



CARE & MAINTENANCE MANUAL

D07 Rev K

INTRODUCTION

This Care & Maintenance guide was prepared to help you understand the safe, proper use and operation of your Unit, the servicing and maintenance of component parts, and includes an explanation of your warranty protection.

If you are a newcomer to camping with a trailer or caravan, you may appreciate the suggestions and information to be found in this manual. This information is provided to help you best use & enjoy your Unit.

Throughout this manual Lumberjack Camper Trailers & Lumberjack Camper Trailer Units may be referred to as 'Lumberjack', 'Lumberjack Unit' or 'Unit' for abbreviation purposes.

Used within recommended guidelines and procedures, your Lumberjack will provide you with years and many happy kilometres of trouble-free travel. Your first Service (1000 - 3000 Kms or 3 months) after an initial running-in period is the ideal time to have any minor adjustments to components be made and for us to answer any questions you may have.

From then on, we then recommend your Unit has an annual service in accordance to the service schedule at the end of this manual.

Model Relevancy

Please note the instructions & guidance contained within this manual is intended for use & consideration for units produced from December 2023, as part of the 'Series II' or 'Evolution Series' range of units.

This manual has been created to compliment the information outlined within the Lumberjack Warranty Booklet **(D53)**.

If you are in ownership of a model pre-dating the relevancy of this manual, please refer back to one of the previously released Care & Maintenance manuals available for further guidance as this will contain information more accurate for your specific model.

Your Responsibility

Your Lumberjack unit represents a considerable personal investment. As such is it in your best interests to protect that investment and retain its value by developing a thorough understanding of operation, maintenance, and safety instructions. Having a developed knowledge of how to operate & use your unit correctly will ensure your confidence when out camping & prevent damages occurring due to incorrect operation techniques.

You are responsible for conducting regular & proper maintenance of your unit to prevent conditions arising from neglect or carelessness.

After studying this manual we recommend to keep this Owner's Manual along with your user guide in your Unit for handy reference should you need it while travelling.

Disclaimer

The contents of this manual (including but not limited to information about Lumberjack Camper Trailers products and services and operating recommendations) is provided for general information purposes. We endeavour to be as accurate as possible in order to reflect information available at the time of distribution.

Every effort has been made in the production of this manual to provide accurate information and to encourage Lumberjack customers to use safe working practices in relation to the operation for Lumberjack products.

Accordingly, Lumberjack makes no representations, warranties or guaranties, either express or implied, regarding the suitability of usefulness of this information.

Products are constantly being improved and we seek to upgrade our components, parts & instructional documentation accordingly.

If the equipment in your Unit differs from some descriptions contained within this manual, disregard the instructions not relevant to your Unit and follow those which do on a case by case situation. Or refer to any other manufacturer component supplied manuals specific to the products supplied with your unit.

When questions arise that are not adequately covered by this manual or the manufacturer's instructions, consult Lumberjack directly.

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A. Handover

When you received your Lumberjack unit from your dealership of purchase, you should have conducted an introductory handover to the unit. This involves a walkthrough of the setup/ pack up of the unit as well as a minor overview of the features & facilities available.

This handover usually takes around 1 hour as a rough estimate.

Vehicle Preparation Before Towing

Before towing your lumberjack unit, ensure the vehicle you are using to tow your Unit is capable of doing so safely by checking its towing capacity rating against the Unit you will be towing.

When checking the weight tolerances of your vehicle, ensure to check both the maximum towing capacity & the towball limit of your vehicle.

By law, electric brakes must be fitted to your towing vehicle before you tow your trailer. Please ensure that these are fitted.

If not, this is a major safety concern & could lead to serious injury or death in the event of an accident.

Your lumberjack unit will come with the designated standard included hitch, a Do35 (or custom alternative hitch if ordered).

To utilise the hitch, please ensure that you have removed only your tow ball beforehand. You will need a flat towing tongue available to affix the hitch to.

B. Resources

User Guides

Please visit our webpage www.lumberjackcampertrailers.com.au/guides to download your product user guide. This guide is a general summary of how to utilise the various features on your unit & go through the setup & packup processes also.

This page also has downloadable pole plans (relevant for Camper Trailers) and other valuable resources for you.

Your password to download & access the guides is: ilovemylumberjack
(Please note this password is case sensitive)

Facebook

We can't wait to see some great pictures of your adventures you will have. You are invited to post them on our Facebook page.

www.facebook.com/lumberjackcampertrailers/

If you have not already, please visit our designated Facebook Owners Group: Lumberjack Camper Trailers Australia. Here you can share your adventures with other Lumberjack owners, share stories and ask questions about your trailer.

You'll be asked for your trailer VIN to join.

YouTube

We have loads of helpful videos on our YouTube channel. You can find our helpful series 'Lumberjack tutorials' where we make specialty videos focusing on single elements of our camper & hybrid use one at a time.

We are continuing to make more tutorial videos to better inform our customers on how to use our campers & hybrid caravans.

Please take a moment to visit our channel to see for yourself:

www.youtube.com/c/LumberjackCamperTrailers

Warranty Enquiries

If you encounter any issues with your trailer, please initially contact your dealership of purchase.

Your salesperson/ dealership will firstly assist you with some trouble shooting. If your issue persists, we have a simple claim procedure to follow.

With your handover kit you will have been given a copy of the Lumberjack Camper Trailers warranty, please take the time to review this as it contains important information.

Please note that no individual (including any sales persons or representatives of Lumberjack) is authorised to make any warranty modification statements regarding Lumberjack or its products, except to refer the purchaser to the contractually supplied warranty information.

Should you need to submit a warranty enquiry to us please go to the following webpage:

lumberjackcampertrailers.com.au/warranty-enquiry/

This page can be found through the main menu under the 'About Us' tab or via the footer of the website itself.

Once on this page you will be provided with some information regarding the warranty enquiry process, please read this before proceeding to submit your enquiry.

All warranty enquiries **MUST** be submitted through our website using the warranty claim form.

Please Note:

- *When submitting an enquiry make sure to include images as they assist greatly in the review process.*
- *Warranty enquiries may take 3-5 days to go through the processing & reviewing phase.*
- *Under no circumstances will reimbursement be made for work done through unauthorised establishments without prior written consent from Lumberjack.*
- *Lumberjack reserves the right to make product changes and improvements without imposing any obligation on itself for warranty purposes to install the same products or components originally supplied, and where it is appropriate to do so shall install or supply with current product or component.*

Spare Parts Enquiries

Should you need to purchase any spare parts for your unit, we receive all enquiries online.

This is to ensure we receive the correct information we need to process your enquiry. As we develop our models over time, small changes & improvements are implemented so parts change over time. This is why it is imperative that we received images & all the correct information when you are submitting a parts enquiry.

On our website, spare parts orders are submitted through the same online form as warranty submissions at:

lumberjackcampertrailers.com.au/warranty-enquiry/

This page can also be found through the main menu under the 'About Us' tab or via the footer of the website itself.

Please Note:

- *When submitting an enquiry make sure to include images as they assist greatly in the review process.*
- *Parts enquiries may take 3-5 days to go through the processing & reviewing phase.*

C. Getting Started

Highly Recommended Tips

There are a few extra items which we recommend adding to your camping kit to further enhance your camping experience, the items listed are not necessary, just recommendations Lumberjack have:

- **Padlocks** – To secure the lid/roof of your camper or hybrid closed during travel & when not in use.
- **Recovery Equipment** – (E.g. Recovery straps, or recovery tracks) Recommended if going off road or on terrain where bogging could occur.
- **Reflective Road Triangles** – For use in emergency situations if you need to pull over on a road, they can be set out to warn oncoming drivers.
- **Anti-Slip matting** – If you keep some with you, it will always come in handy. (e.g. inside kitchen drawers or for your table etc.)
- **First Aid kit** – The absolute essential for every camping trip.
- **Silicone Lubricant Spray** – This is recommended for rubber seal maintenance.
- **Lanolin Lubricant (Fleece Grease)** - Great for maintenance use & ideal for use on all external bolts & joints to prevent rusting.
- **Levelling Blocks** – To assist with a quick & easy setup process.
- **Step Ladder** – Bringing one with you makes setting up annexes a much simpler.

Packing Tips

When packing your trailer or caravan for a trip it is important to pack correctly, the way you pack your Unit can affect the way it will tow behind your vehicle. The following are recommendations for packing your Unit in the best way:

- Ensure to evenly load the Unit, with equal weight distributed across the axle.
- Ensure no items can move around during travelling times as this can result in damages to both the item and your Unit.
- **NEVER** overload the Unit in a manner which causes the ball weight to exceed the vehicles towing capacity.
- (Camper Trailers) Do not load the cargo rack with more than 200Kg of weight as it could lead to damages & excessive weight on the ball of the Unit.
- (Camper Trailers) The Cargo rack has a 200Kg limit when it is flat on the lid of the camper unit. DO NOT raise the cargo rack with it fully loaded.
- Each of the fridge slide drawers has a load rating of 100Kg MAX. The smaller storage drawers have a max load rating of 20Kg.
- When loading the cargo rack keep items centred to distribute weight evenly across the axle.

CAMPER TRAILER IMPORTANT NOTE: The rear winch support is designed for the winch ONLY.

DO NOT load any bike carriers or other attachments on this winch support. Any damages caused as a result of ignoring this warning are not covered by the Lumberjack Warranty.

Before Towing

Make sure you do not exceed the A.T.M weight of your Unit which is stated on your VIN plate or the allowed ball weight on your towing vehicle.

Please Note: If you do not know the ball weight of your Unit you can purchase a ball weight scale from an automotive specialty store (e.g. Autobarn, Super cheap auto etc.).

Important Note: If your Unit has been retrofitted with a cargo rack, you will need to take this into your load consideration as it weighs approx. 90 - 100Kg.

Ensure your tyres are in good condition and properly inflated to the correct pressure.

Refer to your vehicle's VIN Plate for correct pressure for road driving. The pressure needs to be suitable for the environment where you are taking your Unit.

Pre Trip Checklist

Are you ready to go on your trip? Have you checked all of the following?

Preferably a couple of days before you are going to head off you need to review the following points:

- | | |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Gas bottles (Full & Safe for use) | <input type="checkbox"/> All canvas pieces present (awnings/annexes) |
| <input type="checkbox"/> Fill water tanks (if required) | <input type="checkbox"/> Water tanks are clean & ready for use |
| <input type="checkbox"/> Coupling is secured to towing tongue correctly | <input type="checkbox"/> Batteries are fully charged |
| <input type="checkbox"/> Breakaway Unit is attached correctly | <input type="checkbox"/> Tail lights & plug as well as Anderson connection is working correctly |
| <input type="checkbox"/> Complete Wheel & Condition Check (no punctures & correct pressures for conditions) | <input type="checkbox"/> Lid latches firmly shut & locking pins in place |
| <input type="checkbox"/> ⚠ IMPORTANT ⚠ Wheel Nuts (sufficiently tightened & in good condition etc.) | <input type="checkbox"/> Battery isolator is off while driving & Anderson plug connected |
| <input type="checkbox"/> Undercarriage Check (General inspection) | <input type="checkbox"/> Battery terminals secure |
| <input type="checkbox"/> Shock absorbers (all bolts in place & no leaks) | <input type="checkbox"/> Ball Weight Checked |
| <input type="checkbox"/> (Camper Trailers) All poles present (Both main cabin & annex) | <input type="checkbox"/> Unit does not exceed ATM on Vin plate |

Vehicle Identification Plate

Each unit is fitted with a Vehicle Identification Plate (V.I.N. Plate) that shows the following information:

MANUFACTURER

Manufacturer's Name

TYRE SIZE

Dimension of tyres fitted as standard.

DATE OF MANUFACTURE

Date produced

TYRE LOAD RATING

Individual load rating of tyres.

GROSS TRAILER MASS kg

Maximum loaded weight on the tyres.

TYRE PRESSURE (COLD)

Recommended tyre pressures.

AGGREGATE TRAILER MASS kg

Maximum loaded total weight.

AXLE/AXLE GROUP LOAD CAPACITY

Maximum load capacity of axles.

V.I.N. NUMBER

17 digit identification number.

TARE WEIGHT

Unladen unit weight (inclusive of ball weight).

WHEEL RIM SIZE/PROFILE

Dimension of rims fitted as standard.

Before You Leave Camp

When on the road during your holiday, there are some things you need to check each day you are on the road, these are important safety checks which must be done every day.

In extreme conditions or when travelling long distances some items will need checking multiple times a day. Items with this requirement will be marked **

Daily Checks

- | | |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| 1. 12v Led internal and external lighting turned off | 11. Wheel nuts ** |
| 2. Gas bottle turned off when not in use | 12. Tail light plug and check all lights ** |
| 3. Stabiliser legs up | 13. Attach chains & breakaway |
| 4. Fit and adjust towing mirrors if required | 14. Check all controls on electric brakes, listen for hum in drums |
| 5. Annexe, poles, ropes and pegs stowed | 15. Lid latches firmly shut & pins in place** |
| 6. External doors securely closed & locked | 16. External component bolts (polyblock mount, stone guard, gas & jerry can holders) ** |
| 7. Main tent body zipped closed (including windows & doors) | 17. Undercarriage check (general inspection) ** |
| 8. Jockey wheel Raised | 18. Water tank mounts (bolts holding secure) ** |
| 9. Raise step on hybrid models | |
| 10. Tyres: Check pressure and condition ** | |

⚠ FIRST TRIP NOTICE ⚠

The first few trips you take with your new unit are the most important.

As the units are brand new, some components need to settle & adjust as the camper is driven for the first few times.

All driving causes vibrations to the units, these can work loose some components before they have had a chance to settle & adjust correctly, this is why it is imperative that you make extra stops to check, tighten & adjust the first few times you go away.

The components you must take special attention to are the wheel nuts & studs & toolbox door/ lid latches.

On The Road

The main objective of travelling is to be able to enjoy relaxing holidays and weekends. However if you get worried or nervous about towing, you're not going to relax, so remember the golden rule: take it easy.

The first time you tow, we recommend spending an hour or so driving gently around quiet roads.

Extra consideration is required when driving in wet conditions involving longer braking distances, more cautious starts & slower turning speeds.

Turning & Overtaking

Having trained yourself to relax, don't forget you're towing several metres of camper trailer or caravan behind, and this means a different approach to overtaking.

Remember that the Units wheels don't exactly follow the car wheels, they cut corners slightly. You must make allowances for this.

Because the Unit will take a smaller but sharper curve than the car, always allow a bit more length than you need when pulling back into the left after overtaking.

As your Unit is wider than your car, you must allow for this when overtaking or pulling to the side of the road or entering gateways. It is useful to know just how much extra room you need.

When turning corners, travel further forward in a straight line before you turn, in order to give your Unit plenty of room to negotiate the corner too.

Off Road Driving

Towing your Lumberjack Unit off road adds many new responsibilities on the driver.

To drive safely when in harsher environments a level of common sense is required, if you do not think your Unit can handle the environment you want to go in, go with your intuition.

Lumberjack Units are not designed for use on four wheel drive only tracks and should not be used on such tracks.

In harsh off road environments, it is to be expected that damages may occur to the Unit or towing vehicle which are accidental and sometimes unavoidable.

When travelling in remote areas always perform preventative maintenance and daily checks.

Wildlife

Australian outback roads are notorious for wandering stock & native wildlife which can be a danger to motorists. Due care must always be taken, and the possibility of an animal strike considered regarding speed & time of day you are driving.

Towing a camper or caravan increases braking distance and has inherent risk associated with aggressive and defensive manoeuvring to avoid a collision.

When travelling through areas at dawn or dusk in particular, exercise additional caution.

Corrugations & rough road

Corrugations are arguably the most taxing & damaging road conditions to vehicles. Constant vibration can loosen vehicle components and increase stress to vehicles well in excess of normal road driving.

In these conditions take regular breaks to reduce driver fatigue & fatigue to your Unit.

Shock absorbers can become extremely hot on corrugated roads which can cause damage to seals resulting in shock absorbers fading (reduction in damping effect) and in extreme cases, the potential of failure of the seal completely.

On rough and corrugated roads, it's important to take brakes & adjust tyre pressures on your car and Lumberjack Unit to soften the effect and extend the contact patch of the tyre on the road.

When driving in these conditions, it is strongly advised you carry a tyre pressure gauge/ deflator and a portable compressor to reinflate when back on the highway.

Please Note: When returning to main roads after being off road make sure to reinflate the tyres back to their correct pressures.

When travelling on corrugated roads it is highly advised to stop and take a break every hour to check the following parts on your Unit:

1. Tyres - Check pressure and condition
2. Wheel nuts
3. Lid latches firmly shut & pins in place
4. External component bolts (polyblock mount, stone guard, gas & jerry can holders)
5. Undercarriage check (general inspection, check for missing bolts)
6. Water tank mounts (bolts holding secure)
7. (Optional if applicable) Camping Fridge power connection is secure

Corrugated roads also put a lot of strain on the batteries within your Unit.

Extensive repetitive corrugations result in vibrations which can loosen the terminals & lead to a bad power connection, causing the power to cut out in the Unit.

The vibrations caused by corrugations can also put strain on Camping Fridges. The long periods of movement can cause power connections such as 12v socket plugs to disconnect or come loose, cutting the power to your fridge.

If travelling on corrugated roads is unavoidable, ensure to take rests & remember to conduct the necessary checks listed above during transport as well as when you reach your destination.

Sand

When driving on sand it is important to lower tyre pressure on both the vehicle and Lumberjack Unit. By lowering the pressure, you will effectively create a larger footprint for the tyre which will reduce how far it sinks in sand.

Sand shape & compaction will vary around the country, so it is necessary to reduce the tyre pressures. When driving in these conditions, it is strongly advised you carry a tyre pressure gauge/ deflator and a portable compressor to reinflate when back on the highway.

Please Note: Prolonged driving on sand will cause the tyres to heat up which will increase the pressure within the tyre. If driving in this environment stop every hour to allow the tires to cool down before continuing. Failure to do so can cause damage to the tires.

Bulldust / Dust

This phenomenon is common on outback roads. Fine dust can settle in large pot holes obscuring them from unsuspecting drivers. It is important to reduce speed in these conditions and drive carefully to avoid the possibility of damage or an accident.

Please Note: It is impossible to prevent bulldust from getting into your Unit completely.

One of the best ways to prevent bulldust from penetrating the seals on your Unit is to apply a thin amount of Vaseline to the main seals on the body & toolbox of the Unit to catch the dust before it can enter. If this practice is used please remember to clean it away before storing your trailer.

Please Note: Lumberjack Units are NOT dust proof. Any resulting damage from travelling on this terrain is not covered by the Warranty.

Causeways

Outback roads often have causeways to control water runoff & prevent erosion of the road.

When travelling at speed these causeways can be a danger to motorists and vehicles so due care should be taken to reduce speed when approaching them.

In very remote areas these often won't have signposts so special care should be taken in these areas.

Creek & River Crossings

These crossings can be extremely dangerous even in low water levels and should never be attempted in times of even mild flooding. Towing a camper or caravan greatly elevates the risk in this situation and should never be attempted unless you are completely assured it is safe to do so.

If there is any doubt about access in flood prone areas, you should contact the local authorities to find out conditions and dangers before you proceed.

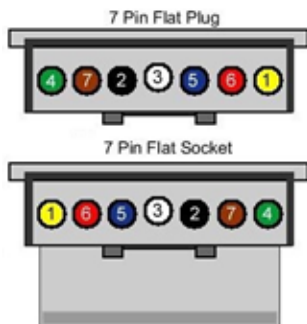
Please Note: Lumberjack Units are NOT 100% waterproof. It is NOT recommended to cross bodies of water where the water level exceeds the height of the point of entry. Any resulting damage due to deep river crossings is not covered by the Product Warranty.

Connection Plugs

Trailer Plug

It can prove quite useful to understand how your trailer plug works, knowing what each point does can assist in problem solving should one of the elements stop working for some reason.

Below is a diagram to explain what the connection points on the common trailer plug (7 pin flat plug) are.



PIN #	CIRCUIT	COLOUR
1	Left-hand turn	Yellow
2	Reversing lights	Black
3	Earth return	White
4	Right-hand turn	Green
5	Servicing brakes	Blue
6	Stop lights	Red
7	Rear lamps, clearance & side marker lamps	Brown

Anderson Plugs

All our Units are fitted with an Anderson plug at the front of the drawbar & inside the front toolbox (Camper Trailers & Caravans) at the fridge slide for charging the battery as you are towing & running a portable fridge. Having a working Anderson plug on your towing vehicle is essential.

In Series II models, you may also notice a Blue or secondary Anderson plug located on the drawbar, closer to the body of the unit. This may be present in Camper Trailer or Pod Camper models.

This blue coloured/ secondary Anderson is connected to the power management system solar regulator function. Any solar panels being used should be connected to this Anderson plug point to ensure power is going through this built in regulator.

In Evolution Series models, a single anderson plug will be present at the front of the unit which is dual purpose. Capable of both, charging the batteries directly & can also be used plugged directly into a solar panel as it is connected back to the REDARC power management system which features a solar regulator system.

Before going on a trip be sure to visually check the connection points on any Anderson plugs for signs of deterioration.

When in storage you can protect the Anderson connections using dust covers, these can be purchased at a low cost from vehicle accessory stores.

If by some accident dirt or debris gets caught in your Anderson plug, use air (e.g. small keyboard cleaning tools or air compressor on low settings) to try and dislodge it or an old toothbrush.

If dirt or debris cannot be removed the head piece will need to be replaced.

Please Note: DO NOT USE SHARP OBJECTS to dislodge anything in the Anderson connection points as this can cause damage, rendering the plug unusable.

Recovering Your Unit

Series II Lumberjack Units are fitted with recovery points at the rear which can be used to safely move your Unit.

When using these points, you **MUST** use a bridle style strap before attaching a regular towing strap to that. This helps to ensure no excess strain is put on one recovery point over the other and evenly distributes the weight of the camper.

Only winch or straight tow the Unit to recover it.

If using a tow strap, check the strap and its packaging for the Minimum Breaking Strength (MBS).

It is recommended that the minimum breaking strength of the strap should be between 2 and 3 times the vehicle's gross vehicle mass (GVM/ATM) and the strap must be suited to the GVM/ATM of the lighter of the vehicle & Unit in the recovery process.

When recovering the Unit ensures a safe distance is kept at all times & no passengers are in or on the Units. Carefully read all warning labels present on the equipment used during the recovery.

Please Note: A heavy blanket must be draped over the strap during use to reduce any unintentional rebound of the strap.

IMPORTANT NOTES:

- DO NOT** use a snatch strap. The extreme kinetic energies may cause failure of the recovery points resulting in **DEATH** or **SERIOUS INJURY** as well as damages to the Unit & vehicle.
- NEVER** attempt a recovery without the proper equipment.
- NEVER** stand between the vehicle & Unit during a recovery
- NEVER** attach a recovery strap to a vehicle's tow ball.

Safety During & Emergency Stop

Please carry a warning device, i.e. Reflective Triangle, to be displayed in the event of an emergency or if needing to stop on the side of the road.

Pull off the road as far as possible when changing any tyre, or in other emergency situations, remembering your Unit is larger than the tow vehicle.

It is advisable that everyone leaves the car and stays well clear when it is parked on the edge of a road or highway.

Bad Weather

While camping you may encounter bad weather, if extremely bad weather is forecast, we highly recommend to take down any exterior annex or awnings completely & pack them away to avoid any damages. Weather damage is not covered by Lumberjack's warranty.

DO NOT attempt to set up any annexes or side awnings in extreme conditions or when strong winds are present as damage can occur.

Securing Your Unit

Once the perfect location for camping has been found, it is highly recommended to use suitable wheel chocks to help secure the Unit & prevent it from moving in the event of any brake failure. Wheel clamps or chocks can both deliver this security & can be found at most vehicle goods stores.

Below are some tips regarding the security of your Unit, more can be found in the storage section of this manual also.

Protecting Valuables

When not at your campsite the best place to keep any valuable items is in your vehicle completely out of sight. Most vehicles are completely enclosed Units which makes them the safest place for anything valuable to be stored. If desired, a small safe can be kept in the boot of the car for any highly valuable items.

Remember:

- *If storing anything in your car, make sure it is locked each night before you go to sleep!*
- *The best way to keep valuables safe is to leave them at home.*

Knowing your neighbours

When camping in a commercial location you may have various neighbours around you, not only is it courteous to say hello or have a brief chat, but it also assists to establish a camper comradery where you generally lookout for one another.

Just as you can keep an eye out for anything suspicious or anyone who doesn't seem to belong around their site, they can do the same for you.

Camping is a fun experience outdoors & it never hurts to help a fellow camper out when we can.

D. Set Up & Use – Main Components

Levelling your Unit

When you have reached your destination you will need to level your Unit before opening & use. To do this use your jockey wheel to raise or lower the front of the Unit, you can use a small kitchen leveller inside the Unit to assist in getting it perfect.

Evolution Series models will feature a levelling device on the front drawbar. Use this to assist with the levelling process.

Once the trailer is sitting level you can lower the stabiliser legs for support.

To do this, pull on the side level & support the leg as it swings out.

Then use the designated winder bar to lower it to the ground.

If you are camping on softer terrains, you may want to additionally use timber boards under the stabiliser feet for added support & to prevent sinking.

IMPORTANT NOTE: DO NOT support the Unit's whole weight on the stabiliser legs. They are designed to only stabilise the Unit, not hold its weight completely.

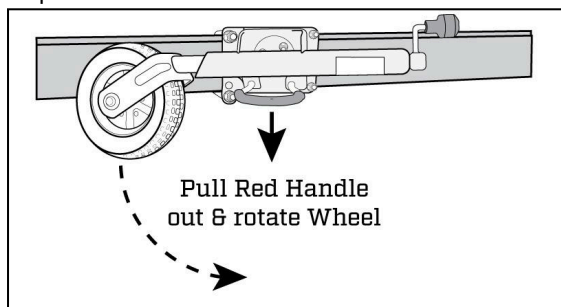
Jockey Wheels

Overview & Model Variance

Please review the below instructions for the various jockey wheel operation instructions & follow the appropriate set for your specific unit. If you have been provided with additional manufacturers documentation for the operation & maintenance of the jockey wheel fitted to your trailer, please review this also.

Al-Ko Jockey Wheel User Guide

Step 1.



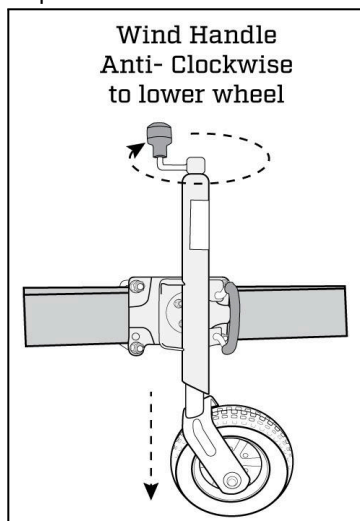
Operation - Set Up:

1. When the Jockey Wheel is in the fully closed position, pull the red handle away from the mounting point & rotate the jockey wheel to a vertical position.
2. Wind the handle Anti-clockwise to lower the wheel.

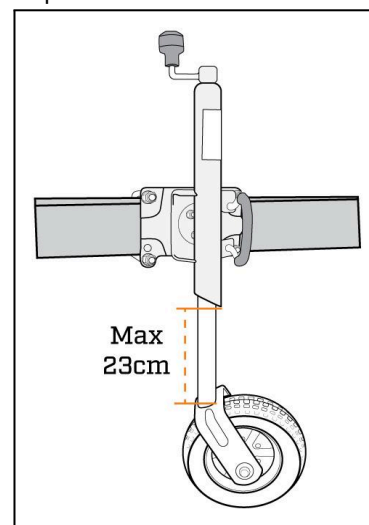
Operation - Pack Up:

To pack up the jockey wheel, simply follow the set up instructions in reverse order.

Step 2.



Step 3.



Maintenance

Prior to use each time do a general check of the condition of the jockey wheel, check there is no debris which could prevent the moving parts from working.

Check the nuts holding the jockey wheel onto the drawbar are secure & the brace is attached to the drawbar.

NOTE: If this jockey wheel is subjected to immersion in salt water or water crossings then maintenance should be carried out more regularly.

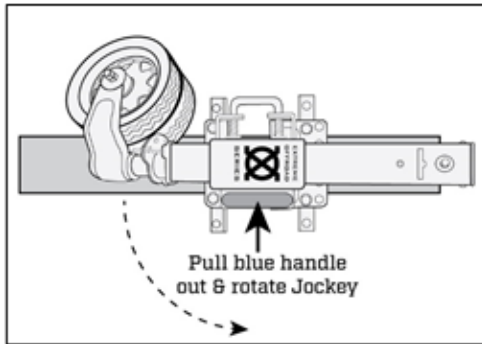
BE CAREFUL

Do not move Trailer if the wheel is over extended. When manoeuvring your trailer with weight on the jockey wheel, keep the jockey wheel cranked to the lowest possible position to avoid bending or breaking.

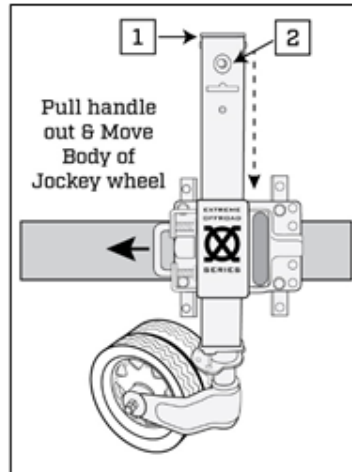
Do not use a damaged wheel. If your jockey wheel is damaged or bent DO NOT use it to move your trailer or it could lead to serious damages to your unit.

ARK Jockey Wheel User Guide

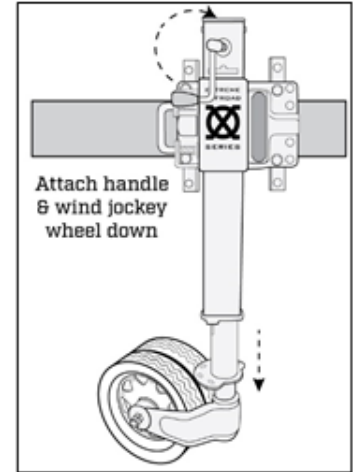
Step 1.



Step 2. (also Maintenance)



Step 3.

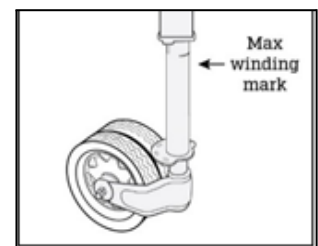


Operation - Set Up:

1. When the Jockey Wheel is in the fully closed position, pull the BLUE handle away from the main drawbar shaft & rotate the jockey wheel to point the ground.
2. Pull the SILVER thin handle on the main mount point & pull the main vertical shaft down for the jockey wheel & lock it into one of the length settings.
3. Use the winding handle to extend the internal main shaft to lower the wheel until it reaches the ground.

Please note that when extending the main shaft down, there is a maximum extension mark.

This is highlighting the limit safety point where the unit can be moved. Do not extend further than this mark.



Operation - Pack Up:

1. With your unit hitch securely attached to the towing vehicle, use the winding handle to lift the main shaft all the way. When doing so ensure the locking pin has engaged to hold the wheel in a position it will not hit the drawbar when we rotate the jockey wheel.
2. Pull the SILVER thin handle on the main mount point & pull the main shaft up to lift the jockey wheel & release the handle to lock it in an upper position.
3. Pull the BLUE handle away from the main mount point on the jockey wheel & rotate the jockey wheel to be parallel with the drawbar.

Maintenance

(refer to Step 2. Image)

Protect the finish by keeping it clean and periodically applying a coating of silicone lubricant spray. Lubrication is needed if the jockey wheel ever feels rough or produces a grinding noise when cranked.

With weight off the jockey wheel remove the plastic cap [1] by removing the cap retaining screw. Place a pea sized amount of grease on the bevel gears, crank jockey wheel handle to ensure an even amount of grease is distributed on the bevel gears.

Replace plastic cap [1] and insert cap retaining screw. Using a grease gun, fill a sufficient amount of grease into the inner shaft of the jockey wheel through the grease nipple [2] located behind the crank handle.

NOTE: If this jockey wheel is subjected to immersion in salt water or water crossings then maintenance should be carried out more regularly.

BE CAREFUL

Do not move Trailer if the max winding mark is visible.

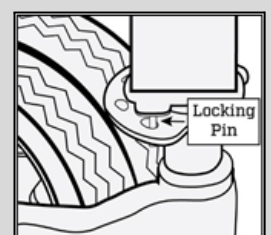
When manoeuvring your trailer with weight on the jockey wheel, keep the jockey wheel cranked to the lowest possible position to avoid bending or breaking the jockey wheel.

Locking Pin

When cranking the jockey wheel closed, ensure the locking pin secures in one of the locking points to prevent the wheel from spinning during movement & transport.

Handle Storage

When not in use or towing your trailer, remove the cranking handle & store in a safe location (e.g. Driver side door or vehicle glove box etc.)



Removable Jockey Wheel User Guide

Operation - Set Up:

1. On the front drawbar area, use the small winder bar to open the jockey wheel holder bracket.(Image 1.)
2. Place the jockey wheel inside the holder bracket, ensuring one of the alignment rings on the jockey wheel meets up to one of the grooves on the holder bracket. (Image 2.)
3. Close & tighten the holder bracket to secure the jockey wheel in position, then wind the top handle to extend the main shaft down to meet the ground. (Image 3.)
4. When removing your trailer from your towing vehicle, extend the jockey wheel far enough to lift the front hitch off your vehicle. Then move the vehicle. **DO NOT** push the trailer with the jockey wheel fully extended.

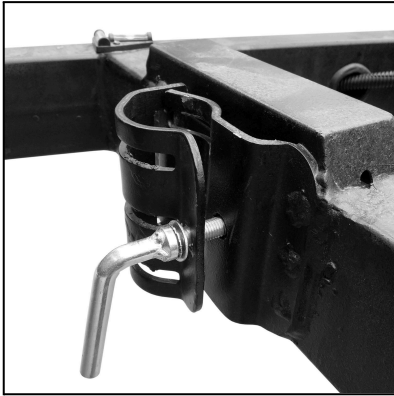


Image 1.

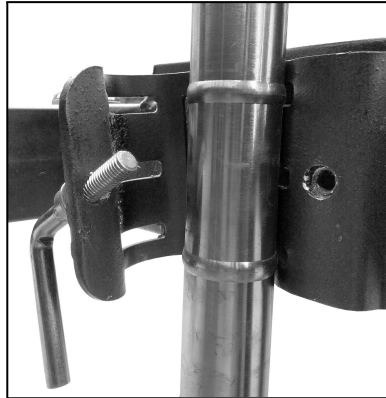


Image 2.



Image 3.

Operation - Pack Up/ Removal:

1. With your towing vehicle hitch positioned close to your trailer's hitch, wind the top handle to extend the main jockey wheel shaft to raise the front trailer hitch.
2. Position your vehicle hitch under the trailer's & begin to wind the top jockey wheel handle to lower the trailer hitch to meet the towing vehicle's. **DO NOT** move the trailer with the jockey wheel fully extended.
3. Once the hitches are connected, continue to wind the top jockey wheel handle until the jockey wheel is no longer touching the ground.
4. Support the main jockey wheel shaft & undo the small winder bar on the jockey wheel holder bracket to release the main jockey wheel. (Image 2.)
5. Remove the main jockey wheel from the holder bracket & store in either the trailer front toolbox or your towing vehicle. Then use the small winder bar to close the holder bracket firmly on the drawbar again. (Image 1.)

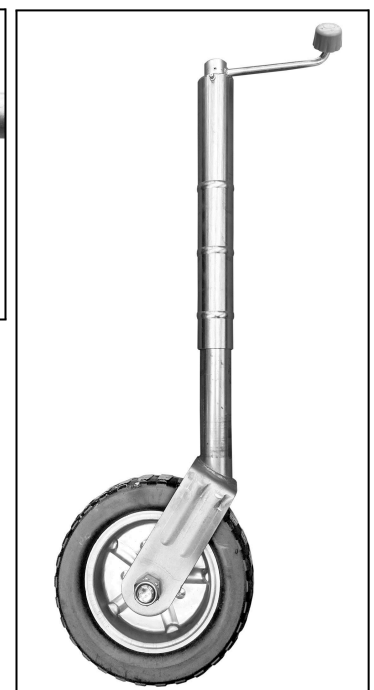
Maintenance

Protect the metal finish by keeping it clean and periodically applying a coating of silicone lubricant spray to the main shaft.

At the top of the jockey wheel is also a grease nipple point. Periodically, use a grease gun to re-grease this point.

Lubrication is needed if the jockey wheel ever feels rough or produces a grinding noise when cranked.

NOTE: If this jockey wheel is subjected to immersion in salt water or water crossings then maintenance should be carried out more regularly.



BE CAREFUL

Do not move Trailer with the jockey wheel extended.

The jockey wheel is designed to stabilise & level the trailer. When manoeuvring the trailer, ensure the jockey wheel is at the lowest possible position to avoid bending or breaking the jockey wheel.

DO NOT move the trailer with the jockey wheel fully extended. This will cause damage & bending.

Remove before travelling

Ensure you have removed the jockey wheel prior to driving while towing. Leaving the jockey wheel attached can lead to serious damages & loss of the jockey wheel altogether.

Break Away User Guide

What is a break away switch & why do I need one?

Trailers that are over GTM 2000kg, under Australian Law must have installed a break away switch.

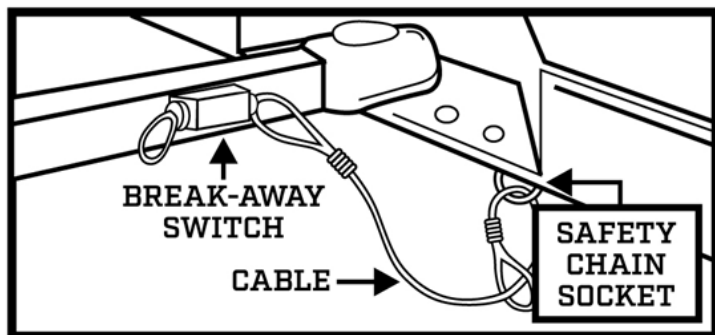
The switch is a wire that travels from the trailer's brakes to the towing vehicle. If the trailer becomes detached from the towing vehicle, the safety cable will pull out of the switch and engage the brakes on the trailer.

How do I secure the cable of the switch to my vehicle?

The break away switch cable should be secured to the vehicle bumper or frame.

The cable can be attached many different ways. We recommend connecting the break away as illustrated below. Take the cable then connect it to a safety chain point on the towing vehicle.

Run the chain safely and loosely, away from the breakaway unit so it cannot accidentally disconnect the breakaway.



BE CAREFUL

DO NOT pull the Break Away cord from the unit to use as a hand brake rather than using the hand brake itself. When the cord is removed from the unit it draws power from the battery.

If by accident the cord becomes removed from the unit, reconnect immediately and check your trailer's battery charge level and charge if needed.

Cargo Rack User Guide



Step 1.

Remove the pins from the two cargo rack arms & Store the pins in a safe place for use in Step 8.



Step 2.

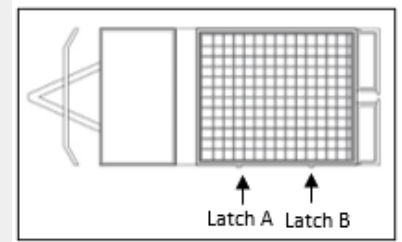
Tie a rope or strap around the cargo rack frame, this rope will be used to hold the cargo rack as it is opened.



Step 3.

Remove **ONLY** the ring pins from Latches "A & B".

(At this stage **DO NOT** unhook the main latch. The cargo rack will release and may cause damage or injury)



Step 4.

Completely unhook "Latch B".



Step 5.

Hold the cargo rack down with your right hand firmly while holding the rope or strap in the same hand.

Unhook "Latch A" slowly. Be careful to hold the rope securely as the cargo rack will spring open.



Step 6.

Use the rope to guide the cargo rack open slowly.

Step 7.

Once open, leave the rope secured for use later when closing.

Step 8.

Using the pins removed in step 1. Place them back in the arms while in the open position to stabilise the cargo rack.

(To close the cargo rack please follow the same process in reverse.)

Handy Tips:

- If the strap or rope is being blown around by wind, thread the slack through the netting of the cargo rack to hold it back.
- When open you can use your cargo rack as a makeshift clothes rack for drying clothes, swimwear or wetsuits.

BE CAREFUL

- Hold rope securely when opening the cargo rack to prevent it springing open which can cause injury or damage to the trailer.
- Remove all load from the cargo rack before opening. **DO NOT** raise the cargo rack fully loaded.
- **DO NOT** overload the cargo rack, the recommended max weight is 200Kg when flat against the lid of your camper. Overloading the cargo rack can damage & apply unnecessary pressure on the gas struts.

Kitchen Unit

Connection Points & Gas Regulators

Before & after camping trips it is important to ensure all connection points & regulator lines are maintained & kept in good condition for the next time they are required.

When not in use, ensure the gas bayonet points are protected using the designated dust caps. Before connecting the dust cap, check there is no dirt or debris in the connection point which could cause any damages.

Also ensure the gas isolation valve is set to the 'closed' position (Perpendicular to the line). So no gas can flow to the bayonet point.

At the front of the unit, ensure the regulator hose is in good condition & no part of it is damaged, bent or deformed, including the main connection point for the gas bottle.

If storing your unit for a long period of time, it is advised to disconnect the regulator hose from any gas bottles at the front of the unit.

Camper & Annex Poles

When setting up your unit, particularly the first few times, elements of the poles such as the camlocks & c-clamps can be a bit stiff, but will ease up a little bit after a few uses. Give any poles extra support if you encounter any elements like this.

During your setup if you feel great resistance, you need to stop & check nothing is about to be damaged. Putting excessive force on the poles can lead to breaks & bends which will render the poles un-usable.

Check your pole plan to see you are placing the poles correctly. If necessary, ask for assistance in supporting any heavy canvas areas where a pole may need to be placed & adjusted to remove excess pressure until the pole is in place & ready.

Main Control Panels

Each Lumberjack Unit is fitted with a main control panel inside the main cabin space. This control panel may differ in appearance depending if your unit has either the Projecta or REDARC power management systems installed. Please refer to the manufacturer supplied manuals for further information regarding this system specifically.

Below are some diagrams and explanations of some of the basic different control panel elements Lumberjack Units have, what they mean & how to read them.

Control Panel Components



Example of battery charge display



Examples of Fuses with various Amp ratings



12v Socket & USB ports



Water Tank level indicators



Example of Isolator switch

Battery Charge Display - Green Style

This display will automatically alternate between showing the current voltage of the batteries & the percentage of charge currently held by the batteries.

Numbered Fuses

The numbers on the fuse represent the amps that run through it. Should an issue occur causing a short circuit the fuse will protrude from its slot. If this occurs press it back in carefully to reset it, if the fuse continuously protrudes from its slot there may be a further issue, refer to the fuses section of this maintenance guide.

Sockets

These are 12v powered sockets, your unit may have these also installed in various locations around your unit. The 12v ports can be used the same as a normal vehicle one.

The USB ports have different amp power levels, meaning charging using the port running on 2.1A will be faster than the one marked 1A.

Tank Levels

To read how much water is sitting in your individual tanks your control panel will have either a dial or a light scale system.

This guide is self explanatory; If the dial or light is on 'F' this means the tank is full. If the dial or light is on either 'E' it is empty.

Isolator Switch

This is a main isolator switch, turning this on or off will cut all power to the unit. Nothing can be powered when the isolator switch has been set to off. It can only be set as on or off.

Please Note: This Isolator switch design is unique as it is on the internal control panel, most switches are located near the batteries of the unit.

Inverter / Charger

Lumberjack hybrid caravan models will come with an installed inverter/ charger system.

In 'Series II' units this will be a Projecta branded system, for specific instructions regarding operation of this, please refer to the manufacturers manual.

In 'Evolution' Series units this will be a REDARC branded system, for specific instruction operation of this, please refer to the manufacturers manual.

Utilising the Inverter/ Charger system when connected to mains power the inverter will directly charge the batteries.

When not connected to mains power, the inverter can convert power from your batteries so you can use 240v power.

In 'Series II' units, located near the inverter will be a 240v socket labelled 'inverter', in 'Evolution' series units, this will be a plain double socket GPO with the marking '10A' , you can power small electrical appliances using this.

Please Note: If utilising this function please watch your battery levels carefully to prevent them from being drained.

Solar Panel System

Lumberjack hybrid caravans come with roof mounted solar panels connected to the on board built in solar regulator.

When the solar panels detect adequate conditions, they will begin to send power to the regulator which will pass it on to the batteries, charging them.

The regulator will cut off the power when it senses the batteries are fully charged to prevent over charging.

If conditions are not good, the solar panels will not activate.

Please Note: If the panels are dirty their performance will be affected, it is imperative for them to be kept clean to function at their full capacity. For further instructions on the cleaning process of the solar panels please refer to the cleaning section of this manual.

'Series II' Camper Trailer & Pod Camper units will come with a blue front Anderson plug, this is intended for use with an external solar panel. When connected to the front blue anderson plug, power from the solar panel will feed to the solar regulator & charge the batteries.

'Evolution' Series pod campers will have a single Anderson plug at the front drawbar, this can directly be connected to a solar panel & is connected to the REDARC power management system with a built in solar regulator function.

Projecta Power Management System

'Series II' units will come with a built in power management system. This is the main hub for all the electronics of the camper.

An example of the main control panel is presented in the diagram on the right.

It has a built-in charger function, bluetooth capabilities, solar regulator, all main fuses contained within & main isolator power switch. They work to provide excellent battery control & oversight for keeping track of charge levels.

Through the charging function, when your unit is connected to 240v mains power it will be charging the housed batteries.

With these systems, Camper Trailer & Pod Camper models have been fitted with the Projecta PM300-BT system & Hybrid Caravan models have been fitted with the PM435-BT system.

Basic Operation Summary -

To initiate power to your camper, press the 'LOAD' button twice.

To activate the on board water pump, press 'PUMP', there may be a secondary auxiliary button near the sink or kitchen which also requires activating to begin the flow of water.

The screen has a built in time-out feature to dim the display lighting to save power, press the 'LIGHT' button to see the details displayed on the panel again.

For full operation, troubleshooting & phone application setup instructions, please refer to the supplier provided instruction manual. If you are not able to locate this manual or have lost it, please contact Lumberjack to obtain a digital copy for your reference.



REDARC Power Management System

'Evolution' series units will come with a REDARC branded power management system. This is the main hub for all the electronics of the camper.

An example of the main control panel is presented in the diagram on the right.

It has a built-in charger function, dedicated control panel, bluetooth & app remote control function, solar regulator, all main fuses contained within & main isolator power switch. They work to provide excellent battery control, provide oversight for keeping track of charge levels, show active solar power charging levels & much more.

This system has a built-in charger function so when your unit is connected to 240v mains power it will be charging the housed batteries. When the unit also detects sunlight, the solar panels will activate & begin to charge the housed batteries as well.



With the REDARC management systems, these have custom programming for specific functions & settings.

These settings may vary & change as time goes on due to product developments.

To view the current programming settings, please refer back to your product user guide.

For full operation, troubleshooting & phone application setup instructions, please refer to the supplier provided instruction manual. If you are not able to locate this manual or have lost it, please contact Lumberjack to obtain a digital copy for your reference.

Ensuite Items

Hot Water Systems

Lumberjack hybrid caravan & toy hauler models will come with an installed hot water system, this could be Truma or Swift branded. Please see the individual instructions with these units for setup & your user guide manual, if these have been misplaced please contact us for a new copy.

When travelling ensure the pump & hot water system are turned off to prevent wasting power.

Important Notes:

- *To operate hot water units, the Pump for your unit must be active to ensure water can flow to the unit.*
- *Never run your Hot Water Unit dry. Always ensure your water tanks have ample water or you will burn out the element.*
- *For Hybrid Caravans, always ensure the external vent point is open during use of the hot water unit & DO NOT touch it during use as this element will heat up.*

Camper Trailers & Pod Camper models will come with a free standing hot water system, this will not be an installed system to the unit but a device which can be connected up to the gas & water on the trailer unit.

These systems require both a gas connection & water supply for operation. They utilise the water pump built into the trailers to move the water through.

Important Safety Notes:

- *When setting up the hot water unit, ensure the unit is on flat ground & the stand is level to prevent the unit tipping.*
- *When in use & immediately after use, DO NOT touch the main metal body of the unit, this may heat up during use.*

Showers

Hybrid caravan & toy hauler models come with a built in shower system, there are both interior & exterior shower facilities.

These shower systems operate the same as most household systems, with a movable shower rose to direct the water flow & temperature controls to set the desired temperature.

When using the shower, ensure you always have the roof ventilation fan active to prevent excessive condensation build up.

In 'Series II' units, to accompany the exterior shower outlet, you will have an ensuite tent unit which joins to the main body of the hybrid for privacy. Please refer to your model user guide for specific setup instructions for this item.

Unfortunately at this time of publication this is not currently available for the 'Evolution' Series of models.

Toilet System

Fitted in Lumberjack hybrid caravans & toy haulers is a Thetford branded toilet, prior to use please ensure you read the individually provided manual from Thetford to familiarise yourself with correct operations.

Please Note: These units all required 12v power to operate the flush function. Ensure your main isolator is active prior to using this facility.

The toilet cassette caps & dials may be different colours but they have relatively the same operating purposes.

The cassette unit comes fitted with wheels & a handle for easy transport when taking the unit to a designated dump point for emptying.



It is highly advised to use the correct waste chemicals in the unit during use to prevent bad odour. These chemicals may vary in dosage required from brand to brand but all are appropriate & can be purchased from most general camping stores.

From time to time you should give the whole cassette unit a thorough clean, especially prior to lengthy storage periods. Put a hose in the top opening & allow water to flush through until it overflows the spout, then use the appropriate toilet cleaning products.

Alternatively you can mix 1 cup of napisan into a 5L bucket of water & pour this into an empty toilet cassette & allow this to mix around during transport, then empty prior to use.

Please Note: Never store the cassette when it has not dried completely or has water inside, this can lead to mould growth which could be harmful. A helpful hint is to keep the spout cap off during storage so any moisture left inside can evaporate.

Interior Toilets

Prior to use it is advised to give the whole toilet a good wipe down, any generic non abrasive household cleaner or disinfectant can be used for this. Once cleaned keep the ensuite door open to allow the unit to air dry completely.

We also recommend the whole ensuite room be cleaned thoroughly & allowed to dry completely prior to storage.

E. Packing Down the Unit

When packing down your unit, whether camper, hybrid, hauler or pod unit, please refer to the individually supplied model specific user guide for extensive instructions.

Please keep a copy of the user manual with your unit at all times for easy reference whenever required.

The following is a general outline checklist of the pack down process.

1. Close Windows
2. Unzip Alfresco Canvas (Camper Trailers)
3. Unplug Gas, Water & 240v Lines
4. Lock Outside Storage
5. Close & Secure unit Cabin
6. Raise Stabiliser Legs
7. Attach to Vehicle
8. Raise Jockey Wheel
9. Attach Chains & (If Fitted) Breakaway
10. Attach Trailer Plug
11. Disengage Handbrake

F. Care & Maintenance

After taking ownership of your new Lumberjack Unit it is imperative to maintain it. This not only keeps it looking its best but lengthens the life of the product, allowing you to enjoy it for a prolonged period. Just as motor vehicles require regular maintenance, our Lumberjack Units do also.

Securing Your Unit

When not in use it is imperative your Lumberjack Unit is secured & locked.

Not only does this mean anything stored in the Unit is safe but the Unit itself is safer from potential dangers.

To secure your Unit it is highly recommended to use wheel chocks or a wheel clamp during storage, this also assists as a backup should a handbrake failure occur. Ensure all your toolboxes are locked & the tanks themselves also.

Trailer Body Maintenance

The following maintenance is required on the main body of all Lumberjack units:

Lanolin Greasing/ Lubricating

This should be done each time you return home from your latest adventure. We advise use of a lanolin grease or mechanical lubricant.

The areas you need to apply this to are:

- Gas Strut holders/ strut support brackets
- Toolbox locks (internal join point)
- Lid & door hinges
- Stabiliser legs
- Swing Arms
- Hitches/ Couplings

Swing Arms

There are two points on each swing arm which need greasing.



Hitch

The Do35 hitch has one main grease point on the main black body of the hitch.



Paint

To best protect & maintain the paint work on your Unit is to clean it regularly.

Please refer to the cleaning section of this manual for further information on how to best clean your unit.

What to do if your paint has chipped?

We understand accidents can happen sometimes, if something does happen & the paint work on your Unit is damaged, we recommend applying a rust preventing lanolin spray or some touch up paint. These can be purchased from local hardware or auto stores.

Canvas & awnings

The best way to maintain a long life for canvas & awnings is to keep them clean & dry. After being out on your adventures, ensure there is no dirt residue or debris which has gotten caught during your packup.

Leaving debris & dirt in contact with the canvas or awnings for an extended time can cause damages to the fabrics & even lead to punctures of the weaving.

Ensure to never store your unit with any canvas or awnings which are damp or wet as this can lead to mould growth. Please see the Storage section of this manual for further tips on how to store your unit to prevent possible mould growth.

Changing Wheels

Should something happen to your Unit requiring you to check underneath it or elevate it to change a tyre there is a specific way you must raise the Unit.

Before jacking your Unit first make sure you are safely pulled over off the road or in a safe location to do so.

A regular car jack can be used on a Lumberjack Unit.

Prior to using your jack, ensure the jack is rated correctly to be able to support the weight of your unit.

Before jacking up the Unit ensure the handbrake is active.

If raising the unit to change a tyre, loose the wheel nuts a small amount using a wheel brace or 19mm socket on a breaker bar. This will make it easier to remove them once the wheel is off the ground.

Under the Unit you will notice the suspension arms & large suspension springs. Place the wheel jack on the suspension arm under the large spring of the side you want to jack.

Once the jack is secure in position you can begin lifting the Unit, do not lift the Unit any higher than is required to remove the wheel.



Vehicle Jack in position on trailer

When in position it is recommended to lower the stabiliser legs, in the event of an emergency should the Unit come off the jack they can act as emergency stoppers.

Loose & remove the wheel nuts with a wheel brace (Wheel brace) or a 19mm socket on the breaker bar & keep them in a safe place. You can then remove the tyre & refit the spare.

Once fitted ensure you tighten the nuts adequately before raising the stabiliser legs and lowering the Unit.

Further tighten the wheel nuts when the unit is on the ground again before continuing on your trip.

CHANGING WHEEL WARNINGS

- ★ DO NOT get under a vehicle that is supported only by a jack – always use vehicle support stands.
- ★ Use Jack only with correct engagement fittings.
- ★ NEVER change a wheel on soft, uneven or sloping ground.
- ★ DO NOT remove wheel nuts until the wheel is off the ground.
- ★ DO NOT allow passengers in your Unit while it is on a jack.
- ★ BEFORE USE – Read the label attached to the jack carefully.
- ★ After use – Ensure the flat tyre & jack are properly secured

Wheel Bearings

Bearings must be inspected and lubricated periodically to ensure reliable, safe operation of your trailer. We recommend that your Unit be taken to a representative dealership of Lumberjack Camper Trailers where correct wheel bearing service can be undertaken.

The wheel bearings will vary depending on what type of suspension system your individual unit has installed to it.

Series II Units

These units could have one of two types of suspension installed with the following bearings;

Alpha Suspension System with Pedders shockers:

(Information Pending)

Non Branded Suspension System:

Bearings - SKF Branded

15123/15245 & 25580/25520

Seals - 225.337.50

Size: 85.5m Diameter & 56/57mm Inner diameter

Evolution Series Units

These units have the following installed;

Bearings -

30210/29749 & 30210/29710

Bearing Seal -

Type 69007

Seals

The rubber seals on your camper need maintenance to keep them soft & prevent them from cracking or becoming brittle. If these seals are not taken care of, they can weather, crack & eventually lead to water ingress.

There are seals on all the toolbox & entry doors as well as the main lid for camper trailers. They are compression type seals, similar to most automotive door seals.

When closing a camper trailer please pay close attention to how much the seals are compressed, you want them to be compressed by just under 50% of their full width. This means you have made an adequate seal.

If you compress the seal too much you could damage it & cause splits. If the seal is too compressed simply loosen it as mentioned in the next section. From time to time the latches or door locks may need adjusting to tighten these seals.

To do this on the main exterior red handled latches simply twist them tighter. With the toolbox door locks use a spanner to tighten the bolt on the inside of the lock.

It is recommended to apply a silicone lubricant or spray (e.g. WD-40) to the seals once a month, this keeps the seals soft & less prone to cracking. It is also imperative to clear them of dirt or debris after a long trip as being in storage with dirt can damage the seals. Simply wipe them down then apply a silicone lubricant before storage.

The locking mechanisms on the doors also need to be checked & tightened as required to prevent water from seeping through. To tighten these locks first unlock & open the toolbox door, on the inside of the door you will see the back of the locking mechanism, tighten or loosen the small hex nut as required.

To check if it is tightened adequately, close the toolbox door & lock it, you want the seal to feel snug but not so tight as to damage the rubber sealing. It may take a couple of adjustments to get it just right.

Please Note: We make every effort to protect our Lumberjack Units from water ingress by utilising rubber seals on all toolbox doors & latches as well as interior weather strips on the main lid. However these measures do not make the Unit waterproof. Any resulting damage from water ingress is not covered by the warranty.

Please refer to the General Storage section of this manual for more information on protecting your Unit from water & the elements.

WARNING! DO NOT close the lid if any canvas or internal fittings are outside or pressed between the seals.



Example of pinched canvas

Battery Maintenance

General Use Note

All 'Series II' & 'Evolution' Series units are supplied with Lithium type batteries. If your unit has been fitted with an alternative type of battery, please refer to manufacturer specific instructions for guidance on use & maintenance.

Battery maintenance & charging is imperative for ensuring a prolonged life & best performance of the batteries in your Lumberjack unit.

All electrical components on your unit will be drawing power, it is important to understand general power consumption so you can be mindful when camping & know how to best use the power available to you.

Battery care consists of correctly charging your batteries as well as physical maintenance of the batteries.

For Lithium type batteries, when in use it is ideal to never let your batteries fall below 30% capacity, if left to fall below this voltage, damage starts to occur to the battery itself.

You need to be conscious of the power being drawn from your batteries while using your camper & remember to ask yourself; when was the last time you had the charger on while you were away? Have you checked the voltage lately? Is your camping fridge set correctly?

In 'Evolution' Series units, the REDARC power management systems have been set with power level warnings & an isolation power cut off to prevent excessive battery power usage. Please refer to your model user guide for further details on these settings.

Charging your batteries

The best way to ensure a long battery life is preventing the batteries from discharging completely. You can prevent this by ensuring the batteries are charged regularly, including while away camping.

To assist you while out on adventures, hybrid caravans come with roof mounted solar panels which help to restore some charge level. For added power, you can also utilise a generator when heading off-grid.

If at a campsite, you can plug it into 240v power & let the Power management system charge automatically.

If you have your power management system connected to your phone via the device application, you can set up notifications to monitor & track the battery status to know when it is suitable to reduce power consumption & focus on re-charging.

IMPORTANT NOTE: *If your batteries have fallen to a state too low (approx. 30% of their full capacity or less), the Projecta power management system & REDARC systems will be unable to detect them & become unable to recharge them.*

- *The more batteries in your Unit the longer it will take to charge fully.*
- *Before turning on the power to your Unit ALWAYS check the terminal wing nuts are tight on the battery connections.*

What to do if your batteries have fallen too flat:

You will need to utilise an external Lithium Compatible Battery charger with a multi stage system, you need a unit which features an initial surge charge function. These can be purchased at most vehicle battery retailers. (E.g. Century Battery branded multi stage chargers)

Firstly, ensure the main isolator for your unit is off. Then locate where the batteries for your unit are housed.

Connect your battery charger directly to the battery. If you have multiple batteries installed, these will be wired to function in a parallel circuit, so you can join the positive connection to one battery, and the negative to the other battery.

Connect the charger to power, check the charger unit is set to 'Lithium' if there are any preset options.

Allow the charger to function & recharge the batteries. This may take a while depending on the battery capacity & may need to be let to charge overnight.

We recommend to recharge the batteries completely through this method & do not disconnect them from the charger until fully recharged.

Once recharged, turn the power to the charger off & disconnect the charger.

Charger Types

If you wish to not utilise the power management system to charge your batteries, you can use an external charging device. If purchasing one, ensure you purchase a Lithium compatible device.

Charging via Anderson connection

If connecting an external charger to your trailer unit, you can do this via the grey anderson connection at the front drawbar.

Whether your Unit has one or multiple batteries it can be charged the same way via this point as the batteries are connected in a parallel circuit.

Portable Camping Fridges

All camping fridges can have a heavy voltage draw which in most cases is the main cause of batteries running flat.

There are steps you can do to reduce fridges from unnecessary excessive power use, such as:

- Pre-cool the fridge & its contents by running it on 240v at home before travelling.
- Setting the fridge to an 'eco mode' if present
- Setting the fridge cut off voltage to a suitable setting to prevent it dropping the battery voltage too low
- Ensuring you do not have the fridge settings unnecessarily low (e.g. setting a freezer to -20° when -5° would suffice)

Care During storage

When your Lumberjack Unit is being stored it is imperative to take care of the batteries. While in storage, ensure the main isolator switch is set to 'off'.

Every couple of months, turn on the main isolator switch & use the built in management system to check the charge status. Lithium type batteries are great at holding charge when there is no power draw, meaning they have minimal self-discharge.

The ideal setup for storage is to have the batteries fully charged prior to storage & then check the charge status every 2-3 months & top up as required.

Physical maintenance is also required at approx. 2 month intervals.

External Maintenance

Caring for the exterior of the battery & keeping it in good condition means a longer life for the battery.

It is important to inspect the exterior of the battery as if left in bad condition it can have a negative effect on the battery's performance.

Dirt, dust or water can collect on the top of the battery, especially if frequently in off-roading conditions.

The terminals must be cleaned regularly and free of any corrosion. If the corrosion is light this can be addressed with an acid neutraliser and water, then use a terminal brush or soft toothbrush.

Inspect the surrounding batter screws, clamps & wingnuts, if any have come loose, re-tighten them. You want the battery to be firmly secured in the holding saddle, so the unit itself cannot shift or move during towing.

If during inspections any damaged cables are noticed please contact Lumberjack or your dealership of purchase for more advice.

Check the bracket holding the battery in place is firm & has not come loose from driving vibrations, if so, tighten it back up.

Regularly check around the battery compartment for stones or debris which could rub against the battery & cause holes leading to more serious issues.

Why do batteries fail?

Batteries require more maintenance than most people would expect, they are not a simple 'set-&-forget' kind of thing. Below are some of the main reasons batteries may fail or reduce in performance:

• Lack of Maintenance

Neglecting to check the battery's general condition & cleanliness can build up to conditions affecting its performance & cause a potential risk.

• Physical Damage

Incorrect handling or rough treatment of the battery can lead to external damages & subsequent performance issues leading to their failure. Examples of this include using incorrect products to clean the terminals, accidentally dropping things on or hitting the batteries or excess exposure to rough vibrations such as corrugated roads.

• Over Discharging

Deeply discharging your batteries can severely damage them. They should not be dropped below their 30% capacity before recharging is required. A battery that has been discharged to 100% of its capacity regularly will be permanently damaged on an internal level and cannot be repaired.

• Vibrations/ Corrugations

As the batteries are fitted to a Unit which will be moving around a lot, they have been secured to the Unit to reduce vibration as best we can; however, we cannot eliminate this variable altogether. It is recommended to avoid high corrugations for prolonged periods of time as it can have an effect on the battery performance.

Emergencies

If your battery does develop a leak DO NOT TOUCH IT. The liquid leaking from it is acid & as such is dangerous.

IMPORTANT: Battery acid can cause burns. Suitable hand, eye and face protection & protective clothing including chemical resistant gloves should always be worn when dealing with damaged batteries.

Gas Bottle & Regulator

The gas regulator installed to your unit will be one compatible with LCC27 gas bottles. When packing gas bottles to use with your camper, ensure they are compatible with this regulator type.

Gas plumbing installations are only conducted by authorised Australian plumbers & all have a certificate of compliance. If you require any modifications to your gas system (not limited to but including having additional bayonet points installed) this should only be done by another authorised tradesperson.

Handle your LPG bottles with care. When connecting or disconnecting your gas bottle. Only have an authorised service agency make any adjustments to your regulator.

Before use it is highly advised to check for any gas leaks using the soapy water method. Simply mix a small amount of dish soap into some water causing as few bubbles as you can during this process & pour a small amount on the point where the hose connects to your gas bottle.

If any leaks are present, you will see the gas causing bubbles begin to form.

If this occurs, turn off the gas bottle & check the connection point is secured & free of any debris, then reconnect & try the method again, if no bubbles are created the connection is sealed & ready for use.

If bubbles are formed again try the method again with a different gas bottle.

Gas Warning

If you smell gas –

1. Extinguish all open flames, pilot lights and smoking materials.
2. Keep bystanders away.
3. Do not touch electrical switches
4. Shut off the gas supply at the cylinder valve.
5. Open doors and other ventilating openings.
6. Leave the area until the odour clears.
7. Have the gas system checked and leakage source corrected by an authorised gas installer before using the system again.

Water Tanks

General cleaning

It is highly recommended to use a store bought tank cleaning fluid multiple times a year to ensure there is no build-up of residues or mould growth allowed inside the tank.

Caution: When in remote areas you may have to use water from untreated sources such as bore water or storm water, when using these water sources please note that it could have various residues in it which can damage the tanks if left for a prolonged period or cause mould growth within the tanks.

Mould

If you find that your tank has developed mould, immediately flush any water from it & use a store purchased specified tank cleaner on it as per its instructions.

Once the mould has been cleaned out use the red cordial method detailed in the troubleshooting section of this guide.

Storage

When your Unit is in storage it is recommended to store it with the water tanks full to maximum capacity, almost overflowing, by doing this you can prevent mould growth as there will be no air space left in which mould can grow.

After removing your Unit from storage, it is imperative to empty & flush out the tanks completely before filling with water you intend to use on your camping trip.

Air Conditioners

All manufacturers provide operating instructions with their product and it is recommended that these be read carefully to ensure correct operation. Also, complete and return your Warranty Card/Certificate as this will assist you should a problem occur at a later date.

Your air conditioner is covered by the air conditioner manufacturer's own warranty. Please contact the following:

>> Dometic ph.: (03) 9545 5655

Brake Systems Adjusting

The brakes fitted are adjusted prior to supply. A brake clean and adjustment should be carried out at the service intervals recommended within your warranty booklet.

During a regular service, the brake linings should be inspected for lining wear or contamination from oil or grease.

Wheel Nuts

Wheel nuts should be tightened to the 120N. Always use a quality torque wrench to check wheel nut torques.

It is highly recommended to check the wheel nuts are sufficiently tightened while travelling on long trips, these can be checked multiple times a day, especially in cases when you may be travelling off road.

All forms of driving cause vibrations to the units, over long periods of time these vibrations can sometimes loosen the wheel nuts so you **MUST** check them before every trip away, every couple of hours while on the road & when you get to your destination.

Handbrake Adjustment

If the handbrake on your Unit seems to not be stopping it as well as it used to, or it feels too loose you can adjust it by doing the following:

1. At the handbrake, push back the black protective sleeve.
2. Use a spanner to loosen off the nut on the handbrake.
3. Turn the main bolt clockwise to tighten it.
4. Test the handbrake to see if it has been tightened enough, if not turn the bolt more.
5. Use a spanner again to secure the bolt in place.
6. Slide the black sleeve back over the bolt.



Left image showing protective sleeve & right image showing sleeve removed.

240v Electrical System

All 'Series II' & 'Evolution' Series units will come with a 240v connection included as standard.

When you receive your trailer unit, the 240v system has been installed & signed off by an authorised electrician, the system itself does not generally need checking or maintenance. If you wish to have the system checked over for any reason, a qualified electrician can do this for you.

If you encounter any damaged wires please refer to the troubleshooting section of this manual for further instructions.

This system should not be modified by any unqualified persons under any circumstances.

Canvas

Tents, Annexes & Awnings

The tent is an important part of our camper trailers and is designed to withstand most situations, but you need to look after it to ensure that it lasts and continues to keep you and your family warm and dry when you need it to.

All annexes & side awnings are not designed to withstand extreme weather conditions & must be packed away if such weather is imminent. Never set up any annexes or side awnings during high wind conditions as damage can occur.

Damages caused due to weather are not covered by Lumberjack's warranty.

When packing away camper trailers, ensure you have completely removed the annex from the cabin tent prior to closing. Leaving any component attached can crush, tear & rip the canvas or zips & is not covered by Lumberjack's warranty.

Seasoning

For camper trailer models, all annexes & canvas come pre-seasoned & ready for use so you can begin enjoying your camper straight away.

This means the canvas has been through the seasoning process where it has been soaked & dried repeatedly to allow the fibres to swell & shrink. This process works to tighten the weave of the fabric & draw the fibres closer together giving it a natural water repellency.

Storage Tips

- Ensure the canvas is thoroughly dry before packing away. Most fabrics are susceptible to mildew. Mildew results when the canvas is folded when wet or stored in a damp place.
- Never store your camper covered tightly with a tarp (unless it is tied a distance above & not in contact with the main body directly) because it will impede airflow. Mould and mildew thrive on dirt, moisture and decreased airflow.
- The best way for prevention of mould and mildew is to open it up at home as soon as possible to air dry. Whilst in storage, open up your Unit at regular intervals to ensure mould and mildew has not formed in your closed Unit.
- **Air dry only.** Never apply heat to fabrics. NO DRYERS.
- Keep Your Camper Tent Pest Free, it is important to also make sure to give your Camper Tent a thorough vacuuming after every trip.
- Store 1 or 2 moisture absorbing packs/ dehumidifiers in the Unit to assist in drawing away any residual water vapour.

Cleaning

Camper Trailer/ Hybrid Caravan Body

When general cleaning of the main camper or Lumberjack Units' body is required this should be done ideally with soapy water & a sponge, soft brush or generic garden hose.

It is important to only use these tools as they won't scratch the paint or damage the stickers.

Avoid using any harsh chemical cleaners or corrosive chemicals as these will have a negative reaction with the body paint/ fibreglass, aluminium & stickers used on the trailer body.

CAUTION: DO NOT USE A HIGH PRESSURE WASHER, this will strip the paint & stickers from your Unit & cause other damages. If your Unit has any paint chips from rocks using a pressure washer will worsen these.

Similarly if using a roadside cleaning station DO NOT use a designated truck wash stop, the pressure of the hoses on these is too high & could damage the body.

Windows

For cleaning the windows of both pod campers & hybrid caravans please only use a soft sponge, soft bristled brush or specialty window cleaning cloth. When using these, ensure they are damp, using a dry cleaning item, especially if dirt is present on the window can cause scratches.

Tyre Rims

Cleaning the rims of your Unit can be done with warm soapy water, as they have a shine to them it is imperative to not use any sort of corrosive or abrasive cleaners as this will dull & scratch them.

Commercial rim cleaners & degreasers can be purchased from a local automotive store which should also do the trick should something stronger be required.

Aluminium/ Checker Plating

The aluminium checker plate on the outside of your camper should only be cleaned with warm soapy water. Never use abrasive materials or cutting compounds as this could seriously deteriorate the finish on the aluminium.

Build-up of road tar or bird droppings can be removed with a diluted solution of mineral turps. This should be applied only to the surface that needs cleaning and it should be immediately rinsed off with warm soapy water.

Canvas Care

One of the best ways to keep canvas looking good and to delay the need for deep or vigorous cleaning is to keep it clean after taking it away camping each time. This simple method will help prevent dirt from becoming deeply embedded in the canvas and remove the need for more severe cleaning.

Do not apply soaps, detergents, cleaning fluids or insecticides. **Never use detergents or bleach** which could ruin the water repellency and strip the colour of the canvas.

Persistent mould or mildew growth should be treated with a purpose made mould & mildew remover. Water should be cold to lukewarm.

Canvas which has been cleaned extensively may require reproofing with a purpose made reproofing spray. Mildew will not form on the awning material itself but may form on the dust allowed to accumulate on the canopy.

CAUTION: DO NOT USE CAUSTIC CLEANERS OR METAL CLEANERS ON FABRIC AS THEY CAN DESTROY COLOURS AND WILL NOT BE COVERED BY WARRANTY.

NOTE: ALLOW CANOPY/AWNINGS TO DRY COMPLETELY BEFORE ROLLING AWNING UP.

Mould or Mildew Damage

If mould or mildew has developed on the canvas of your unit, this means it has been closed with the canvas wet or damp, it could also mean that the unit has been closed incorrectly, leading to water ingress which has resulted in the mould or mildew growth.

Removing mould or mildew from the canvas can be extremely difficult as if it occurs it develops through the fibres of the weave. If mould growth has occurred it is most important to kill it off to render the canvas safe to use again, noting that full mould removal in some situations is not possible.

To kill off mould, use a purpose made remover solution specially formulated for canvas use, these can be purchased at most hardware stores or online.

Awnings

The cleaning of vinyl material on rollout awnings should only be done with warm soapy water. Never use any strong detergent or mineral based cleaners to clean the vinyl on your awning as it could lead to discolouration.

The aluminium supporting arms to the awning should not need greasing or oiling and when storing your awning away for any period the awning should be completely and thoroughly dry to avoid mildew build up on the vinyl surfaces.

A quality vinyl cleaner will keep your vinyl awning looking like new. Follow all instructions on the container of any cleaner purchased.

Cushions & Mattresses

The cushions in your Lumberjack Unit are vinyl covered & cannot be machine washed. To clean them only use soft cleaning equipment such as sponges, dish cloths & soft bristled brushes.

Using abrasive cleaning products will damage or scratch the seats.

If required, you can use a mild or weak mix of detergent in combination with soft cleaning equipment to remove any dirt.

The seats are air dry only. Under no circumstances should the cushions be put in an electrical dryer system.

For serious stains specialised seat cleaners can be used, these can be purchased from most supermarkets.

Please Note: DO NOT use any kind of abrasive cleaners such as Bleach as this will break down the fibres in the seating & drastically reduce the life of the cushions. Avoid using detergents or cleaners containing concentrated detergents, oils, waxes, solvents, acid bases or abrasive elements.

Floors

The floors on your Lumberjack Unit are made from vinyl material or floating floorboards & need to be cleaned carefully as a result. To clean your floors only use soft cleaning equipment such as sponges, dish cloths or soft bristled brushes in combination with warm water & mild detergents.

When cleaning the floors use minimal water as the floor may warp if excessive water is used. If mopping is required, dry mop only & allow the Lumberjack Unit to dry completely with the doors open before closing it up for storage.

Please Note: DO NOT use any kind of abrasive or strong cleaner as this can remove the protective coating on the vinyl leaving it susceptible to further damage or staining.

DO NOT use large quantities of water when cleaning the flooring as this will cause them to warp. Leaving moisture on the floor while in use or in storage may cause damage to the flooring. Ensure it is completely dry before closing up your unit.

Seating Base

The seating base is made from a wood laminate & can be cleaned using the same technique as the floors, please see the above paragraph.

Carpet (Exterior Drawers)

To clean the carpet inserts within the toolbox drawers firstly remove them from the drawers & brush off any surface dirt should there be any.

If washing is required to remove further dirt, a mild detergent can be used along with a hard bristled brush to scrub the carpet clean. Before cleaning the whole carpet, test your detergent on a small area of the corner to ensure the detergent you wish to use will not cause colour runoff.

Once scrubbed the carpet can be hosed down to remove any detergent residue. After cleaning ensure the carpet is left to fully dry before returning it to the Lumberjack Unit.

Kitchen Unit (Stainless Steel)

To clean the main kitchen unit, use a microfiber cloth & mild detergent or a specially purchased stainless steel cleanser.

Use a small amount of mild detergent or non-abrasive cream cleanser and warm water on a microfibre cloth and use a circular motion at first to clean over the whole Unit. After the initial clean go over it again with only warm water to remove any detergent residue, then wipe the whole Unit over with a dry cloth to dry the Unit.

During this last step wipe in the direction of the grain of the stainless steel, like wood, stainless steel has a grain, for the best finish wipe in the direction of this grain.

It is highly recommended to wipe down the kitchen Unit after each use, do not allow dirt or food residue to sit on the surface for prolonged periods of time as this can stain the steel.

Please Note: DO NOT use abrasive cleaners or scourers when cleaning as they can permanently scratch the surface.

Solar Panels (if applicable)

If your Unit has been fitted with built in solar panels, they may get dust or dirt on them & require cleaning.

Cleaning your solar panels regularly can improve their performance & longevity of service.

To clean your solar panels, firstly use a garden hose & water to remove the majority of residue which needs removing, a sponge or soft cleaning cloth can also be used. This alone should remove most dirt from them but if not, a light detergent can be utilised also.

Please Note: When cleaning the solar panels ensure the seal around their edges is not compromised (if integrated into the roofline), if water is used with them in this condition damage will occur.

General Storage

It is highly recommended to store your Unit in a safe & secure location out of direct sunlight & protected from the elements (e.g. A shed or garage). Exposure to the elements over a prolonged period during storage will wear the unit prematurely & can fade the paint work & stickers.

Every endeavour has been made to prevent water leaking into the Units, however the Units are not waterproof. If stored outdoors uncovered & exposed to the rain, leaking may occur. Damages caused by water ingress are not covered by Lumberjacks warranty.

Storage Tips: Store 1 or 2 moisture absorbing packs/ dehumidifiers in the Unit to assist in drawing away any residual water vapour.

Tyre Care During Storage

If leaving your camper for prolonged periods of time it is highly recommended to not have the tyres resting directly on a hard surface such as concrete as this can cause a flat spot on the tyre from the constant pressure or cause premature ageing from exposure to very cold or very hot conditions as the concrete changes temperatures according to the exterior conditions.

To avoid flat spots & direct exposure to concrete there are purpose made 'tyre savers' which can be purchased from most auto specialist stores. These are 'U' shaped heavy duty objects which the tyre sits in to maintain its round shape & avoid contact with a direct surface which can vary in temperature greatly.

Protective Covers

While in storage it is highly advised that a cover is used, as the Unit you have purchased is a valuable piece of your property it is imperative to take correct care of it & store it the right way when not in use.

Can I just use a plastic tarp to cover my Unit?

It is NOT recommended to use a tarp as a substitute for a purpose made camper trailer or caravan cover as they are not breathable. This can allow moisture to remain around the camper which can encourage mould & mildew growth as well as potential leaking into the Unit.

Using a tarp also means you may need ropes or bungees to secure it to your Unit, these themselves can rub against the Unit with the wind which could also cause various damages.

If keeping your Unit off site in storage, remember to conduct regular maintenance!

IMPORTANT: When storing your Unit remember to turn off the isolator switch to reduce the voltage lost from the batteries, over time they will lose some voltage, this is normal.

While in storage the Unit will still need charging on occasion to recharge the batteries due to this normal small loss of voltage.

Please see the Battery Maintenance section of this manual for more information.

G. Servicing

Just as a car needs to be regularly serviced so does your Lumberjack Unit, these are not items to be left and ignored until required. There are some checks & smaller servicing items you can conduct yourself while on your travels or at home, but other items must be checked by a specialty RV servicing centre.

Please refer to your warranty booklet supplied in your handover kit for servicing schedule guide & logbook.

H. Troubleshooting

Gas

If your cooker does not light, there are a number of reasons that may have caused this, please review the following troubleshooting tips to solve this issue:

Problem	Possible Cause	Remedy
Cooker not igniting	Gas Bottle Empty	Fill or replace gas bottle
	Gas bottle not turned on	Turn on valve on gas bottle
	Gas hose on cooker not connected	Check bayonet is securely connected into receiver
	Regulator blocked	Check the front regulator is not blocked with dirt or debris
	Isolation valve switched off	Underneath the unit, close to the bayonet point, check the isolation valve is parallel to the gas line you are using. If it is perpendicular, the valve is closed.
	Kinked or damaged hose	Check the hose is not twisted or kinked, if so straighten out. If badly kinked or damaged it will need to be replaced.
	Ignition cord not connected	Check the ignition 12v plug at the back of the cooker is connected to power & your unit isolator is on. <i>Please Note: In Evolution Series Models this ignition is hard wired.</i>
	Gas connection is poor	Use the soapy water technique to ensure there are no gas leaks, if so, turn off the gas bottle, then detach & reattach the hose.
	Dirty stove components	Remove the grate, burner cap & burner head & clean out any food scraps or residue, clean parts if required then reassemble.

Water Tanks

If you are experiencing problems with your water tanks & pumps there are a number of reasons that may have caused this, please review the following troubleshooting tips to solve the potential issues:

Problem	Possible Cause	Remedy
Pump Not Working	No power from control panel	Check circuit breaker & turn on isolation switch if no power is on.
	Insufficient Water amount	Check you have ample water in your tanks, if levels are low, top the tanks up & try to activate the pump again.
	Flat unit battery	Charge the housed batteries & try again
Pump working but no water flow	Airlock in water lines	Turn on the tap & hold a finger over the nozzle for 3 -5 seconds & release. Repeat a couple of times.
	Airlock in water lines	Turn on the tap & let it run until the water flow becomes steady. (The tap may sputter for a couple of minutes during this)
	Water tank is empty or has insufficient water levels.	Fill the water tank.
	Kinked Hose	Check the hose for any signs of kinking or abnormal bending. If so, replace it with a new hose.
	Damaged/ worn pump diaphragm	Check hoses, ensuring none are fouled.

What to do if the water from your tank has a strange taste?

Solution 1: Flush any old water from your tanks & use a commercial tank cleaner according to its instructions.

Solution 2 (Should be conducted if after solution 1 the problem persists): Fill your tanks to half full, then pour in one 2L bottle of red cordial, let this sit for an hour or so then drain the tank. Refill then drain the tank again until no colour can be seen in the water from the cordial.

Electrical

There are some simple things you can check if there seems to be a problem with your electrical system. Please follow the tips below to try and resolve some common issues.

Please Note: It is dangerous to be handling any bare wires with power flowing through them. Use extreme caution when checking & working with electrical systems. If checking wiring for frays, ensure the main Isolator is off before inspecting.

Problem	Possible Cause	Remedy
No 12v Power	Main isolator switch is off	Turn on the main isolator.
	Flat Battery	Charge batteries according to instructions.
	Main circuit breaker has tripped	Reset the main circuit breaker (this can be located next to the isolator switch on most camper trailers) In units with Projecta or REDARC this is integrated into the main system control unit, please refer to supplier manuals for further instructions.
	Loose Battery terminals	Turn off the isolator switch & tighten the battery terminals.
	Damaged wiring	Conduct a quick visual inspection. Then contact LJ for further instructions.
Interior/ Exterior Lights not working	Tripped circuit breaker	Reset the main circuit breaker.
	Lights not activated	Check on your main control panel the correct light button has been activated. In some cases, both the control panel option for lights as well as an auxiliary button must be active for lighting to display.
	Poor connection	Check the wiring along the lights for damages (This is more easily visible in camper trailer models with led strip lighting). If damaged, turn the main isolator switch off. Then wrap electrical tape around only the damaged wire as a temporary solution. Then contact LJ for further instructions.
	Circuit breaker switch off	Check the control panel & if off, switch to on position.
Tail lights not working (Parking & signal lights)	Poor connection to vehicle	Check the plug on both the unit & vehicle for damage or debris.
Circuit breaker tripping during use	Overloading of the system	Check the power being drawn from the system & appliances, reducing the number of appliances being used.
Appliance not working	Faulty appliance or cable	Check the appliance cables
	Power Supply to device not active	Check on your main control panel to ensure the appliance has power activated to it.
	Main isolator switch is off	Turn on the main isolator
	Incorrect power supply active	Some appliances will only operate from 240v power & cannot be utilised unless the trailer unit is connected to 240v power. Example Appliances which are subject to this include Air Conditioners & washing machines.
Exposed Wiring	Cables getting snagged when closing camper	Turn the main isolator off & disconnect from mains power. Then wrap electrical tape around only the damaged wire as a temporary solution. Then contact LJ for further instructions.
	Wire overheating through cover	Turn main isolator off & disconnect from mains power. Then wrap electrical tape around only the damaged wire as a temporary solution. Then contact LJ or further instructions/

Batteries

Below are some problems commonly encounters and some methods to remedy them

Problem	Possible Cause	Remedy
Battery Not Charging from Power Management system	No mains power to the charger	If no lights are displayed on the charger check the power to it has been turned on.
	Battery level too low	If your batteries have fallen below 30% the system will not be able to recharge them. Disconnect the battery from the system & use an external charger on the battery.
	Loose battery connections	Check the wing nuts on the battery. Ensure they are very tight.
	Time	The battery may not show signs of charging for a while after being connected to the charger. Have your batteries connected to your charger for a minimum of 24 hours.
	Faulty Battery	Check if anything on the charger is displaying any faults or errors. If so, consult your local automotive battery supplier to enquire about testing to confirm any fault. Some places offer this service free of charge.
Battery not charging from anderson connection	Faulty plug connection	Confirm the plugs are firmly connected.
	Damaged anderson plug	Check the plug is clear from debris & the pins are not damaged.
Battery dropping power too quickly	Overloading power system	Ensure there is not an excessive amount of power being drawn from the system (e.g. running a fridge, charging multiple devices & running appliances at once)
Battery cracked, warped or emitting a rotten egg smell.	Overheating or overcharging	Immediately turn off your unit at the isolator switch & check for cracks or abnormal warping.
	Battery fault	If emitting a bad smell extinguish any naked flames immediately & ventilate the area. The battery is dead & will need to be disposed of according to local regulations.

I. Conclusion

Again, we would like to congratulate you on your new Lumberjack Unit, we are happy to have you as part of our Lumberjack family & are excited for your many adventures ahead.

We want you to have the best experience with your Unit & be able to operate it confidently, correctly & safely.

We know the information you have just reviewed can be a lot to take in, but we cannot stress enough the importance of understanding & taking it in. This information can help you keep your Unit in tip top condition for years to come.

If you have any further questions on the information contained within this manual feel free to give us a call on 1300 30 40 45.

Happy Camping!

