campers. In certain circumstances Austrack Campers may authorise repairs by other repairers on a case-by-case basis. Authorisation for these repairs will only be with the express written permission of Austrack Campers.
11. Any affiliates, representatives, associates, agents, suppliers, resellers or similar of Austrack Campers do not have the authority to authorise or deny warranty claims on behalf of Austrack Campers. Austrack Campers Head Office are the only ones who are able to authorise warranty claims.



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12. Austrack Campers are not liable, (in part or whole) for any warranties, either express or implied, made by agents or resellers on behalf of Austrack Campers without the knowledge or express written permission of Austrack Campers. Any such unauthorised claims shall be the responsibility of the agent or reseller only.

Shipping Damages

Shipping damage must be filed with the carrier upon receipt of shipment. Where the shipping damage is hidden or unnoticed upon receipt of the good, Austrack Campers Head Office will require the following information as soon practicable:

1. Photos of the damaged goods; and
2. Any other relevant evidence of the shipping damage of the Austrack Campers good.

Warranty Procedures

1. All claims must be lodged by the customer, via our website using our online [Warranty Claim Form](#).
2. All claims must be made within the relevant warranty period for that good type as set out by the terms of these Warranty Terms.
3. The customer bears the responsibility of providing adequate evidence of the failure which amounts to a warranty claim. Austrack Campers may require additional evidence to be produced by the customer in the event Austrack Campers Head Office is not satisfied upon first inspection as to the validity of the claim.
4. Third-party warranty repairs:
 - a. If a customer is situated in a remote location or a location where Austrack Campers cannot fix or repair a good with a valid warranty claim under these Warranty Terms, it may authorise a third-party to carry out the repairs.



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- b. The customer must have written authorisation from Austrack Campers prior to the commencement of any repair work being undertaken on Austrack Campers behalf.
- c. Any customer who authorises and third-party repair to an Austrack Campers product without prior written approval from Austrack Campers Head Office will bare all associated costs related to the repair and Austrack Campers will not be held liable for reimbursement to the customer or for any payment to a third-party repairer.
- d. Customers who have had authorised third-party repairs will be required to submit to Austrack Campers Head Office any invoices or associated expenses to the repair prior to any reimbursement being made to the customer or 3rd party repairer.
- e. Reimbursements will be paid by direct deposit to the customer or third-party repairer's nominated bank account only.

Servicing, Warranty Care, and Service Records

Correct servicing and maintenance are essential to the safety, reliability, and warranty protection of your Austrack caravan. All servicing must be carried out to an appropriate standard, using correct procedures and parts, and by suitably qualified personnel.

This section outlines Austrack's requirements and recommendations for servicing, warranty repairs, and service record keeping to help ensure your caravan remains compliant with warranty terms and operates as intended.

Servicing Your Austrack Camper

Austrack strongly recommends that routine servicing and inspections be carried out by **AOE RV Service Centre**, as they are familiar with Austrack caravan construction, systems, and specifications.

If servicing is carried out by a third party, it **is recommended** to be completed by an approved service technician or a **qualified caravan service technician** who holds recognised and relevant qualifications for recreational vehicle service and repair.

At a minimum, a qualified service technician outside of the approved servicing network should hold:

- **MSM31022 – Certificate III in Recreational Vehicle Service and Repair**

This qualification demonstrates that the technician has received formal training in:

- Recreational vehicle service and repair procedures
- Caravan systems and component inspection
- Safe maintenance and repair practices
- Industry-recognised standards for RV servicing

In addition to the above, technicians must also hold:

- Appropriate licensing for **240 V electrical work**, where applicable
- Appropriate licensing or certification for **gas appliance servicing**, where required

Servicing performed by persons who do not hold the above qualifications or required licences may result in improper workmanship, safety risks, and warranty complications.

Jacking Points

Correct jacking procedure is critical to avoid **damage to the suspension, chassis, and surrounding components**, as well as to ensure safe lifting of the unit.

Austrack models can be lifted from the **chassis**, however due to ride height and suspension design, this is often **not practical with standard jacking equipment**. For this reason, the recommended and most effective jacking method is via the **suspension swing arm (control arm)**.

The jack must always be positioned in a location where it can **sit securely and remain stable under load**, with no risk of slipping or movement during lifting.

Recommended Jacking Location

The preferred jacking point is located on the **underside of the suspension swing arm (control arm)**.

This location provides:

- A structurally strong lifting point
- Lower lift height compared to chassis jacking
- Improved stability during lifting

To correctly position the jack:

- Locate the suspension swing arm beneath the unit
- Identify a **flat, secure section** of the arm
- Position the jack so it sits firmly and cannot move
- Ensure the contact point prevents slipping under load

The jack must be placed on a section where it will remain stable throughout the lifting process.

Chassis Jacking

The chassis can be used as a lifting point; however, it is important to understand the practical limitations.

Due to the height of Austrack models:

- The chassis sits significantly higher than typical jacking range
- Most standard jacks will not reach the chassis safely
- Attempting to reach the chassis may create unstable lifting conditions

For this reason, chassis jacking is **generally not suitable for standard roadside use**, and should only be attempted where appropriate lifting equipment is available.

Incorrect Jacking Locations

The jack must not be placed on components that are not designed to support lifting loads, or where stability cannot be maintained.

Avoid placing the jack on:

- Thin or unsupported sections of the chassis
- Body panels or floor sections
- Suspension brackets or mounts not designed for lifting
- Any angled surface where the jack may slip

Incorrect placement may result in:

- Structural damage
- Component failure
- Loss of stability during lifting



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Safety Considerations

Before lifting the unit, safe conditions must always be ensured.

The following requirements apply:

- The unit must be on **level and stable ground**
- The handbrake must be applied
- Wheels must be chocked where required
- The jack must be suitable for the weight of the unit

Lifting on unstable or uneven surfaces significantly increases the risk of the jack shifting or failing under load.

Jack Supply

Austrack models are **not supplied with a jack of any kind**.

It is the responsibility of the owner to ensure that a **suitable and correctly rated jack** is available when required.

The jack used must:

- Be capable of supporting the weight of the unit
- Provide sufficient lifting height for the application

Be used in accordance with manufacturer instructions

IMPORTANT NOTICE

- The preferred lifting point is the **suspension swing arm (control arm)**
- Chassis jacking is possible but often **impractical with standard equipment**
- Always ensure the jack is positioned securely and cannot slip

- No jack is supplied with the unit

Failure to follow correct jacking procedures may result in **damage to the unit or personal injury**, and may not be covered under warranty.

Warranty Repairs and Claims

Any work relating specifically to **warranty repairs or warranty claims** must be:

- Performed by **AOE RV Service Centre**, or
- Carried out by a **repairer formally authorised by Austrack Campers**

Warranty work undertaken without prior approval from Austrack Campers may:

- Delay warranty assessment
- Result in rejection of a warranty claim
- Require re-inspection or corrective work at the owner's cost

If a warranty issue arises, owners should **contact Austrack Campers or AOE RV Service Centre first** before arranging any repairs.

Importance of Service Records

Maintaining accurate service records is an important part of responsible caravan ownership and may be required to support a warranty claim.

Owners are encouraged to:

- Keep records of all scheduled servicing
- Retain invoices and service documentation
- Record dates, work performed, and servicing provider details

Service records should clearly identify:

- The work carried out

- The service provider
- The technician's business name and qualifications where available.

Logbook Servicing

Austrack recommends the use of a **logbook system** to track servicing and maintenance.

Maintaining a service logbook:

- Provides a clear and traceable maintenance history
- Supports warranty assessments
- Helps ensure servicing is completed at the correct intervals
- Adds long-term value and transparency to the caravan's service history

Digital logbook platforms such as **LogMate** may be used to store servicing and maintenance records securely and access them when required.

Digital Logbook System – LogMate

Austrack supports the use of **digital logbook platforms**, such as **LogMate**, as an alternative or supplement to traditional paper service records. Digital logbook systems allow servicing and maintenance information to be recorded, stored, and accessed electronically, providing a centralised and organised service history for the camper.

When used consistently, platforms like LogMate can:

- Provide secure, time-stamped records of servicing and maintenance
- Allow owners to upload invoices, inspection reports, and supporting documentation
- Make service history easily accessible for warranty assessment or resale
- Reduce the risk of lost or incomplete paper records



Use of a digital logbook system does not replace the requirement for servicing to be carried out in accordance with Austrack recommendations. Owners remain responsible for ensuring servicing is performed at the correct intervals and by appropriately qualified service providers, regardless of how records are stored.



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Maintenance Schedule Compliance

All servicing must be completed in accordance with the **Maintenance Schedule**, located **near the end of this manual**.

Failure to:

- Follow the maintenance schedule
- Use appropriately qualified service technicians
- Retain service records

may affect warranty eligibility.

IMPORTANT NOTICE

Warranty protection depends on correct servicing, appropriate qualifications, approved repair methods, and accurate record keeping. Servicing or repairs carried out by unqualified persons or without authorisation may compromise safety and warranty coverage.

If there is any uncertainty regarding the qualifications of a service provider, owners should contact **AOE RV Service Centre or Austrack Campers** for guidance **before** work is undertaken.



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Maintenance Schedule

ITEM	RECOMMENDED INTERVALS								
	3 MONTHS OR 1,000KM	2,500KM	6 MONTHS OR 5,000KM	7,500KM	12 MONTHS OR 10,000KM	12,500KM	18 MONTHS OR 15,000KM	17,500KM	24 MONTHS OR 20,000KM
BATTERY CONDITION	Test	Test	Test	Test	Test	Test	Test	Test	Test
LIGHTS	Test	Test	Test	Test	Test	Test	Test	Test	Test
SWITCHES	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect
BATTERY TERMINALS / LEADS	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
WATER PUMPS / HOSES	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Clean	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Clean
GAS HOSES / OUTLETS	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect
LOCKS	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate	Test/Inspect/Lubricate
HINGES	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect/Lubricate
SEALS	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean
BRAKE CABLE	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust/Lubricate	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust/Lubricate
BRAKE LININGS	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust/Clean	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust/Clean
CHASSIS LUBE	Inspect	Inspect	Inspect	Inspect	Inspect/Lubricate	Inspect	Inspect	Inspect	Inspect/Lubricate
HITCH	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Lubricate
JOCKEY WHEEL	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect
STABILISER LEGS	Test/Inspect	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect
WINCHES	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Clean	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Clean
SUSPENSION BUSHES	Inspect	Inspect	Inspect	Inspect	Inspect/Lubricate	Inspect	Inspect	Inspect	Inspect/Lubricate
WHEEL ALIGNMENT	Inspect/Adjust	Inspect	Inspect	Inspect	Inspect/Adjust	Inspect	Inspect	Inspect	Inspect/Adjust
WHEEL BEARINGS	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust	Inspect/Adjust
WHEEL NUTS	Inspect/Adjust	Inspect	Inspect/Adjust	Inspect	Inspect/Adjust	Inspect	Inspect/Adjust	Inspect	Inspect/Adjust
TYRES	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
TYRE PRESSURE	Adjust	Adjust	Adjust	Adjust	Adjust	Adjust	Adjust	Adjust	Adjust
GAS STRUTS	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Lubricate	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect/Lubricate
SHOCK ABSORBERS	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect	Test/Inspect
FRIDGE FAN FILTERS	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean	Inspect/Clean
WATER TANKS	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean	Test/Inspect/Clean

Quick Links

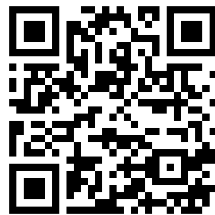


Austrack Academy

Access step-by-step guides, videos, and training resources to help you understand and get the most out of your Austrack Caravan.

Austrack Blog

Read articles, updates, and tips covering travel, product information, maintenance advice, and Austrack news.



Austrack Spare Parts Shop

Browse and purchase genuine Austrack spare parts and accessories designed specifically for your caravan.

Austrack Warranty Form

Submit warranty claims and enquiries quickly and securely using the official Austrack warranty submission form



Austrack Technical Support

Lodge technical support requests for fault diagnosis, system advice, or assistance from the Austrack support team.
