



# GENERAL S4

## OWNER'S MANUAL

Version 2.2 | Last updated: Aug 2022

**SOFT FLOOR CAMPER TRAILER**

[www.platinumcampers.com.au](http://www.platinumcampers.com.au)

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# IMPORTANT

## SAFETY INFORMATION

### WARNING

It is critical, before you use this product, you read, and understand this Owner's Manual. You also need to read any instructions or manuals provided by component manufacturers. These are not always supplied with your purchase, and if not, can be obtained from the component manufacturers' website. This Owner's Manual is supplied to you as a reference, and log of required, scheduled maintenance of the camper. **Failure to use & maintain the camper in accordance with what is outlined within this Owner's Manual, or failure to perform scheduled maintenance may affect your warranty.**

**Incorrect/negligent and/or insufficient maintenance** - is a major safety issue. This may cause or lead to product failure that may result in property loss, damage to property, injury to yourself or others, and even death. The maintenance schedule provided in this manual is critical for normal use. However, extreme use (eg, river crossings, 4x4 driving etc.) may require you to shorten the interval between services, and/or provide additional maintenance. Platinum does not cover any damaged that arises from misuse, abuse, neglect, incorrect assembly procedures, poor and/or irregular maintenance, accidents or collisions. If you have not already - we highly recommend full comprehensive trailer insurance for your product.

**End User Modifications** - Platinum Campers does not warrant, or cover any damaged caused by any unauthorised modifications, mods, or alterations made by the end user.

**Your Tow Vehicle** - For safe and legal towing of your new camper, you must ensure that your tow vehicle is rated and equipped appropriately. Trailers and vehicles must be within their manufacturer's recommended "Maximum Towing Capacity," "Ball Weight Capacity," and "Gross Combination Mass"

**Electric Brakes** - All Platinum Camper trailers are fitted with electric drum brakes. This is not a Brake Controller. Brake controllers are an option. But you will require one to tow you camper safely and is a legal requirement for trailers over 750 kg. You can either have a brake controller installed in your vehicle or on the trailer. Please ensure before pickup that your brake controller is functioning and in good working order.

**Gas System** - Your gas system has been installed by a licensed gas plumber and has been approved and certified. Gas regulations in Australia are quite strict, any changes or modifications to this system can potentially render it non-compliant, dangerous and pose a significant risk of injury or death. Your gas system must be serviced by a qualified technician.



**DANGER - Exceeding manufacturers weight, and combination limits can result in loss of control, leading to serious injury or death. Your tow vehicle and coupling must be rated for the Gross Vehicle Weight of the trailer.**

# WARRANTY

## STATEMENT

### WARRANTY CONDITIONS

The following is a brief version of your warranty terms and conditions. For the full terms please refer to your sales contract and warranty terms and conditions. If you do not understand anything within this statement, or have any questions - please contact us on 1300 378 399.

Platinum Campers & Caravans (Platinum Campers) warrants that, subject to the limitations and exclusions below, all parts of our manufacture or assembly are free from defects in material and workmanship for a period of:

- 5 Years for the Chassis and Drawbar,
- 2 Years for the Canvas material
- 1 Year on the Trailer, fittings and extras

Your Warranty will commence from the date of collection, not the date of purchase.

- Warranties are not transferable, and are only valid for the original purchaser of the camper trailer. If sold to a third party, the warranty becomes null and void.
- This warranty is only applicable to new purchases, and is not valid for second hand, or factory ex demo campers.
- Platinum Campers will assume no responsibility to any damaged caused by modifications, misuse, abuse, incorrect use, poor, improper or irregular maintenance, storm damage, accident or collision.
- Any warranty work must be completed by Platinum Campers, or an approved representative of Platinum Campers. Do not complete warranty work before you receive written approval.

What is not covered under warranty?

- Consumable Items (eg. wheel bearings etc)
- Wheels and Tyres
- Paintwork
- Travel covers and straps, zips, mesh (fly screens), and mould

You are responsible for checking bearings, wheel nuts, nuts, locks, latches, bolts on all moving parts including Trailing Arm Adjustment Bolts, this is recommended to be done in first instant when purchased within the first 50kms, 100km, 250km, and ongoing before any future travels or trips, including during, every 150km, this is recommended where possible to be done with a Torque Wench at Alloy 140Nm, Steel (White) 150Nm

Tents are guaranteed to be a new merchantable condition at the time of purchase. Unless otherwise stated. General wear and tear is exempted from warranty. Mould, Zips and mesh or screens are not covered under warranty. Canvas seams and stitching must be treated with bees wax every 10-12 months to comply for 24 month canvas warranty, photos can be mailed or emailed. Tent must be seasoned when first purchased (see instructions), and we recommend doing this every 6 months to uphold the integrity of the canvas within the first 24 months for warranty.

# OWNER'S MANUAL



## PLATINUM CAMPERS

### WELCOME TO THE PLATINUM FAMILY

Congratulations on the purchase of your new camper trailer. This manual will help you learn more about your camper, how to maintain it, some tips and tricks and some troubleshooting of common problems. Please take the time to read this manual thoroughly, so you can maximise your enjoyment while out on the trails making memories. You are about to embark on an amazing adventure, thank you for choosing Platinum Campers!

With regular maintenance & care, your new General S4 will last you many years into the future.

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**“** *Light a camp fire, and everyone is a storyteller...*

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### Purpose of this Manual

The purpose of this owner's manual is to assist and help new General S4 Owner's understand the correct use and operation of their camper trailer. In addition this manual outlines the service schedule to be followed, ensuring that correct maintenance is being followed, helping you extend the life of your camper, and keep it in good, safe running order.



# ABOUT YOUR CAMPER

## SPECIFICATIONS

WEIGHT (TARE)	1100 kg
FINISH	Hammertone Powder Coat
TRAILER LENGTH, WIDTH, HEIGHT	4300mm, 1800mm, 1400mm
STRUCTURE	100x50x4mm RHS Drawbar 3mm RHS Chassis & Crossbeams
HITCH	ARK Off-Road 2T, 50mm Ball Hitch + Coupling for Cars
SAFETY CHAINS	Australian Made Safety Chains with Rated Shackles
SUSPENSION	Dual Shock Independent Suspension, Trailer Arm & Coil Springs
BRAKES	12' Electric Drum Brakes
WHEELS & TYRES	3 Brand New 15' 6-Stud Landcruiser Pattern Off Road XD Rims
TARE	1100kg
ATM	2000kg
TOW BALL (UNLOADED)	120kg
JOCKY WHEEL	ARK 10inch Solid Wheel, 350kg Jockey Wheel
GAS BOTTLE HOLDERS	2x 9kg
JERRY CAN HOLDERS	2x 20L
KITCHEN	Stainless Steel Kitchen with Twin Draws & Sink 4 Burner Cooker, Fully gas plumbed to bottle
WATER TANK	110L Stainless Steel with Bonus External Tap
WATER DELIVERY	12v Automatic Electric Water Pump
LIGHTS	LED Submersible Tail Lights & Number plate lights
STABILISER LEGS	Adjustable drop legs
TENT	16oz Close Weave Canvas with Double Stitching Throughout, All Stress Points Reinforced
ANNEXES	Includes Main Tent, Fully Enclosed Annex (Roof, Walls Floors & Draft Skirt)
POLES	Steel Poles
MATTRESS	High Density Queen Memory Foam Mattress
WINDOWS	Majority of Windows Zip open with mesh
BATTERY	100amp Titanium AGM Battery
LIGHTING	Lights (2x internal) all on 1 handy remote
POWER SYSTEM	5x 12v Sockets, 1xUSB Sockets, Battery Management, Indicators with Re-settable Battery Isolator

Bearings and seals are considered a consumable item. These should be removed, inspected, and repacked with grease every 5,000km and replaced every 10,000km. See maintenance schedule for guidance. **Type: Ford Over**

Inner Bearing: 25590 Cone: 25520	Outer Bearing: 25590 Cone: 25520	Seal: 55 x 85 x 12
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# COMMON WEIGHT TERMINOLOGY TO UNDERSTAND



**TARE Weight**

TARE - 1,100kg

This is the empty, unloaded weight of a camper trailer. Water, LPG tanks, and jerry can holders are not included in the Tare Mass, unlike a motor vehicle.



**ATM - Aggregate Trailer Mass**

ATM - 2000kg

This is the Gross Trailer Mass (GTM) plus the Tow Bar Mass. In other words, the ATM is the maximum weight of the trailer and must not be exceeded.



**GTM - Gross Trailer Mass**

GTM - 1880kg

This is the maximum axle load that your trailer is designed to carry. It is the combined total weight of your trailer, all liquids, including the full watertank, and its payload. But not the Tow Ball Weight supported by the tow vehicle. The GTM must never be exceeded.

## Tow Ball Mass

### TBM

Quite simply, tow ball weight refers to the weight of your trailer on your 4WD's tow ball. It is the trailer's wheels that carry the bulk of the trailer's weight, and the tow ball passes a small portion onto the tow vehicle.

## Gross Combination Mass

### GCM

This is the maximum total weight of your tow vehicle, camper trailer and all of your payload - Including people permitted by your tow vehicle manufacturer.

## MAKE SURE YOUR TOW VEHICLE IS SUITABLE

- It is your responsibility to understand the above terms, and your tow vehicles limitations as imposed by the manufacturer. These limitations (the GTM & ATM) must not be exceeded. Ensure your vehicle and camper combo is suitable.



**DANGER - Exceeding manufacturers weight, and combination limits can result in loss of control, leading to serious injury or death. Your tow vehicle and coupling must be rated for the Gross Vehicle Weight of the trailer.**

# YOUR FIRST DAY WITH YOUR CAMPER

We know you want nothing more than to pack up your new camper and hit the trails. But there are a few things you should do before your first trip from day 1 to ensure your camping adventures go without a hitch. If you are new to the camper trailer life, we suggest your first trip is what they call a shake down trip. A shake down trip is a short trip close to home. (Even if it's just the backyard) - This way, if you do find any problems with your camper's setup - you are close to home and support!

## SEASON THE CANVAS

This may seem like a strange one, but in order to waterproof your camper trailer's tent, it does require a few good soakings before you head out on your first trip away. The canvas material is like a weave, and wetting and drying causes these weaves to expand and shrink sealing any holes around the stitching. Aim to do this in good weather, as you need to make sure the canvas is completely dry before packing it away again.

This is a simple process, set your camper up in your yard, or even just on the driveway. Soak the canvas using a hose, (or mother nature) then allow it to dry. Do this a couple of times before packing away. You can also add bees wax (seal wax) to the seams of your camper, as this will help waterproof the canvas. This also allows you to have a trial run setting up your camper!

## CHECK YOUR WHEEL NUTS

You just got your camper home safely from pickup - Now is the time to re-check your wheel nuts. Wheel nuts go through an embedding process and can come loose. Please check these at the first 50kms, 100km, 250km, and ongoing before any future travels or trips, including during, every 150km, this is recommended where possible to be done with a Torque Wrench at Alloy 140Nm, Steel (White) 150Nm. If you have a long drive before you get home - Please check these along your drive home.





## WALK AROUND YOUR CAMPER

We know hand-overs can be a little overwhelming, we throw a lot of information at you quickly, and nobody is going to blame you for not remembering everything. While you are going through your seasoning, and set up for the first time at home - Now is a good time to take a walk around your camper trailer and learn more about it's features.

Open and close all of the doors/hatches. Find your keys in the kitchen drawer, have a look at where the pockets are located inside your tent etc. If you have any questions - just give the team a call on 1300 378 399.

Have a read of this manual, and any other manuals included with your purchase.



## TEST YOUR EQUIPMENT

Start with turning on your camper's 12v power system. Find the fuses and learn how to reset them. Turn your water pump on, connect your gas and have a bit of a play in the kitchen. Bacon and Eggs anybody? Now is also a good time to have a play with any extras you may have bought at time of purchase. Like hot water systems, solar panels etc. It is much easier to learn how to use these products when you are at home, as opposed to setting up camp at a campsite in the middle of a National Park. It's much easier to get support, Google things etc when close to home.

The whole idea here is for you to get comfortable with your new camper trailer and any options you may be taking with you on your first trip away.

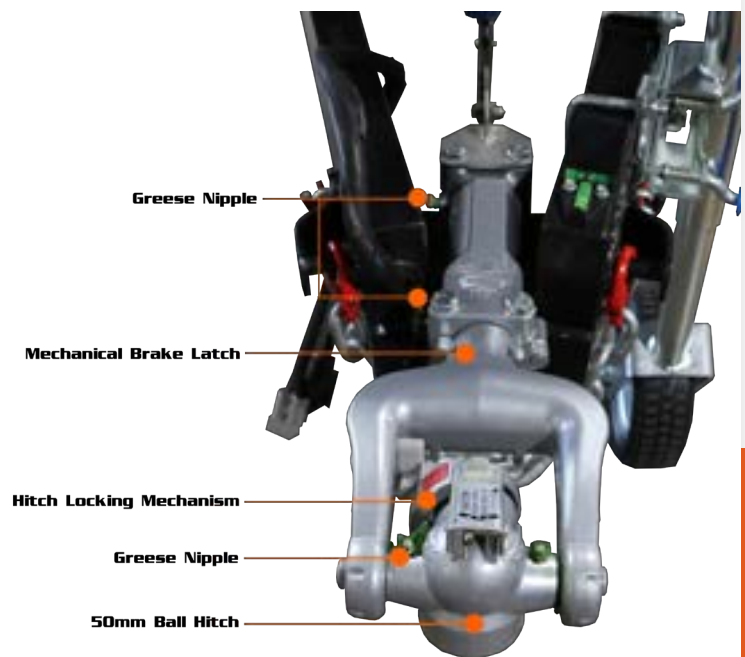
# Using the CAMPER

## THE HITCH

Your General S4 is fitted as standard with a 2,000kg ARK XO series 50mm Ball Hitch. Before we start hooking up your trailer – I believe it is a good idea to get to know your hitch and understand what all the parts do. It is very easy to hook up with its quick hitch locking system.

### Parts

- 1) **Mechanical Brake Latch** - You do not need to use this, as your camper comes standard with electric brakes. Always ensure this is closed before travelling.
- 2) **Hitch Lock Mechanism** - This locks your ball in place. Red is unlocked and green is locked.
- 3) **Greese Nipple** - This is where you can re-grease your hitch.
- 4) **50mm Ball Hitch** - This is where your ball sits.



## How to Hitch

We have made this quick video to show you what you will need on your vehicle, how to remove the old tow ball (if you had one), how to connect your new receiver and of course, how to hitch up your new camper trailer to your vehicle.

- Step 1: Reverse vehicle up to the camper.
- Step 2: Position your hitch receiver (vehicle side) over the 50mm ball. Make sure receiver is in unlocked position.
- Step 3: Lower the hitch receiver onto the ball using the jockey wheel.
- Step 4: Once your ball is seated in the receiver well, lift the locking mechanism. The latch should click over and show the green symbol facing up.
- Step 5: Connect your chains, raise the jockey wheel and connect your trailer plug and anderson plug.





## SAFETY CHAINS

Each chain must be crossed and attached diagonally to the opposite side of the tow bar when hitching. Be sure chains aren't too long or too short, and if necessary attach them to links further away from the end. Periodically check the chains for signs of wear and tear to ensure that they are in good condition. In the case that these chains become worn or damaged, it is recommended that they be replaced with approved, certified rated chains.

### ALWAYS CROSS YOUR CHAINS

#### Things to look out for

- Make sure your trailer plugs do not drag along the ground. It is recommended you connect them above the drawbar to help keep them off the ground.
- Struggling to get your jockey wheel off the ground? Check your tow tounge, this may be adjusted to give you more height. If not, a replacement with adjustable height will help.
- Always check your brake lights, and indicators before each trip. If not working, check connectors, clean if needed. Check for damage on cables. Spray with WD40 to clean.
- **Always double check your lynch pin is secured.**
- Make sure that your handbrake is in the down position before you take off.



## HITCH BOLTS TORQUE SETTINGS

You should tighten your high tensile Hitch bolts to 76Nm. It is recommended to check them every 5000 kilometers or 2500 kilometers if they are used off-road.



# PRETRIP CHECKLIST

Before every trip, there are some basic pre-trip checks you should perform to ensure a safe drive. Although these may seem tedious, please complete these checks before every trip. The most important part to check is your wheels. They are fundamental to road safety. Make sure you check that all wheel nuts are correctly tightened. Tighten them with a torque wrench to 140nm (for a General S4), it is 150nm on steel rims. If this is your first trip, please check these at 50km, 100km, 500km, and then before every trip.

## Wheels & Tyres

*Check the following before every trip:*

- Check tyre pressure and tread
- Make sure all wheel nuts are tensioned to the correct torque setting (140nm) using a torque wrench

## Hitch & Chains

- Check for any damage on the hitch and chains
- Inspect your lynch pin, spring pin, and springs
- Check your hitch is properly lubricated (does it turn easily, no grinding?)

## Brake Controller

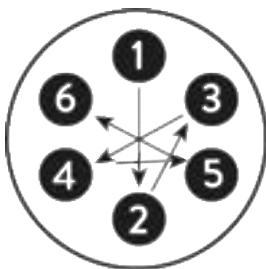
- Make sure your electric brake controller is communicating with your brakes.
- Ensure your brake pressure settings are suitable for your trip. Refer to page 25. for Elecbrakes units. Or refer to the user manual for the brake controller you have installed.

## Interior & Exterior Checks

- Secure luggage
- Make sure all doors and cupboards are closed and locked
- Make sure refrigerator door is closed and secured, set to 12v mode for travel
- 12V master switch turned off
- Gas taps and cylinders in off position
- Stabiliser legs retracted
- Check all running lights are functioning

# HOW TO TIGHTEN WHEEL NUTS

It is essential that your wheel nuts are re-torqued after an initial run in period. We recommend after 50km, 100km, 500km and then before every trip. Always use a high quality torque wrench and manually torque the nuts to achieve the final torque setting. Never trust a rattle/impact gun, they can over tighten, or under tighten. Rattle/Impact guns should not be used to achieve final torque settings.



**6** Lug Tightening Pattern



## Lug Tightening Pattern

This reduces wheel flexing and shifting, and ensures the wheel stays on straight.



## Always Check your Wheel Nuts

Wheel nuts go through an initial run in period. During which you need to check your wheel nuts periodically at 50km, 100km, and 500km and then before every trip. Especially when off-road driving, wheel nuts on camper trailers are put under extraordinary, unnatural forces, and can become loose. It is important for you to take this recommendation seriously and check your wheel nuts often using a quality torque wrench.

# TYRE PRESSURES

The air pressure of all of your tyres has to be regularly checked. It is crucial that you know what the proper inflation level on your tyres is. Not doing so can be dangerous. Your ideal pressure will be determined by the load, terrain and speed you are travelling. As a general guide:

- On Road - 40 psi
- Off-road - 20-25 psi
- Beach - 16 or lower psi

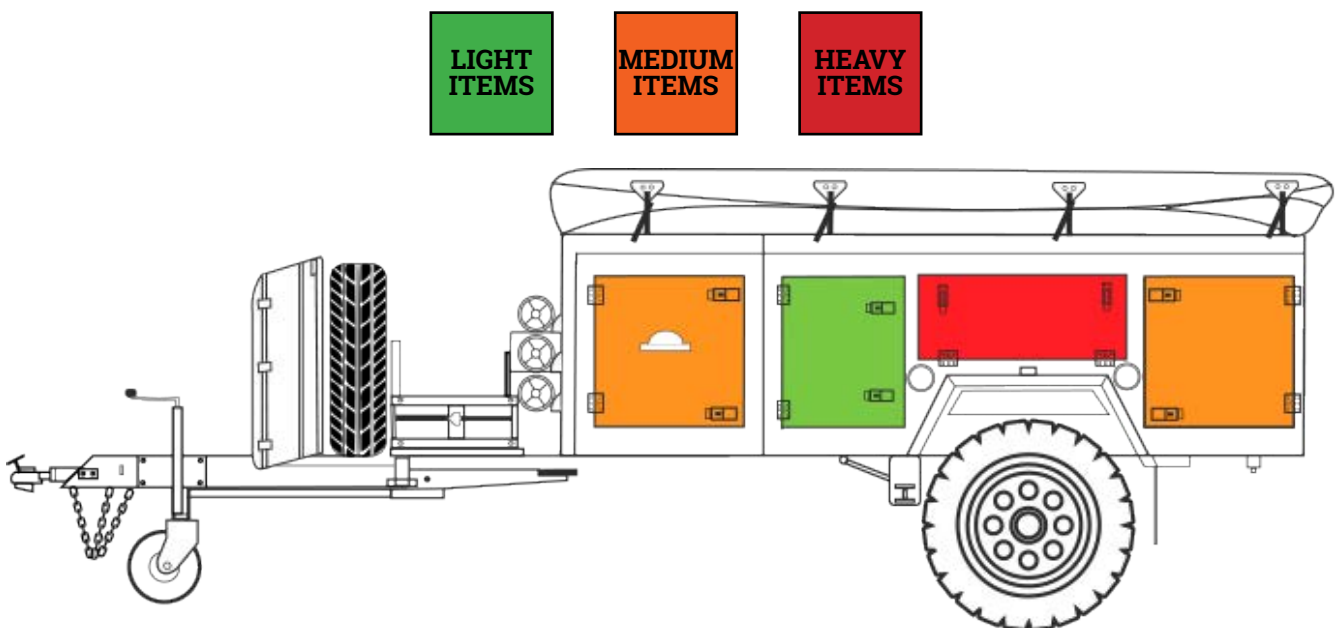
# LOADING YOUR CAMPER

In order to ensure an even distribution of weight and a suitable ball weight load, it is imperative to load your camper accurately to prevent excessive sway and/or roll. On a camper, the ball weight should be between 9 and 11% of the total weight.



**THE DOWNWARD LOAD ON THE TOW HITCH (TOW BALL MASS (TBM)) SHOULD NOT EXCEED 200KG OR THE MAXIMUM ALLOWED LOAD FOR YOUR VEHICLE, OR THE TOW BAR RATING, WHICHEVER IS THE LOWER LIMIT. EXCEEDING THESE LIMITS MAY CAUSE AN ACCIDENT RESULTING IN PROPERTY DAMAGE, SERIOUS INJURY OR DEATH.**

- Always load your camper evenly, on both sides.
- Load the heaviest weighted items over, or as close to the axel as possible.
- Things like heavy cooking equipment should be stored low, and over the axel.
- Things like clothing, bedding etc can be stored at the back of the camper.
- Do your best to ensure items, (particularly heavy items) can not move during transit to prevent damage to your camper.
- Never load in a manner that causes the Tow Ball Mass (TBM) exceed the limit on your tow vehicle.
- Make sure you take into account a full, or empty water tank and how this will affect your TBM. Eg. When full, your TBM will decrease a little. And as you empty that tank, your TBM will increase slightly.



# CHOOSING A SPOT TO SETUP CAMP

If you are camping at campsites, your setup will be a lot easier as the ground is generally flat, and generally speaking, they are usually a safe spot to setup your camper. When off-grid, or even at some of the less well maintained campsites there are a few things to keep in mind.

First step is to try and find flat, level ground. If this is not possible, you can use wheel chocks to help you level the camper. The stabiliser legs on the camper are designed for stability and should not be used to raise the camper, or jack it off the ground to create a level site. Next, make sure there are no overhanging trees, this is a safety precaution, as you do not want a tree falling on your camper during a storm at night! Also, this will reduce your risk of bird & bat droppings, and tree sap - as these are quite acidic and will damage your canvas and finish if not quickly cleaned off.

Ensure you are not camping in a flood zone, or area that is prone to flash flooding in the event of storms. Be prepared for wet weather, and if you are in a flood zone, make sure you have a plan to escape if needed. Lastly, do your best to set the camper up with the sun's arc going from front to back, or back to front over the annex, as this will keep most of your camper in the shade and cooler in Summer.



**Level Ground**



**No Overhanging Trees**



**Position the Sun**

# PREPARING FOR BAD WEATHER

If you are at camp, and the weather turns here are some tips to keep you dry and safe.

- Close your windows and zip up. Close and secure any external doors/hatches.
- Make sure your awning and main tent is tied down using the supplied tie down ropes, and secured well into the ground.
- Lower the corners of your awning tent poles, this will help with water runoff.
- Make sure your camper is not on ground that could become too boggy, make sure you have an exit plan.
- Add extra No. 4 Spreader bars into your annex and main tent - your goal is to prevent water pooling.

# HOW TO OPEN YOUR CAMPER

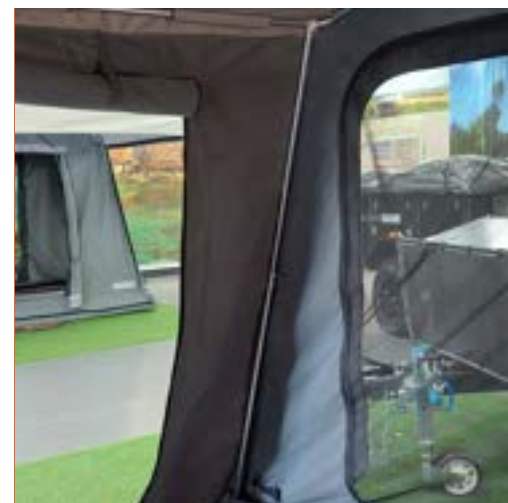


## Setup Video

Try the QR code - and watch a video to help you set up the Cadet.

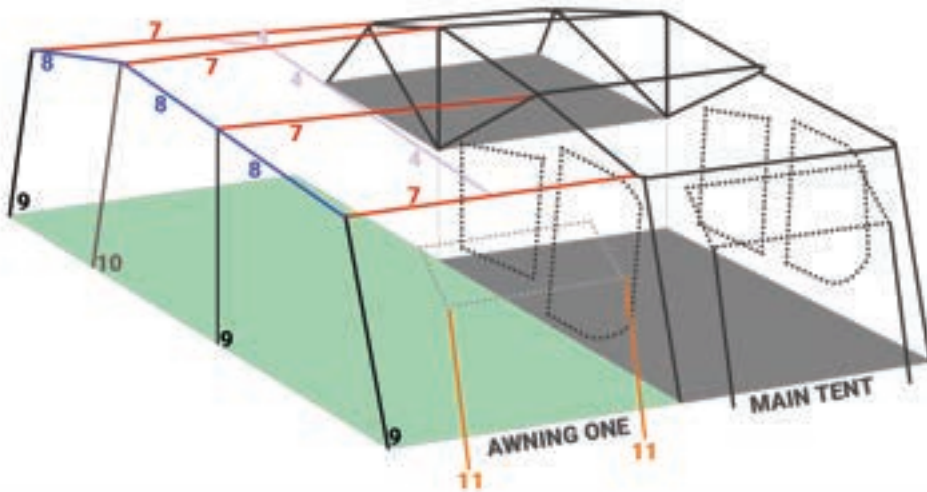
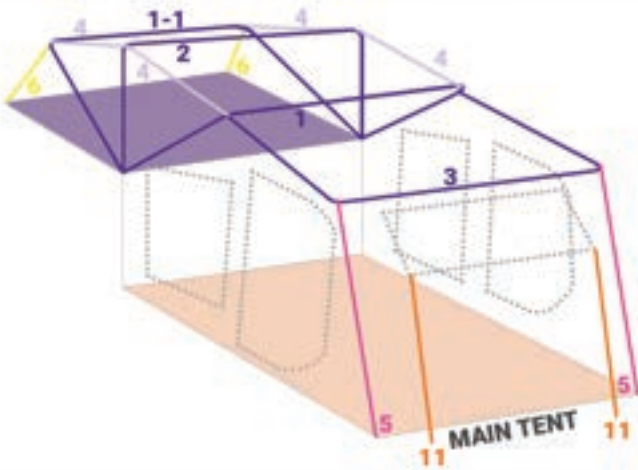
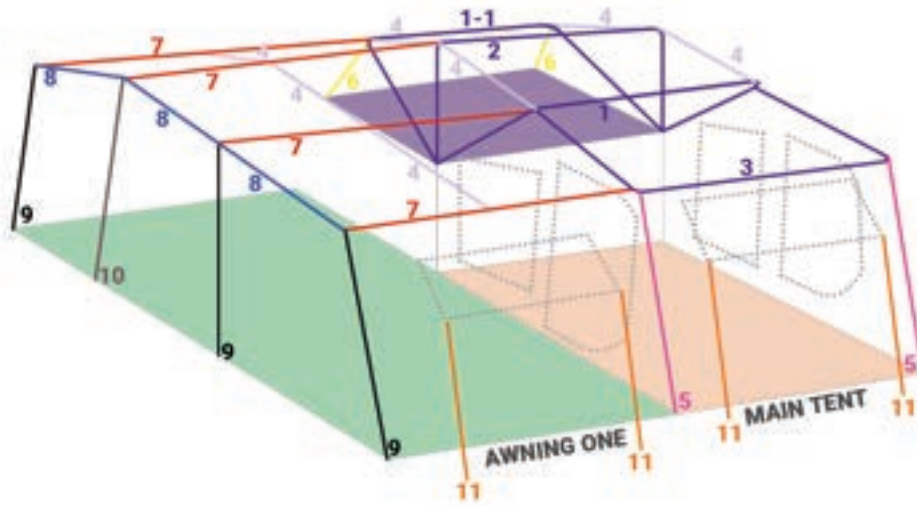
## Main Tent Opening

1. Level your camper with the jockey wheel. You can use a level on your camper to help get it right first time. You must be level before opening the camper.
2. Lower and wind down your stabiliser legs.\* (These are not for lifting the trailer, just stabilising)
3. Untie the tie downs on your cover, and roll it back, placing the excess on top of your toolbox. You do not need to completely remove the cover.
4. Pull the floor down, and let it hang towards the ground.
5. From the back, using a no.4 pole. Carefully clip on the centre bar, of the top layer of your main tent. Push the main tent over and out from the camper trailer. (All of the internal framework and canvas will fold out to the side of the camper.)
6. Unzip the main door (if not already) and enter the main tent, locate two no.5 poles, and place them at either corner of your main tent (See diagram, main tent (3)), extend and secure.
7. Locate 2x no.6 poles and use them above your bed, between the floor and edges of the camper (See diagram, main tent (1-1))
8. Add a couple of extra spreader poles (no.4) to required locations (See Diagram, main tent (between 1-1 & 2, 1 & 3))
9. There is a series of tent peg eyelets around the outside at the base of the tent. Using supplied tent pegs, secure to the ground as needed.

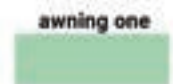
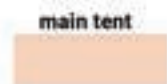




# GENERAL TENT SET UP



## POLES:



## AWNING ONE SETUP

1. Ref to your tent map and understand which poles are needed for (Awning One) setup
  2. Layout poles required on the ground in preparation. This is much easier than looking for poles as you go.
  3. Layout the awning on the ground if possible along the side of the trailer that you are attaching on to. Awning should be attached from right to left via a zipper on the main tent.
  4. Starting from right hand side of the main tent, insert your first cross bar no.7 in to and through the eyelet on the main tent frame, and insert the hook into the nut on one end. And let the poles hang down.
  5. Do not stand underneath the awning and try to it zip on from underneath, this is too difficult to do. Stand on a small ladder or chair, hold the awning up to the left hand side of the main tent and zip it on from the top side, you will find that the zipper will flow a lot easier to put on. Two people is always best when putting the awning and poles up. (One person can hold the awning up, reducing the slack, making the zips work easier)
  6. The poles that are dangling, now insert the other end of no.7 crossbar & no.10 pole on the corner of the awning.
  7. No insert no.9 crossbar on no.10 pole on the corner of the awning one and then repeat this process as per the tent map. (REF TO AWNING ONE DIAGRAM)
  8. Put the pole caps (Little rubber seals) included in your rope bag, to stop water getting in where the poles protrude through the canvas. (The pole no. 7's and 10)
- \*Tip Build the awning low, then raise the end poles up at the end.*

### Awning Spreader Bars

Spreader Bars are useful in windy, wet weather and give more strength to the awing frame work. If you ever find that you are getting pooling water, grab an extra no.4 pole and attach it between the framework, down the centre line. We recommend using a couple even in great weather and it just firms up the whole camper. (There are extra No.4 poles included in your kit) Use as needed.

### Awning Tie Down Ropes and Pegs

The awning is somewhat self standing, and while it will stay there, it is recommended to secure the awning further using tent ropes and pegs. This will help secure the awning in high winds and keep you and your family dry!

### Awning Walls and Floor

You may decide to attach walls and floor to your Awning during this setup. These room walls attach to the awning roof via zipper. Also there is wall ends supplied, these walls attach to each end of the awning via velcro stripping to each end of awning one and two. Also supplied is floors for each rooms, these floors attach to the under side of all wall via velcro stripping at the base of each wall. (REF TO TENT DIAGRAM)

## PACK DOWN YOUR CAMPER

When Packing Down your Camper, there are a couple things you need to take note of:

- Ensure your Gas system is turned off, inc Bottle. and hose tucked away.
- All loose items are secured
- All doors/hatches (kitchen) are closed and secured.
- Solar panels, and site power disconnected.
- Dust cover back in place and secured.

## HOW TO USE THE POWER MANAGEMENT SYSTEM

1. 80 amp Waterproof Isolator Switch.
2. Volt Meter
3. Water Level Gauge
4. Amp/Volt Meter
5. Anderson Plug (In & Out)
6. Switch Board - with re-settable fuses under panel



This is your 12v power management system. To turn it on, flick up the switch on your main isolator switch. (1) Then use the switches on the panel (6) to turn on your cabin lights, water pump, AUX plugs and fridge. These are re-settable breakers, if tripped, simply pop off that plastic cover to show to buttons to reset your fuse. The Anderson plug here can be used as both a charging point, or to power a device. You also have a water level gauge, and both a Volt meter and a Volt / Amp draw display.

When packing away your camper for even a couple of days, we highly recommend you switch off the battery management system from the Main Isolator Switch. Switching off your camper makes sure that you will not drain your batteries over time. You should use a battery charger on maintenance mode, at least monthly when stored. This will ensure you do not risk damaging your batteries by letting them drain to below 12v.

# HOW TO USE YOUR KITCHEN



Your General S4 is fitted with a tailgate Kitchen that is accessible from the back of the camper. This kitchen includes a sink with tap, 4 burner gas stove, and a short servery to give you extra room for cooking.

First - unlatch the tailgate by unscrewing the two bolts, fold out the kitchen, then simply pull up the spring pin and lock into place. Now that this is secured, you can now use your tailgate kitchen.

On April 1 2022, new gas regulations were released, along with a new gas fitting called the LCC27. This gas fitting is backwards compatible with your old appliances (eg. BBQ) however, your old gas bottle with the POL fitting is no longer suitable for new appliances. If you haven't already, it is time to upgrade, or buy a new gas bottle.



## USING YOUR GAS STOVE

We have create an easy to follow video showing you how to setup and use your new camper trailer kitchen, use the QR code on this page to access it, and watch the video!

When you first pull out your kitchen, you will notice foam inserts over your burners. **DO NOT THROW THESE AWAY.** These help stop your burner grates from moving while you are driving. But do make sure you remove them before trying to ignite your burners.



**YOU CANNOT USE YOUR GAS COOKER IF YOU HAVE FULLY ENCLOSED YOUR ANNEX. JUST REMOVE A MIN. OF 2 WALLS BEFORE IGNITING YOUR BURNERS. NEVER COOK WITHOUT PROPER VENTILATION.**

## STEP BY STEP INSTRUCTIONS

Step 1 – Make sure your gas bottle still has gas. The easiest way to check is to give the bottle a shake – you should be able to hear the gas moving around. If this doesn't work, you can also try hot water. Just grab a jug of hot water and pour it over the bottle. Run your hands down the bottle until it feels cold, and that's the level the gas is at.

Step 2 – Place the gas bottle in the supplied holder.

Step 3 – Connect the gas bottle to the gas regulator – this is located near the holders. Ensure you have a good connection, turn the gas on and make sure it is not leaking.

Step 4 – Using the supplied gas hose – connect the stove to the bayonet fitting on the camper trailer.

Step 5 – Turn on the desired gas hob, and press down on the knob to ignite the stove. You may have to hold down the knob for a few seconds while it warms up.

**Note:** It sometimes takes a few moments for the gas to come through all the lines – give it a minute. And please exercise caution at all times when dealing with gas. If you are unsure on how to start the stove, or have any troubles, please contact our team and we would be more than happy to assist you.



# HOW TO LOOK AFTER YOUR WATER TANK

One of the best things about your new camper trailer is the ability to take a lot of clean drinking water with you on your adventures. The General S4 has a 110L water tank, as well as 2x 20L Jerry Cans - for a total of 150L of water. Looking after your tanks, and regular maintenance is imperative to ensure you always have clean, fresh drinking water wherever you are. Funny tastes, or smells coming from your water tank generally indicate an algae bloom, bacteria growth or even just using a cheap garden hose, or not a quality hose. Here are some tips and tricks to keep your water tank in great condition, and your drinking water safe!



## DOES YOUR TANK SMELL OF PLASTIC OR SYNTHETIC MATERIAL?

This smell of plastic or synthetic material is usually caused by using low grade garden hoses. You may recognise the taste from when you last drank out of a garden hose. It's fine for those quick sips. But you don't want to be tasting it for your whole trip.

**Always use a food grade hose to fill your water tank. You can find these at Bunnings, or most camping stores for as little as \$25.**



**Never mix cleaning methods. Never mix vinegar with bleach! Mixing Chlorine and Bleach will create chlorine gas, which is extremely dangerous to your health and wellbeing.**

## WATER PUMP MAINTENANCE

The 12V water pump on your camper requires basic regular maintenance. At a minimum, once a year perform a visual inspection of the pump, paying particular attention to the water pump (if fitted) and all water lines. Look for kinks or cracks, and check brackets with a gentle jiggle.

# KEEPING YOUR WATER TANK CLEAN

There are a large number of options you have to keep your water tank clean and safe to drink from. Store bought options are great, but there are also a number of household products that will do the job.

To Sterilise the tank, use 1 cup of bleach (1 cup of bleach per 110L) to a few litres of water in a bucket, then add it to your empty water tank, before filling the tank completely. Go for a quick drive, over some bumps to mix it around, and run your taps to flush the lines. Then leave it for a few hours before flushing the system with fresh water. (Not forgetting to flush the lines and taps too). Then - to get rid of that strong Bleach smell, flush it again with Bi-Carb soda or vinegar mix. Leave it for a couple of days before flushing with fresh water.



## Cleaning Methods...

**To empty your water tank completely, use the bung plug on the side of the camper's water tank. Make sure you use plumbers tape when putting it back on.**

### Bleach & Water

Mix 1 cup of bleach in bucket of water. Pour into empty tank. Fill to full with fresh water. Turn on taps to flush lines. Go for a drive, leave for a few hours. Flush system with fresh water. Then, mix 1 cup bi-carb soda. Leave for a few days. Flush with fresh Water.

**Will Sterilise System**

### Bi-Carb + Vinegar

Half fill with Fresh Water + 1 cup of bi-Carb Soda. Then pour in 1 Cup Vinegar. Make sure taps, and filler tube are open. This will create bubbles that need to escape. Drive, then flush with fresh water.

**Good for a maintenance clean.  
Will not sterilise.**

### Store Bought Option

Follow the instructions on your store bought tank cleaning product.

**May Sterilise System**

## STORAGE & CARE

This section is all about extending the life of your camper trailer, and to help you protect your investment. The main goal here is to keep your camper in great condition so you can hit the trails at a moments notice.

UV Light & moisture can have serious, adverse effects on your camper when left unprotected outside.



1. Camper trailer covers are a great option if you need to store your camper uncovered, outside. They have vents to let your camper breath while protecting it from the elements.

## EXTERIOR PROTECTION

Other than keeping the trailer clean and free from debris, there are a couple more things you need to look out for on the exterior of your camper trailer. Ensure all your seals have proper compression, 30-50% compression. (When you latch down, take note of how far the seals compress) Make sure seals are free from dirt, and don't have anything protruding past the seals. While the best place to store your camper is in a garage, followed by an undercover car port. If this is not possible, we highly recommend a camper trailer cover, or at the very least a tarp to cover the camper.

UV light and other elements can overtime cause seals and fittings to perish and become brittle, requiring replacement. Just use warm soapy water to clean seals. And you can add a layer of WD40 to protect the hammertone finish. This will help stop dirt sticking in the first place.





## INTERIOR PROTECTION

Time, heat and moisture are your enemy here. Moisture, even in the smallest amount, if left long enough in the right conditions can and will cause mould on your canvas. High humidity and cooling temperatures can create condensation - which in turn can lead to mould. Make sure to check under your mattress before packing up, as warm bodies and cool temperatures can lead to condensation.

- Check under mattress and allow to dry before packing up
- Use moisture absorbing packs or dehumidifier packs in the camper to help draw out any water vapour.
- **If you need to pack while raining, or still wet, open & dry the camper as soon as possible when you return home. Dry all Canvas thoroughly, and check everywhere.**



DampRid



DampFree

## CLEANING MOULD

Once mould takes hold, it is very, very difficult to clean. And once mould has been inside your camper, it is more likely to return again. Never pack your camper and leave it wet. **If you had to pack your camper while it is wet - it is very important for you to open the camper as soon as possible and let it dry.** Mould can develop in just a few days - so never take the risk. Use dehumidifier packs, especially for long term storage. And if keeping it under a cover, make sure the cover has breathing holes, like the Camec Camper Trailer Covers.

If you do notice mould - there are a number of commercially available canvas mould cleaners, however these are harsh on your canvas, and if possible a less harsh option is advisable. You can use a mixture of vinegar and water (equal parts) scrub with a light bristle brush. Hose off and let dry. You may need to do this a number of times.

## BATTERY STORAGE

When packing away your camper for even a couple of days, we highly recommend you switch off the battery management system from the Main Isolator Switch. Switching off your camper makes sure that you will not drain your batteries over time. You should use a battery charger on maintenance mode, at least monthly when stored. This will ensure you do not risk damaging your batteries by letting them drain to below 12v.

## SECURE YOUR CAMPER

When your camper is unhitched for storage, we recommend the use of wheel chocks, blocks etc to prevent your camper from moving in the unlikely event of a handbrake failure. Even just putting a brick under the wheels will do the job, but make sure you use something. For security, there are a number of options available to you. Wheel clamps are a great option, and are one of the hardest for potential thieves to remove. You can also use a hitch lock, which will make it very difficult for somebody to hitch up your trailer and drive off. At the end of the day - these are both deterrents - The build quality of what you choose to use does matter.



**Dune 4WD Wheel Clamp**



**ARK Hitch Pin Lock**

## BRAKE CONTROLLER

Your camper trailer is fitted with electric drum brakes. These brakes need to be controlled by your tow vehicle via a brake controller. There are a number of options available to you with controllers available for your tow vehicle or trailer mounted options like Elecbrakes. This quick guide is relevant to the Elecbrakes system, if you are using a third party controller either on your tow vehicle or trailer, you will need to refer to their instruction manual for correct usage.

Please follow the setup guide, and make sure you are adjusting the Forward Response time, Minimum response time, and Reverse response time. It is important to get this right, as if you leave your settings up too high, you risk damage to the brake mechanism and drums.

# SETUP

If you have purchased and Elecbrakes system - this will be pre-installed on your trailer. Your next step is to set up the Smartphone app on your phone and make sure it is communicating with your controller.

- 1) Download the Elecbrakes smartphone app.
- 2) Connect your trailer to your tow vehicle and sit in the drivers seat.
- 3) Either switch your headlights on, or just your parkers (Do not use automatic headlights, as this may switch off during your trip) - This is what powers up your Elecbrakes Unit.
- 4) Check your phones Bluetooth has been turned on.
- 5) Open the Elecbrakes app. It should search for your controller for a few moments and then connect. You will know this is working because the big tick will appear in the home screen circle.



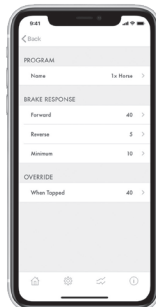
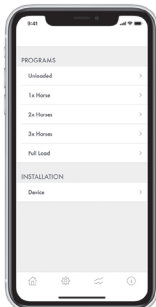
# HOW TO CONFIGURE AND TEST

## Brake Program Setup

- Open program to set brake responses.
- All braking responses are saved in the Elecbrakes unit.
- When any device connects to the Elecbrakes unit the settings will be displayed on the screen of the in-car controller.
- All factory default brake responses are a starting point and must be adjusted at set up to ensure a smooth braking response is applied at the trailer.

## Setting Forward Response

1. Tap on Program 1 to open.
2. Select 'Forward' under Brake Response - Factory set at 40.



## Setting Forward Response

3. When driving at 50kmh apply moderate brake pressure and assess trailers braking response.
4. Increase or decrease brake response to suit conditions and weight of trailer.
5. Continue adjusting response until satisfied that the trailer is responding correctly.



Elecbrakes recommend adjustments in 5-point increments initially. Finer adjustments can be made to gain a smooth braking response.  
**Note:** Trailer should brake evenly with car in normal driving conditions.  
**Examples:**

- Car Brakes > Trailer Pushes Car > Increase Trailer Brake Response
- Car Brakes > Trailer Pulls Car > Decrease Trailer Brake Response

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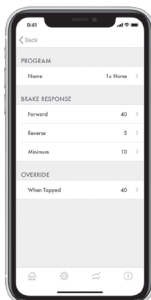
User guide

elecbrakes.com

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## Setting Minimum Response

1. Select 'Minimum' under Brake Response - factory default is set at 10.
2. When driving at 25kmh apply light pressure and assess trailers braking response.



## Setting Minimum Response

3. Increase or decrease brake response to suit conditions and weight of trailer.
4. Continue adjusting response until satisfied that the trailer is responding correctly.



Elecbrakes recommend adjustments in 5-point increments initially. Finer adjustments can be made to gain a smooth braking response.  
**Note:** The Minimum Response should be set up to ensure a smoother braking performance. Poorly adjusted Minimum Response will have the trailer brakes lock up or shudder at low speed.  
**Example:** Driving slow in a town and the brakes lock up.

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This is just a quick overview of the Elecbrakes setup - Please visit Elecbrakes to review the complete instruction manual.

# MAINTENANCE & SERVICE SCHEDULE

Your camper trailer is like any other vehicle on the road, and will require regular maintenance to keep it in safe and usable condition. The service schedule provided is based on moderate use, mainly on road. If you are taking your camper off-road, off-grid, 4x4 driving etc, you may need to service your vehicle more often. The service schedule provided is essential for safe travelling and your owner obligations as part of our warranty conditions. Service and maintenance should always be completed by a competent person with relevant automotive experience.



- **NEVER** work beneath a camper trailer that is suspended on jacks. **ALWAYS** use “jack stands” with an adequate SWL (Safe Working Limit)
- **ALWAYS** use jack points.
- 240V appliances are wiring **MUST ONLY** be serviced by a qualified technician.
- Gas Plumbing **MUST ONLY** be serviced by a qualified technician.



## JACKING YOUR CAMPER

There are 2 main jacking points on your trailer. Behind the wheel along the drawbar of the camper, and the other on the trailing arm. The jacking point behind the wheels are suitable for both bottle jacks and hi-lift jacks. When using the high-lift jack it is recommended to use a block of wood between the draw bar and jack, as this will provide extra grip, and reduce the chance of slipping.

**DO NOT Lift the camper from the body of the camper! Care must be taken to secure the camper from rolling or slipping while jacking. Never place any part of your body under the trailer when it is suspended by a jack. Always lower the camper onto Jack stands before getting underneath.**

When you are using the jack point on the trailing arm, make sure that the jack is on solid ground and the camper cannot move. Off-Road and Highlift jacks can be used on the drawbar.

## WHEELS & TYRES

### HIGHWAY

Your camper trailer is fitted as standard with 15' wheels and 235/75 R15 AT Tyres. These tyres are "light truck" tyres with an All Terrain tread, with a maximum load rating of 2,000 kg on each axle at 80psi.

For Highway driving, we recommend between 36-40 psi. As standard we inflate your tyres to 40 psi when they leave the factory.

### OFF-ROAD

Off-Road and 4x4 driving is a little more involved. And it really does depend on the terrain you are about to traverse. This guide is not a fully comprehensive review of all the ins and outs of heading off grid, you need to understand the mechanics involved with suspension, tyre pressure and speeds. We recommend watching some YouTube videos, talking to seasoned 4x4 drivers and never be afraid to ask questions!

Off-Road driving requires you to lower your tyre pressure and lower your speed. When driving on rough terrain, and corrugated roads, you will of course need to drive slower, and also deflate your tyres to protect your camper, and it's suspension from damage. Depending on the terrain, it might be quite dramatic the amount you reduce your tyre pressure. A general rule of thumb is to reduce your speed by the same percentage as lowering your tyre pressure.

Off-road conditions vary greatly, and there isn't a 1 size fits all answer to "how much should I reduce my tyre pressures by?" But, as a general rule of thumb, lower your tyre pressure, and reduce your speed until vibration and shock through the suspension is at a moderate level that suits the conditions, and the load of your camper.

### BEACH

Beach driving is a lot of fun, but with the free flowing sand it becomes very easy to find your self bogged. As a way to reduce this risk, lower your tyre pressure to around 12-13 psi. If the sand is extremely free flowing and dry, you can go even lower.



## BRAKES & HANDBRAKE

Your brakes are a very important part of your trailer, for obvious reasons. Unless you are experienced with braking systems, it is best to leave these jobs to professionals. We're all about saving a few bucks - But when it comes to brakes and your safety, there should never be a compromise. You should adjust your brakes:

- 1) After the first 500 km's of use, after the brake shoes and drums have been "seated."
- 2) At 5,000 km intervals
- 3) or as your use and performance requires (Eg. after 4x4 driving)

### BRAKE CLEANING, INSPECTION & DRUMS

With your camper parked on a level surface with the wheel you are not working on chocked. Loosen the wheel nuts on the wheel you are working on with a half turn, then jack your camper up, and support with jack stands. Undo your wheel nuts and remove the wheel. Once the wheel is off, take off the bearing dust cover with a flathead screwdriver (you may also need a hammer to lightly tap the screw driver). These dust caps are made of thin metal - so go easy on them to avoid damaging them.

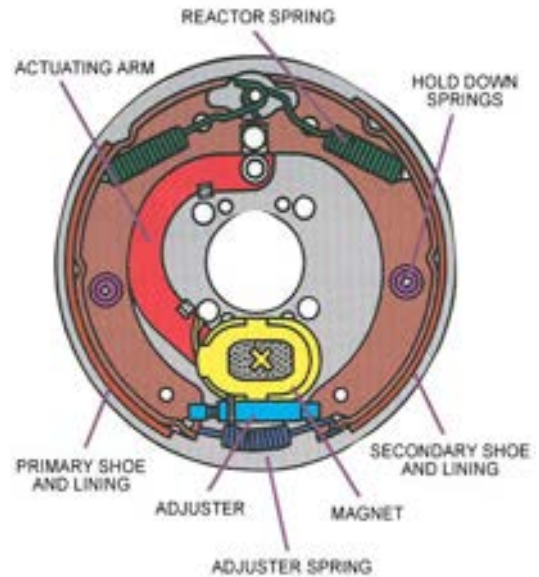
Next, you will need to straighten the split pin and remove the pin from the closed end. Now you can remove the nut that secures the brake drum. Be careful here, the outer bearings and washer could fall out - be prepared to catch it. If it doesn't remove the washing and outer bearing carefully, do not use any tools to remove the outer bearing as this may damage it. You can use the drum to assist in removing the bearing but keep in mind it may fall out. Now that the outer bearing is removed you can remove the drum. Place the drum onto a clean working surface, careful remove the inner bearing and seal (this will require a tool to punch out). Degrease the bearings, inner seal, and outer washers, you can use brake cleaner for this. Dry the parts to remove remaining moisture with a clean cloth. Inspect the bearings for damage. What you are looking for is pitting or scoring of your rollers. If you feel any resistance to movement in the rollers, or if you see any "blue haze" on the bearings (which may suggest excess heat) it is time to replace your bearings. Re-grease the bearings (using a specially formulated, high-temp bearing grease) by pushing grease in through the rollers by hand. (There are specific tools for this job too)

Clean your brake drum, use a brake cleaner, and again check for any scoring or unusual wear. While it is possible to have brake drums machined - it is recommend to simply replace them when required. Smear some fresh grease on the bearing surfaces and refit the inner bearing and new bearing seal to the brake drum (this will require a press tool). Apply grease to the axel shaft and fit the drum back in place. Fit the outer bearing, washer and nut back on to shaft.

Tighten the drum nut, the correct tightness is when the split pin hole just breaches the crowning of the nut. Be careful not to over tighten as this will cause damage to the bearings and drums. Refit your split pin, and bend one end up. Put the dust cap back on, and then refit your wheels. Check your brake shoe adjustment. Then after first 50km - check your wheels nuts. Note: every time the wheel is removed the wheel nuts will start their bedding process again.

## SHOES & BRAKE PADS (LININGS)

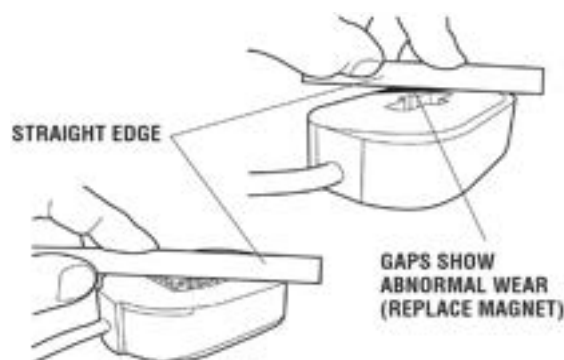
A simple visual inspection of your brake pads generally will tell you everything you need to know. You need to replace your brake pads if the lining is worn to within 1.5mm or less, if they have become contaminated with oil or grease, or if there is any scores or gouged. When you replace your pads, it is easier to replace your brake shoes at the same time. It is important to change both wheels at the same time as this will maintain the required balance of your brakes. Be sure to only replace your shoes and pads with genuine Platinum Campers parts available from our outlets. Or if you need something local or quicker - you can use Trailer Spare Parts.



## MAGNETS

The electric brakes on your camper trailer have a high quality electromagnet that provide the correct input force and friction to your brakes. Magnets should be inspected every time you inspect your brakes. What you are looking for is uneven wear, pitting, and gaps. Even if the magnet is perfectly flat, if it has worn enough to show any part of the magnetic coil - your magnet should be replaced. If your magnet requires replacing, it is also a good idea to resurface or replace the drum armature. Again - Always replace in pairs - and use Platinum Genuine parts - or Trailer Spare Parts.

Replacing your magnets is a difficult job, to make things easier - we recommend you simply replace with a new backing plate that will include the magnet, brake shoes & pads (linings).



**Never work underneath your trailer unless it is resting on correctly places and rated jack stands. Do not place these supports, or any other kind of support on any part of your suspension. Making sure to only use the jack points mentioned on the previous page.**

## HANDBRAKE ADJUSTMENTS

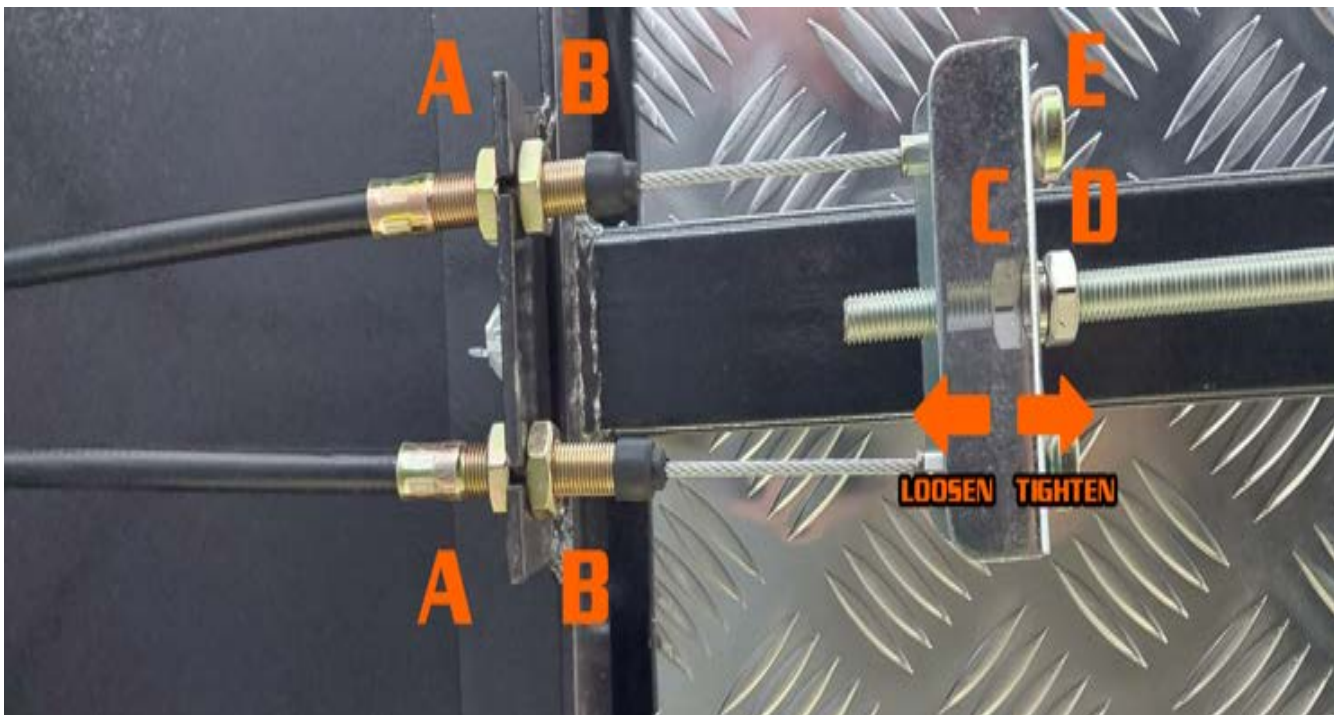
Your camper will come with the handbrake set at the correct adjustment point. However, over time this will need to be inspected and possibly readjusted. If your handbrake is engaged and your camper can still move, or when the handbrake is in the off position, but is still creating drag on the wheels it is a good sign you will need to adjust this.

To adjust the handbrake cable, you will need a few tools, 2x19mm spanners and a 17mm spanner. Start by making sure the handbrake is in the off position. Then loosen nut D, once loose you can adjust nut C. Depending if you need to tighten or loosen the brakes will dictate which way you need to slide the plate. If you run out of thread near C & D, you will need to adjust the nuts A & B evenly. At the end of the handbrake line E, should be firm up against the plate when handbrake is in the off position.

After you adjust - engage the handbrake and push the camper to see if you have any movement.



**Do not overtighten the cables as this can cause the brakes to drag and damage the brake linings.**





## TRAILING ARM PIVOT BOLTS

Your pivot bolts are made from high tensile steel. Your service schedule recommends you check these at least every 5,000km under normal use. However, for harsh off-road, 4x4 driving conditions we recommend inspection every 2,500km. During travel - they should be inspected daily to ensure they have not rotated or become damaged. **The correct torque setting is 190nm.**

## ELECTRICAL SYSTEM

This guide is relevant for 12V electrical systems only, supplied as standard with Platinum Camper Trailers. If you have opted for a 240V install, please refer to the relevant supplier instruction manuals for any maintenance you will have to complete.

## BATTERY CARE

Your camper is fitted with a 100Ah AGM batteries as standard. AGM batteries will require some periodic maintenance to perform at their peak performance, and to extend their life span. Make sure you periodically clean your battery terminals, especially if you off-road a lot as these can get dirty. Here are some other tips to help you get the most out of your battery.

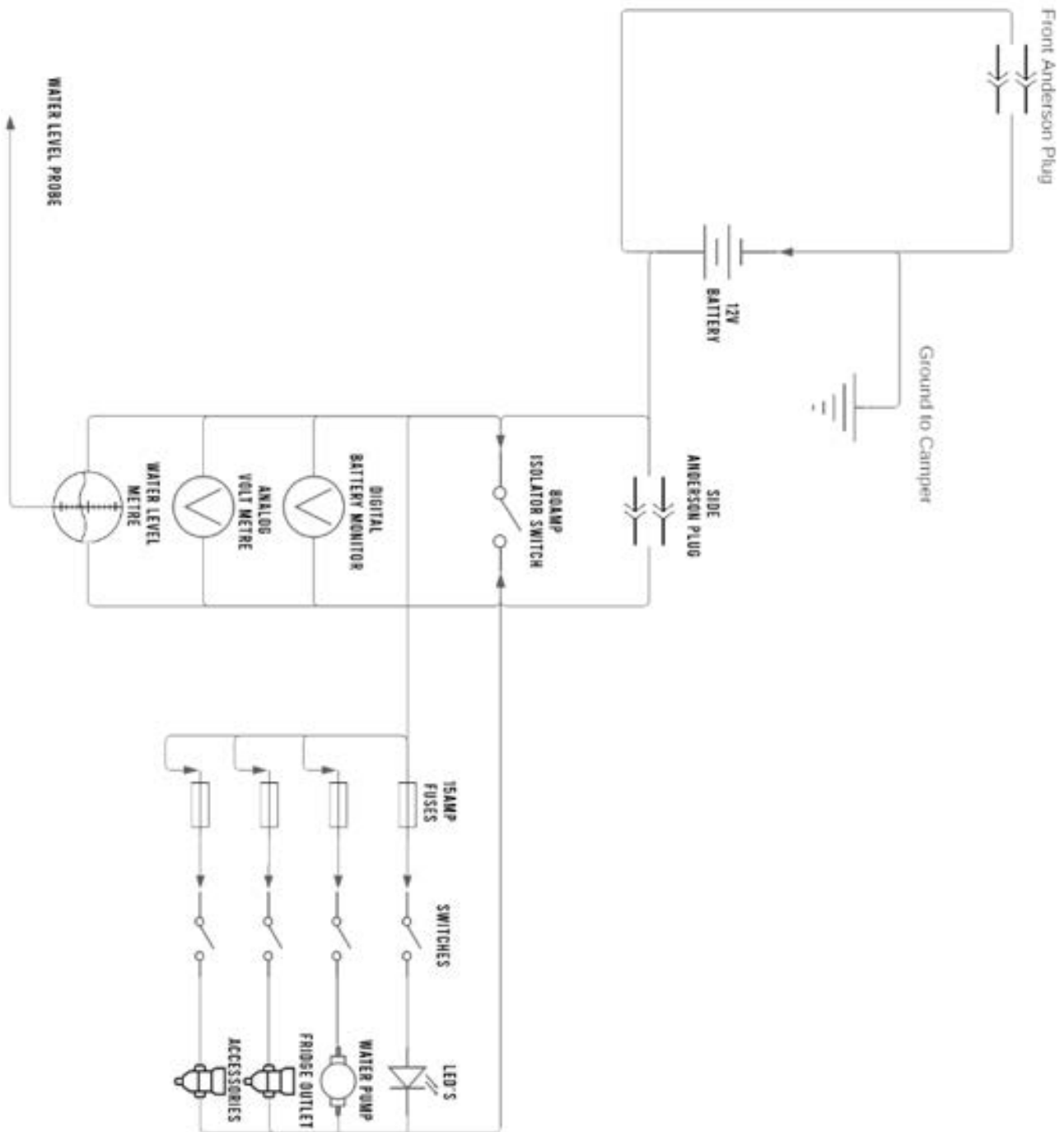
- Always use a quality battery charger or smart charger that has been designed to be used with AGM batteries. Absorption charging from 14.6v to 14.8v, with float charging from 13.2v to 13.8v.
- Never leave your battery for extended periods of time with a low voltage output.
- Before storing your camper long term, make sure all power is disconnected and switched off.
- When possible - leave your batteries connected to a smart charger that will cycle and maintain the battery.
- Never use unregulated solar panels direct to your battery.
- Allowing your battery to drop below a 12.1v output can permanently damage it's cells and performance. Reducing it's life-span.



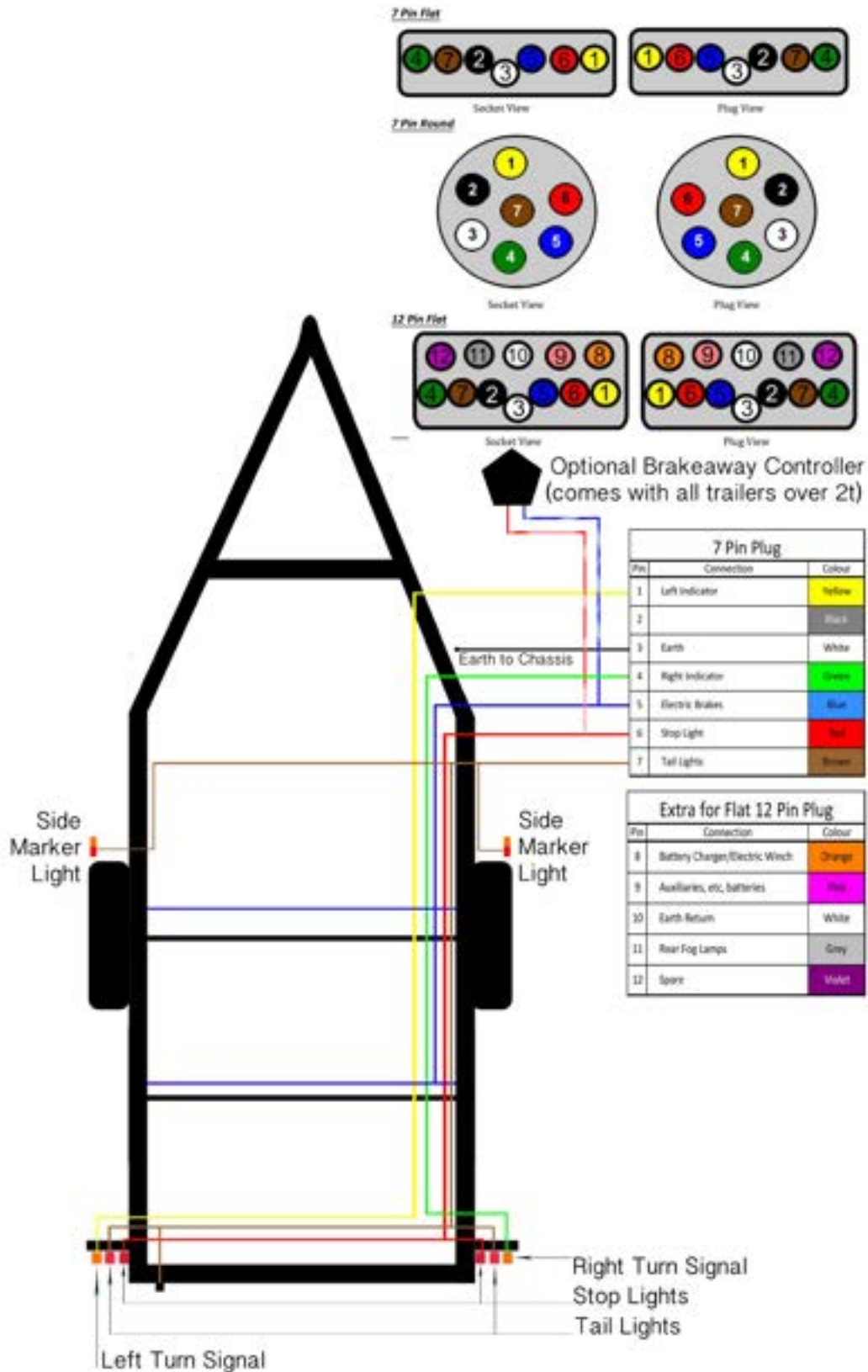
**Electrical systems can be dangerous. Especially 240v fitouts. Under no circumstances should you rely on an unqualified person, or attempt yourself if you are unsure. Platinum Campers will accept no liability for any personal loss or injury as a result of unqualified people repairing or modifying the electrical system on this camper.**



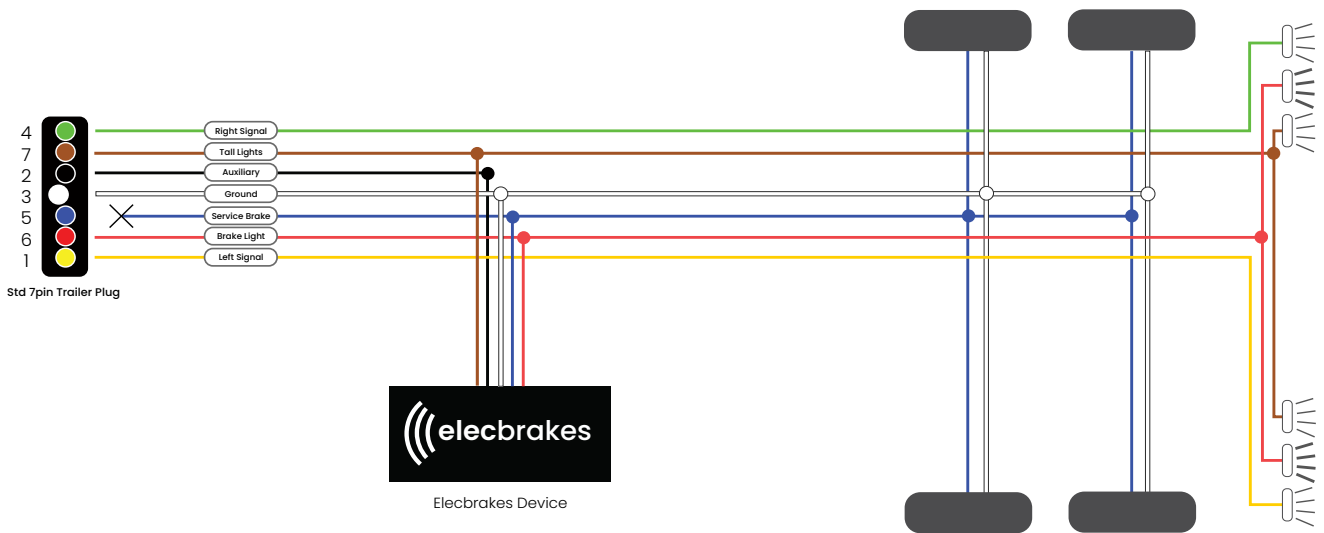
# 12V CAMPER WIRING DIAGRAM



# TRAILER PLUG WIRING DIAGRAM



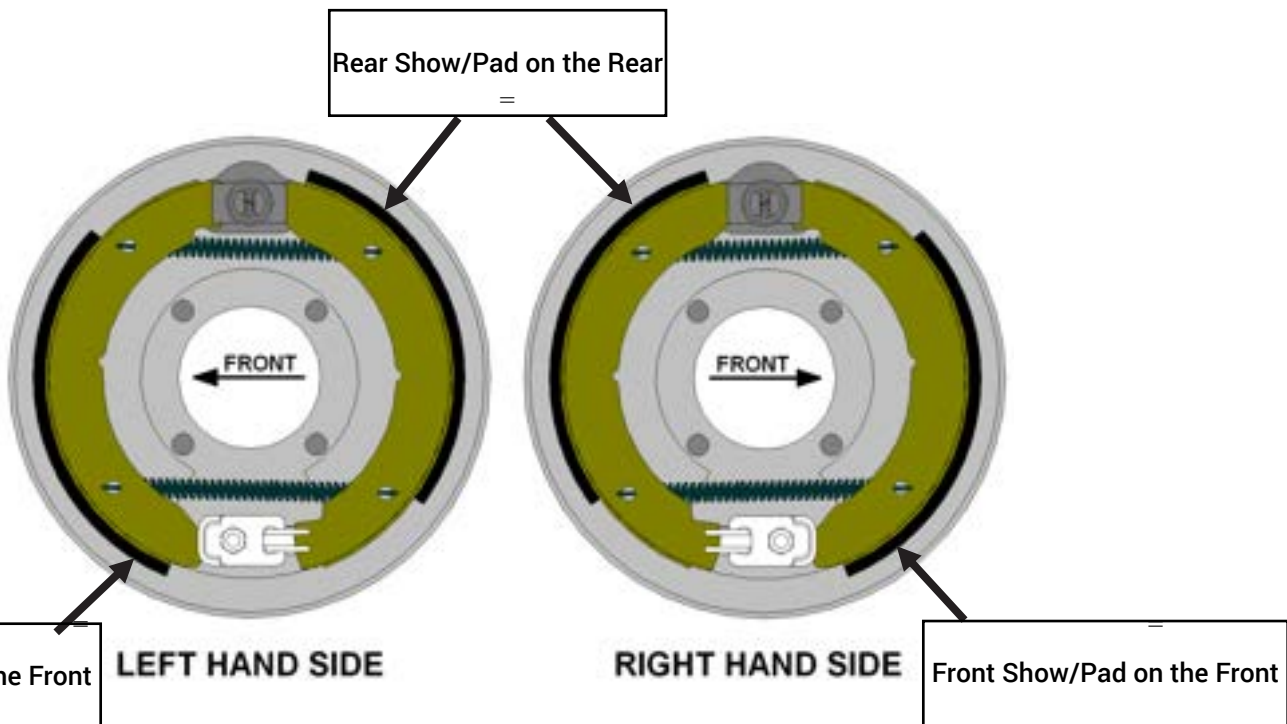
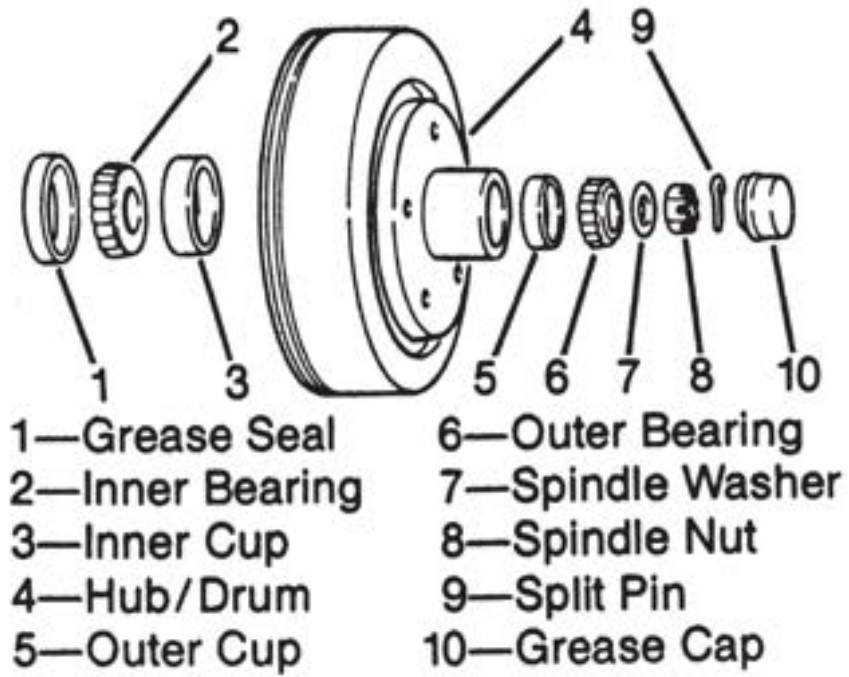
# ELECBRAKES WIRING DIAGRAM



**NOTE:** The blue wire is disconnected when an electric brake is fitted to the trailer. The Blue wire is **ONLY** used when E-Brake controller is fitted to your vehicle.

Circuit	Elecbrake Wire	Trailer Wire	Wire Guage
Earth	White	White	16-14 awg
Tail lights	Brown	Brown	16-14 awg
Brake Lights	Red	Red	16-14 awg
Auxiliary	Black	Back	16-14 awg
Service Brake	Blue	Blue	16-14 awg

# HUB ASSEMBLY DIAGRAM



# TROUBLESHOOTING

Here are some common issues campers experience while out on the trails. Start here if you experience any issues, if you cannot solve your problem - please call us on 1300 378 399.

## WATER

PROBLEM	POSSIBLE CAUSE	SOLUTIONS
<b>Water Pump not working, no noises</b>	Not powered	Check your control panel in battery management system - Try resetting fuse.
	Airlocked in water pump	Drain water tank, refill tank, try again
	Faulty pressure sensor	Replace pump, contact Platinum for replacement
	Bad electrical connection	Check connections with multimeter and clean terminals
<b>Pump working, but no water flow</b>	Airlocked in water lines	Turn on the tap and hold finger over nozzle for 5 seconds then release. Repeat several times. If this fails replace pump
	Water tank is empty	Fill water tank
	Kinked hose	Check hoses, un-kink, or replace if needed.
	Damaged worn pump diaphragm	Repair or replace pump, contact Platinum

## GAS

PROBLEM	POSSIBLE CAUSE	SOLUTIONS
<b>Cooker not igniting</b>	Gas bottle empty	Refill gas bottle
	Gas bottle not turned on	Turn on valve on gas bottle
	Gas hose on cooker not connected correctly	Check bayonet is securely connected to receiver
	Regulator blocked	Check regulator is not blocked with dirt, wasps nets etc
	Kinked hose	Check gas hose is not twisted or kinked, if it is, you will need to replace.

**\*Please note: Remember that for your first use of each trip away, after connecting your gas and turning on the valve, it will take a little while for the gas to purge the line and reach the cooktop. This is not instant and may take a few minutes. If you wish to speed up the process, hold down the control knob for up to 4 minutes before lighting.**

## BRAKES

PROBLEM	POSSIBLE CAUSE	SOLUTIONS
<b>Brakes not engaging or weak</b>	Open/short circuits	Find and correct. If unsure contact Platinum
	Severe under adjustments	Adjust brakes
	Faulty connection	Check and clean connections
	Faulty brake controller	Test and repair or replace, call Elecbrakes Support
	Linings/Pads worn	Inspect - replace if needed
<b>Handbrake not holding camper</b>	Under adjusted	Review handbrake section and adjust
	Broken Handbrake Cable	Investigate - replace if needed

## MECHANICAL

PROBLEM	POSSIBLE CAUSE	SOLUTIONS
<b>Zippers hard to move</b>	Not enough slack	Try to line up the zipper rails
	Not enough lubricant	Use Bee's Wax or Silicon spray
	Not seated correctly	Start again, re-seat zipper
<b>Door latches not working correctly</b>	Too Tight	Adjust screws on latch
	Too Loose	Adjust screws on latch
	Fridge slide not all the way in	Push down blue levers and slide in
<b>Keys not turning</b>	Water may have penetrated lock	Use graphite powder
	Latch blocked	Check for obstruction

## ELECTRICAL

PROBLEM	POSSIBLE CAUSE	SOLUTIONS
<b>No Power</b>	Flat batteries	Check and recharge
	Isolator switch not turned on	Turn on. Ref page 18
	Circuit breaker has tripped	Reset circuit breaker
	Wiring has deteriorated	Check wiring, and fix

# SERVICE SCHEDULE

		100 km	Before Trips	During Trips	1,000 km	5,000 km	10,000 km
<b>MECHANICAL</b>		First Trip		every 200 km	3 months	6 months	12 months
<b>Hitch</b>	Check hitch bolts to 76Nm. Lubricate if required						
	Lubricate with high temp bearing grease						
<b>Jockey Wheel</b>	Inspect condition						
<b>Handbrake</b>	Inspect, adjust if needed						
<b>Brakes/Hubs</b>	Inspect and adjust brakes as required						
	Check lining thickness and drum wear						
	Check wheel/Hub area for heat (if hot remove hub, Hub Nut and check bearings)						
<b>Wheel Nuts</b>	Inspect condition and torque to 125Nm (12mm studs)						
	(140Nm 14mm studs alloy rims) (200Nm 14mm studs steel rims)						
<b>Tyres</b>	Inspect for abnormal wear, damage and pressure						
<b>General Fixings</b>	Check all structural fixings are secure.						
<b>Seals</b>	Check condition. Inspect Latches/locks. 30-50% compression						
<b>Wheel Bearings</b>	Remove, clean, and re-lubricate. Inspect for wear, replace if needed						
	Replace bearings, seal + Lubricate. Check stub axel condition and wear.						
	Replace split pin						
<b>Suspension</b>	Lubricate and check bushes for excess movement. Torque bolts to 190Nm						
<b>ELECTRICAL</b>							
<b>Lights</b>	Check all lights are functioning, clean						
<b>Battery</b>	Check terminals. Clean. Check voltage at full 12v						
	(Battery should be on charge every 3 months for 1 day)						
<b>EXTRAS</b>							
<b>Hot Water System</b>	Descale hot water system (See your hot water system manual)						
<b>Gas System</b>	Leak, test, check stove operation and hose/coupling condition						
	<b>Date Completed</b>						
	<b>Mechanic</b>						
	<b>Workshop Stamp</b>						

















# PLATINUM

## STORE LOCATIONS

QUEENSLAND			
<b>Brisbane (Factory)</b> 617 Toohey Rd, Salisbury, QLD	<b>Cairns (Dealer)</b> <i>Coverall Cars &amp; Commercials</i> 464 Mulgrave Rd, Cairns, QLD	<b>Townsville</b> 15 Leyland St, Garbutt, QLD	<b>Gympie (Dealer)</b> DRD Cars & Trailers 59 Mellor St, Gympie, QLD
NEW SOUTH WALES			
<i>Coming soon</i>			
VICTORIA			
<i>Coming Soon</i>			
WESTERN AUSTRALIA			
<b>PERTH (DEALER)</b> <i>Caravan, Camping, Megastore</i> 6 Todd St, Bellevue, WA			

### Don't forget to check your wheel nuts!

Check them before every trip! It may seem tedious, but camper trailer wheel nuts are prone to loosen as we put them through a lot on corrugated roads, off-road, with side to side motion, heating and cooling. Plus - all wheel nuts will go through an embedding process - so please - do not forget to check your wheel nuts often with a torque wrench!



# CONTACT DETAILS

Phone : 1300 378 399  
 Email : sales@platinumcampers.com.au  
 Website : platinumcampers.com.au

## My General S4 - Soft Floor Camper Trailer

Name:	
Address:	
Model:	
VIN:	
Build Date	
Tare Weight	
Tyre Size	
Purchase Location	



## Enjoy the Adventure!

Time camping isn't time spent, it's invested.





## CONTACT US



Head office: 617 Toohey Rd,  
Salisbury, QLD, 4107



1300 378 399



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