



Escape with confidence

2024 Caravan Range Quick Start Guide



* 15 Year Anniversary AU Models shown.

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What You Need to Know to Get Started



Phone: 1300 494 494

Caravan Quick Start Guide

To have your trailer ready for use in the quickest time, the following guide must be followed to ensure safe and correct use and to avoid damages and misuse.

Flushing Your Water Tank

Propriety Cleaners

With any new camper or caravan, it is important to flush the water tank before use as a minimum. It is even better to treat the water tank with a propriety cleaner before use.

There are several products available such as CAMEC Tank Clean, RV Tank Cleaner, and other sanitising treatments. Be sure to follow the directions carefully.

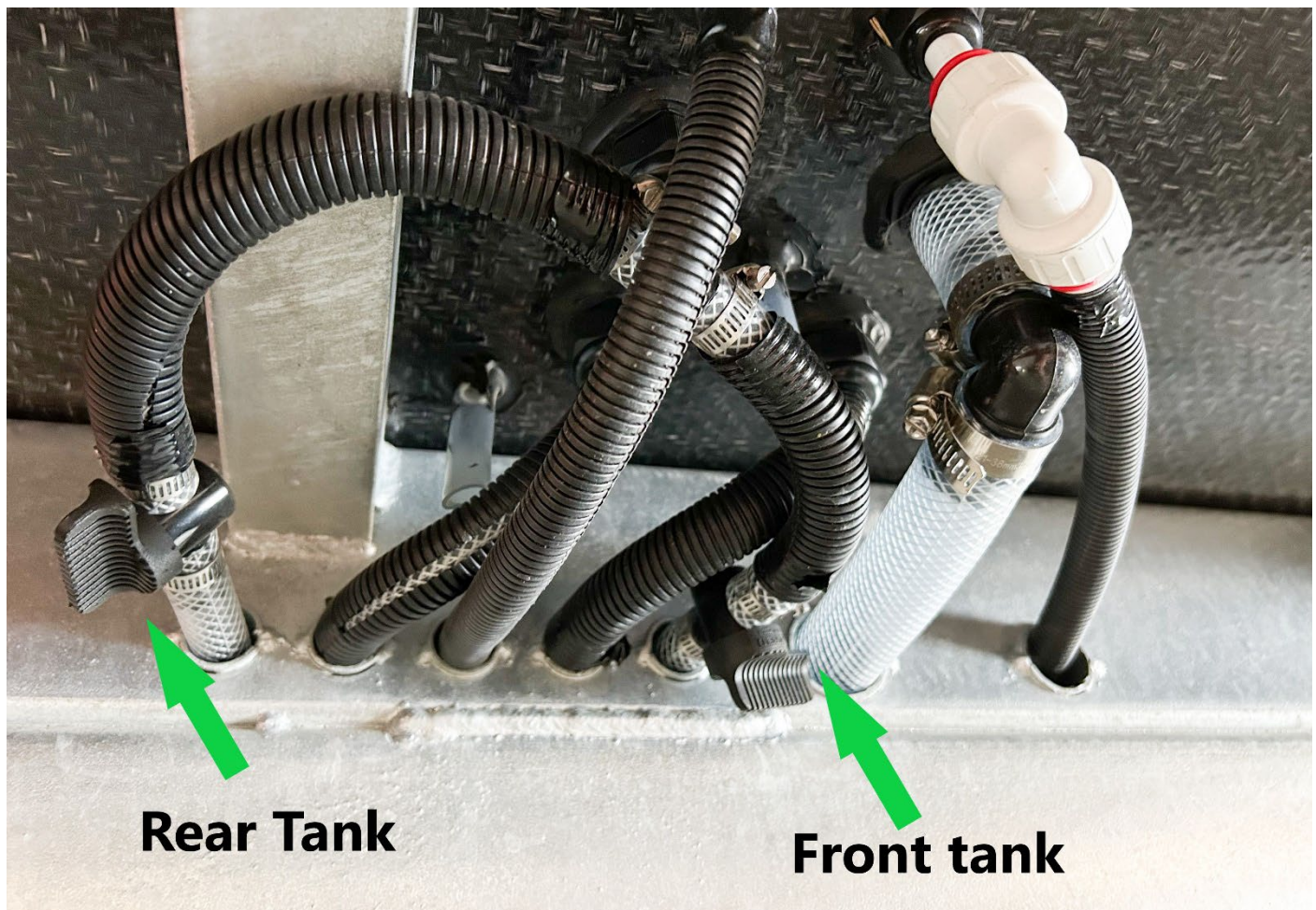
Other Cleaners

Other products used to clean water tanks are items such as white vinegar and bicarbonate of soda.

Selecting Freshwater Tanks

If your caravan is fitted with more than 1 water tank, there are tank selector valves located under the caravan on the driver's side below the water pump location. Use these valves to select the forward or rear water tank.

IMPORTANT NOTE: Use 1 tank at a time, when the water level gets low the pump will draw air into the line. Switch to the other tank and run the tap until the air is removed,

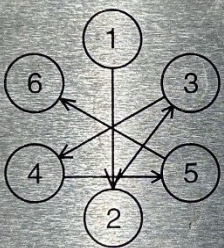


Wheel Nuts

It is important to check wheel nuts immediately after picking up your new MDC camper or caravan. Upon pickup, the wheel nuts should be checked at 50, 100, 250 and 500km. They should also be checked before each trip and daily when touring. Always check using a torque wrench set at the correct torque setting. The torque setting is noted on the information plate on top of the drawbar referencing wheel nut tightening or in the owner manual.

IMPORTANT INFORMATION

M14 wheel nuts **MUST BE** re-torqued to 140n/m for alloy wheels and 200n/m for steel wheels after first 50Km (or after wheels have been re-mounted), and then at periodic intervals. Wheel nuts should be checked **DAILY** when on rough or unsealed roads. Re-torque as per the sequence in the diagram

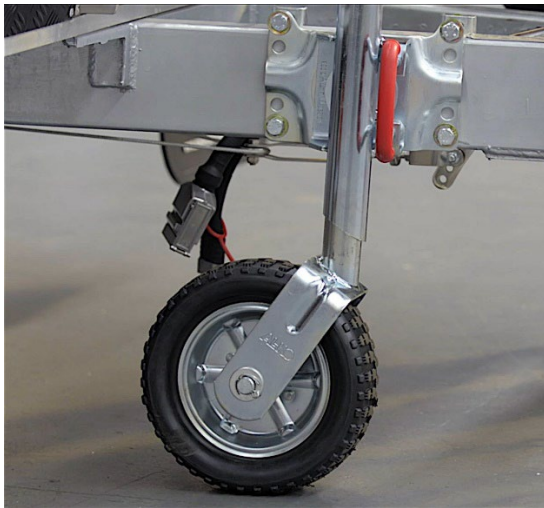


WARNING

The primary purpose of your jockey wheel is to enable the trailer to be raised in order to release the car towing mechanism. DO NOT attempt to move the trailer using the jockey wheel on soft, sandy or loose ground – only on hard surfaces such as concrete or pavement. Warranty is void if breakage or damage occurs to the jockey wheel due to incorrect use on unsuitable surfaces. If moving your trailer on hard surfaces please ensure the jockey wheel is wound down to the lowest level before moving.

Jockey Wheel

Always lower the jockey wheel as low as possible but still allowing it to pivot before moving the trailer. Only use the jockey to move the trailer when on hard surfaces, DO NOT use on grass, gravel, or sandy surfaces to move the trailer.



Do NOT exceed the maximum moving indicator on the inner tube	MAX MOVING HEIGHT
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Tyre Pressure

It is important to ensure the right tyre pressure for the loaded weight of your camper or caravan. To determine this, ideally you will take your loaded trailer to a weighbridge and have the trailer weight measured. The table below will give you the tyre pressure based on the ATM weight (axle and tow ball weight)

Goodride 265/75 R16 M/T Light Truck Tyre				
ATM Weight	Single Axle		Dual Axle	
	PSI	Kpa	PSI	Kpa
1600Kg	41	283		
1800Kg	46	317		
2000Kg	52	359		
2200Kg	57	393		
2400Kg	62	427	34	234
2600Kg	67	462	37	255
2800Kg	72	496	40	276
3000Kg	77	531	43	296
3200Kg			46	317
3400Kg			49	338
3500Kg			50	345

Video Library

You can view the video library on the MDC YouTube Channel

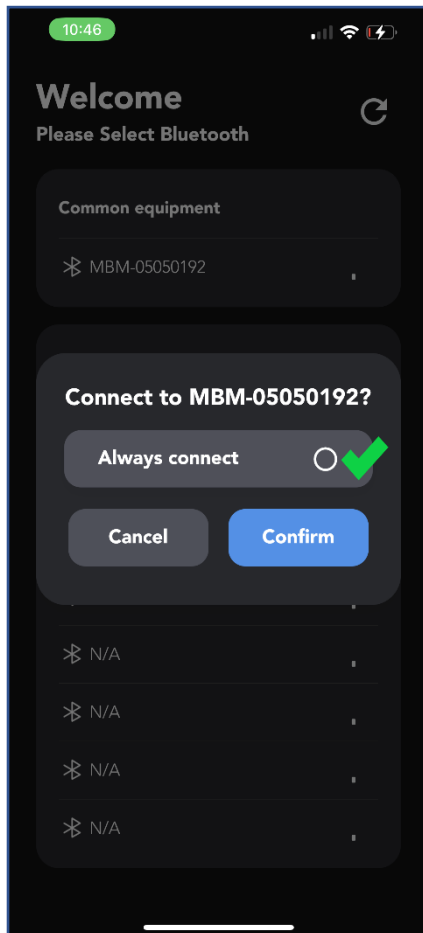
<https://www.youtube.com/@MARKETDIRECTCAMPERS>

Owner's Manual

You can download a copy of the owner manual from the MDC website

<https://www.marketdirect.com.au/mdc-owners-manuals/>

Configuring the BM500-BT For LiFePRO+ Lithium Batteries



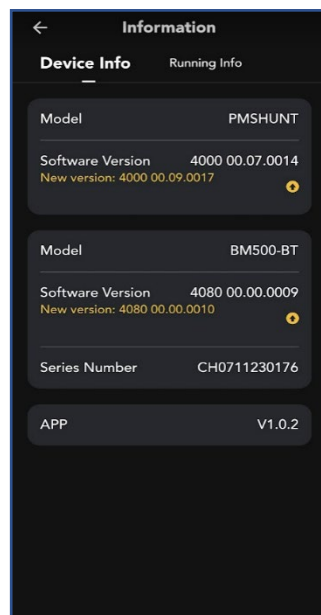
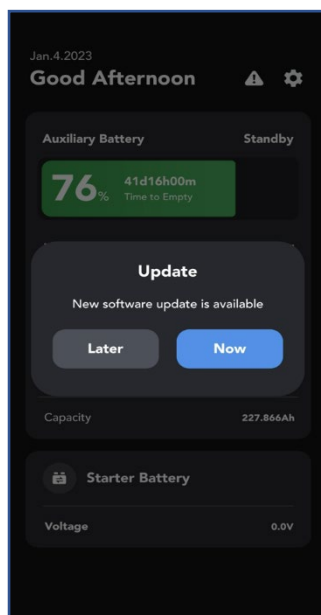
Pairing The device

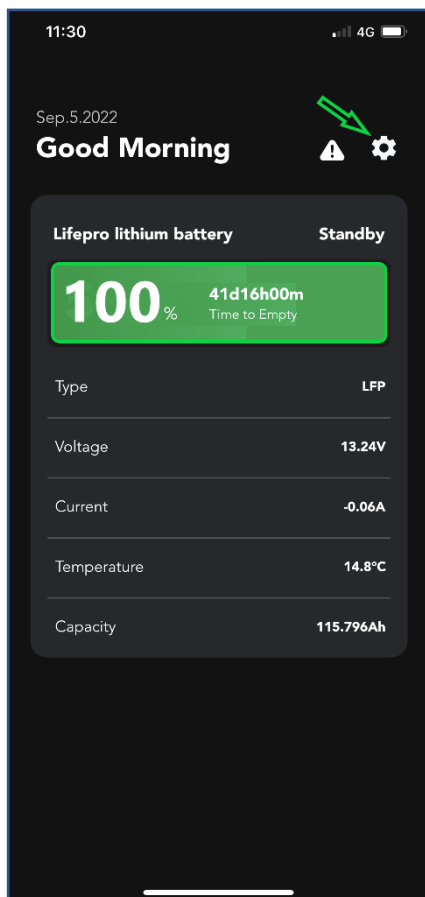
1. Go to your app store and download the Projecta BM500-BT App
2. Open the app and search for your Projecta Bluetooth device
3. Select "Always connect" and press confirm
4. You will be asked for a 3 digit pin number; this will be displayed on the BM500-BT display.
5. Enter the pin number and you will be connected to the Bluetooth device.



Check For Software Updates

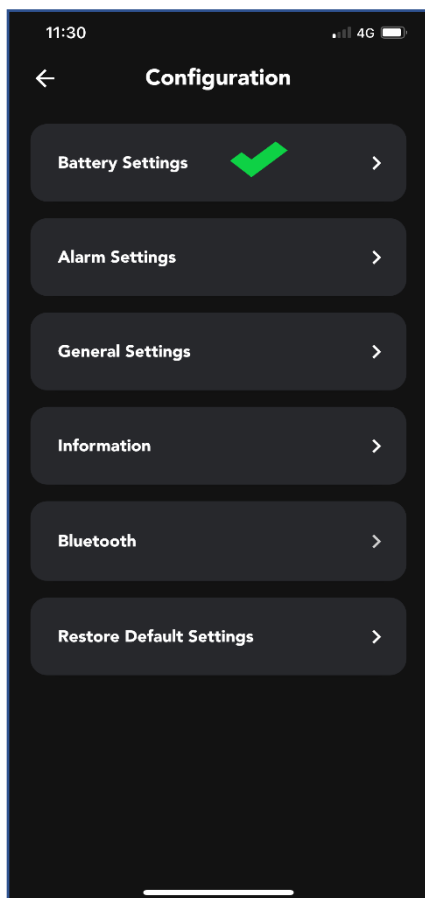
1. Disconnect from Wi-Fi and use mobile data
2. Check Device Info for Software Version
3. Update if a new software version is available



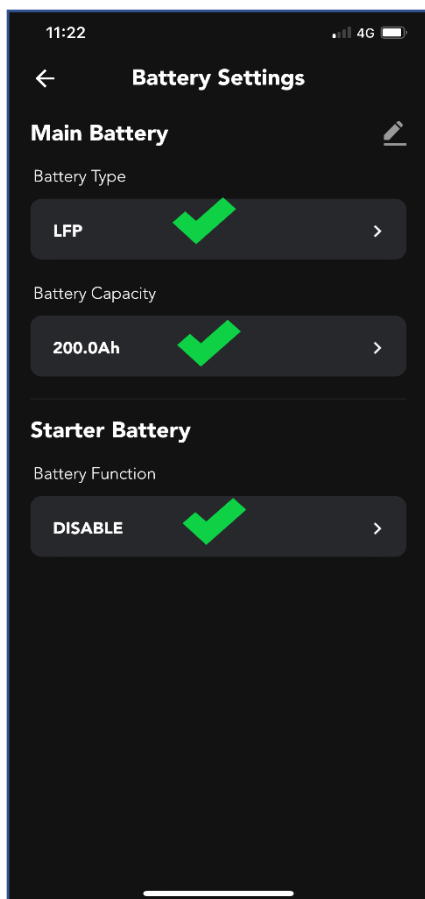


Setting The Parameters

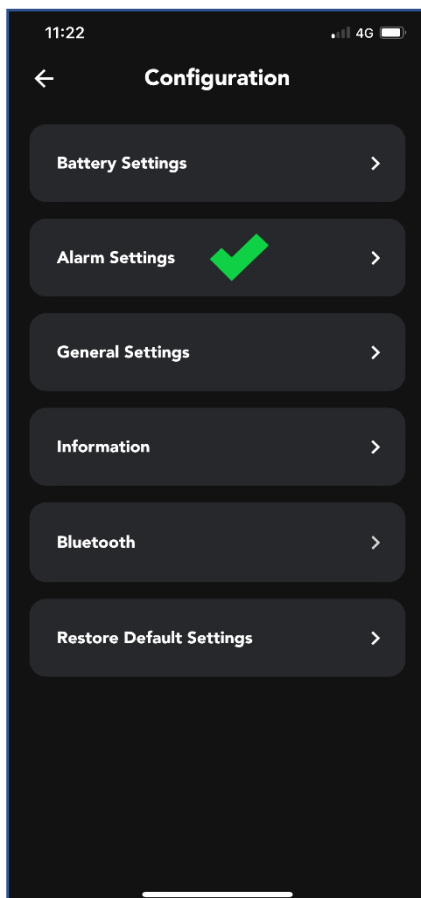
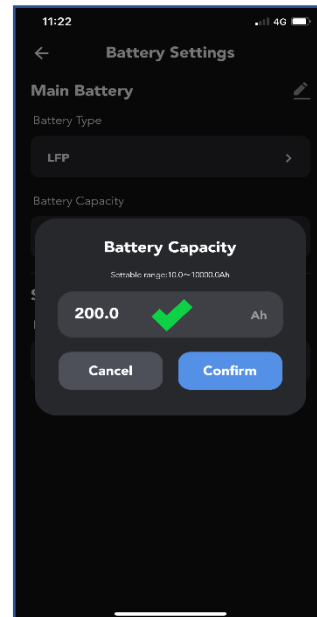
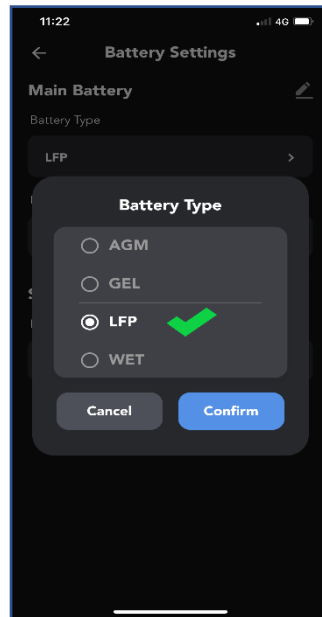
1. Select settings on the main screen



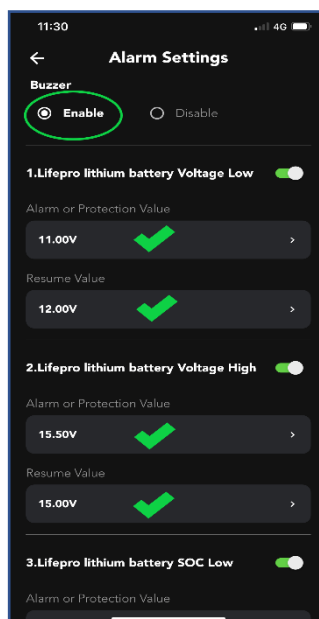
2. Select Battery settings

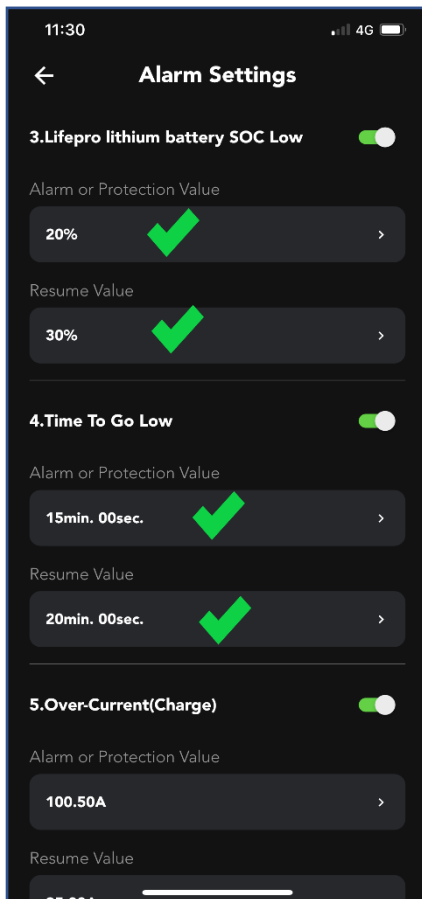


3. Change Battery Type to LFP (Lithium) by selecting battery type and LFP in the pull down menu. Press confirm.
4. Select Battery Capacity and change to 200.0Ah in the menu for all models except Explorer Forward Fold. Explorer FF is 100.0Ah. Press confirm.
5. Set Starter Battery to DISABLE

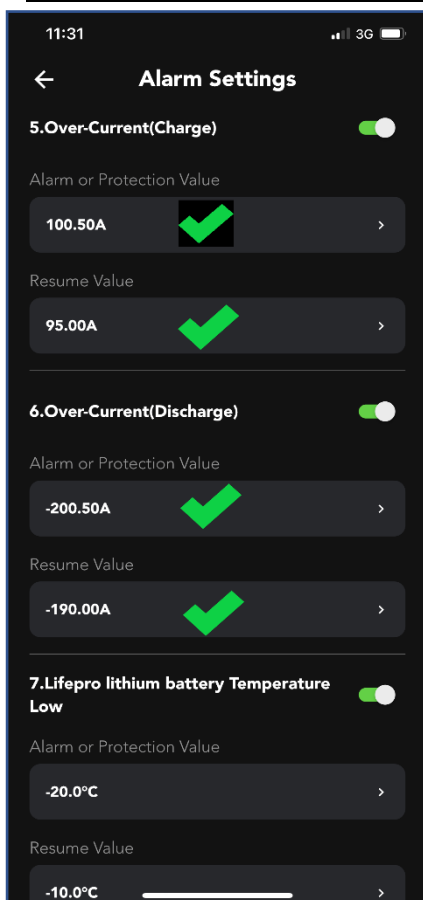


6. Select Alarm Settings
7. Enable Buzzer
8. Set Battery Voltage low Alarm or Protection Value to 11.00V
9. Set Resume value to 12.00V
10. Set Battery Voltage High alarm or protection value to 15.50V
11. Set Resume value to 15.00V

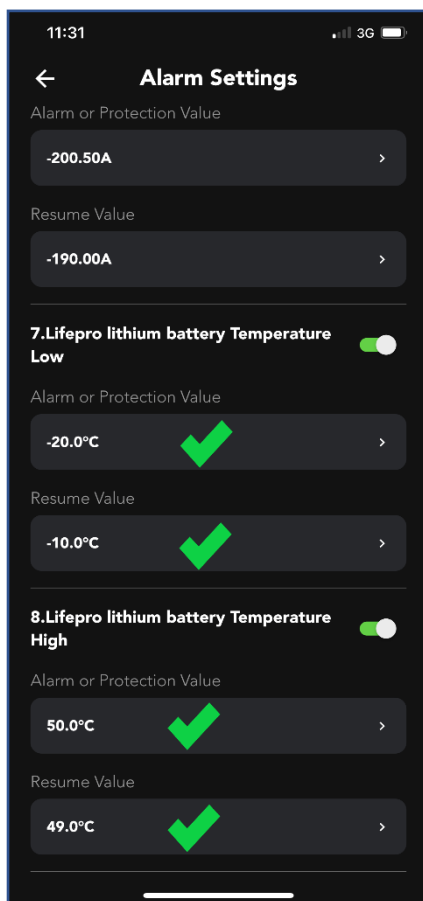




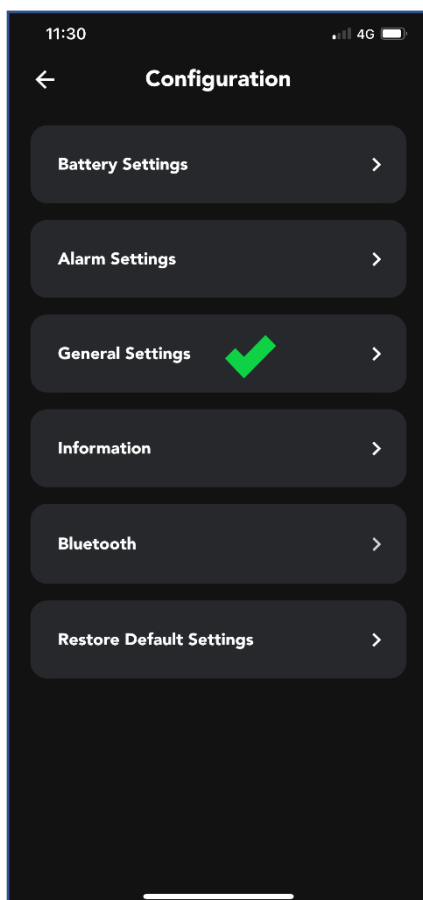
12. Select SOC Low and set Alarm or Protection Value to 20%
13. Select SOC Low and set Resume Value to 30%
14. Select Time To Go Low Alarm or Protection value and set at 15min. 00sec
15. Select Time To Go Low Resume Value and set at 20min. 00sec



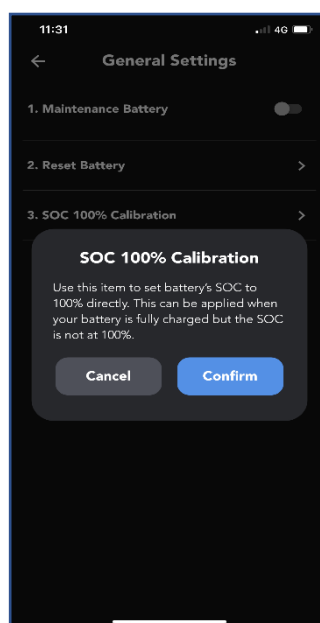
16. Select Over-Current (Charge) Alarm or Protection Value and set to 100.50A
17. Select Over-Current (Charge) Resume Value and set to 95.00A
18. Select Over-Current (Discharge) Alarm or Protection Value and set to -200.50A
19. Select Over-Current (Discharge) Resume value and set to -190.00A



20. Select Battery Temperature Low Alarm or Protection Value and set to -20.0°C
21. Select Battery Temperature Low Resume Value and set to -10.0°C
22. Select Battery Temperature High Alarm or Protection Value and set to 50.0°C
23. Select Battery Temperature High Resume Value and set to 49.0°C



24. Ensure battery is fully charged indicated by the green Fully Charged LED and all loads are removed from the battery
 25. Select general settings from the configuration menu
 26. Select SOC 100% Calibration
 27. Select confirm.
- Your system is now configured.



MKIII & AC Plus Models

For configuration settings, download the owner manual relevant to your model from the MDC website

<https://www.marketdirect.com.au/mdc-owners-manuals/>

Jacking Your Caravan or Camper

Your trailer is fitted with purpose built jacking points and from January 2021 supplied with a suitable jack. An appropriately rated bottle jack is an acceptable alternative, however when using the jacking point beneath the trailing arm ensure the jack is of a retracted height that will fit under the jacking point when the tyre is deflated. A suitably rated "High Lift" jack may be used on the jacking points on the side of the body behind the wheels provided it has the correct positive engagement fitting to match the trailer. To ensure safe usage the following must be followed:

- The jack is to be used on level firm ground wherever possible.
- The wheels of the trailer should be chocked, and no person should remain inside the trailer whilst it is being jacked.
- No person should place any portion of their body under a trailer that is supported by a jack.
- The trailer should be attached to the towing vehicle whilst being jacked.
- When performing maintenance ensure suitably rated jack stands are used – do not rely on the trailer being supported by the jack.

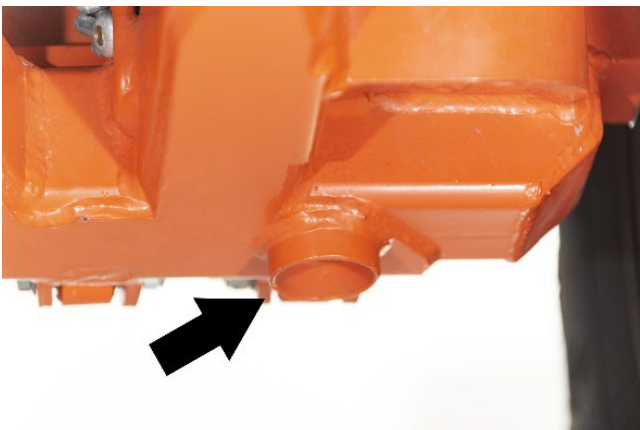
Behind the wheels



Under the chassis

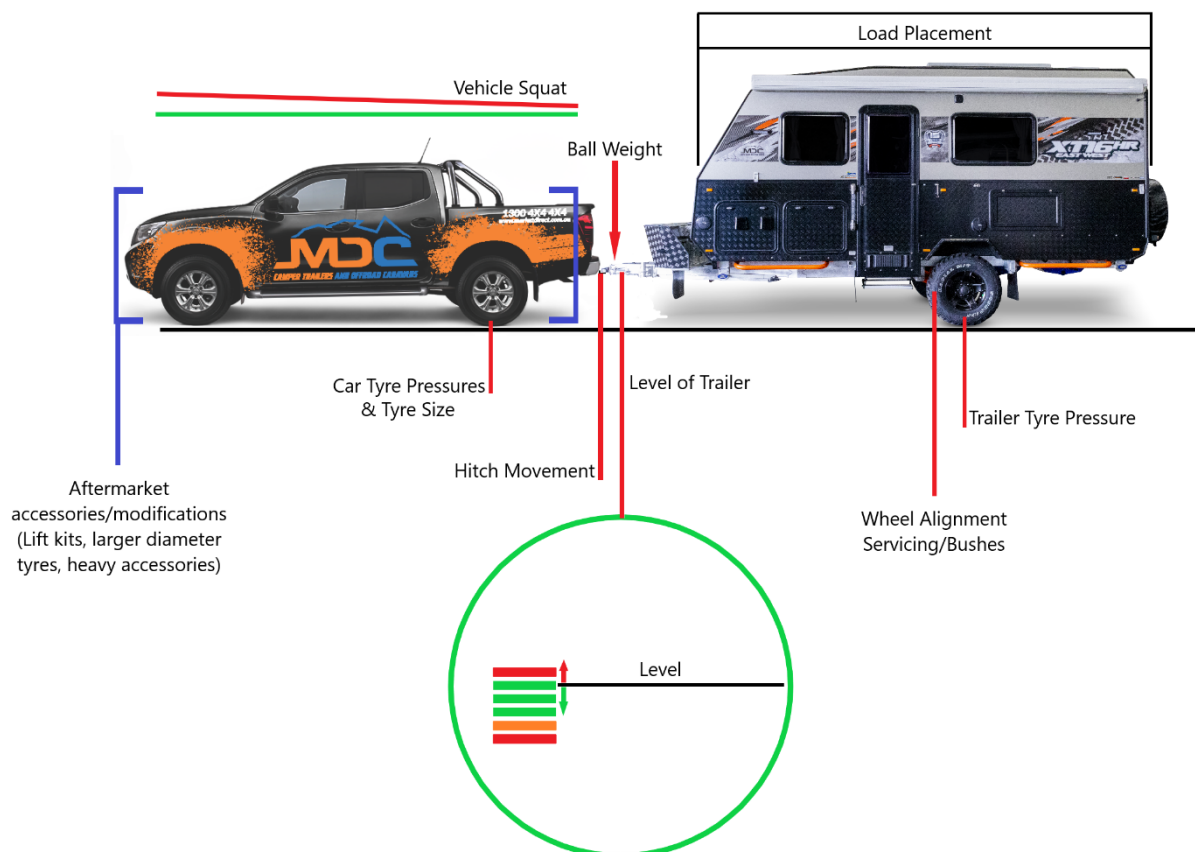


Under the trailing arm



Achieving a Safe Towing Combination

Ensuring a camper or caravan is safe and easy to tow is generally an easy thing to achieve, this doesn't mean it's always the case and sometimes, a vehicle and trailer combination may need some tweaking to make it ideal. There are a number of aspects that need to be correct in order to maximise towing safety and handling. It is important to use this information in conjunction with the maximum weight limits applied by your tow vehicle's manufacturer as well as ensuring you stay within the maximum specified ratings of your caravan or camper. These can be found in the vehicle's owner manual. This summary will address the main aspects, these aspects include, but may not be limited to the items listed in the following diagram:



Trailer Tyre Pressures

Tyre pressures have a large effect on the handling and performance of any vehicle, be it a towed vehicle or motorized. The tyre pressure on your camper or caravan will indeed be a major contribution to how well it tows and resists instability. Due to how much a camper or caravan may vary in weight depending on the cargo (as much as 1600kg to 3000kg in the MDC range) it is important to have your tyres at the pressure recommended by the trailer manufacturer, for the actual weight of the trailer when loaded. You should follow the tyre pressure guide in this manual for on road/highway tyre pressures.

Tow Vehicle Tyre Pressures

Equally as important as trailer tyre pressure is the tyre pressures in your tow vehicle. The added weight of the trailer ball weight should be factored into calculating the tyre pressures in the rear of the car. What should also be factored in is the effect the distance of the hitch from the axles plays in leverage. A load on the tow bar of 250kg may well have the effect of 300kg or more on the vehicles rear tyres meaning additional pressure must be applied. This will limit sidewall flex and sideways movement of the rear of the vehicle, limiting unwanted movement that can cause instability in the trailer.

Ball (Coupling) Weight

The ratio of overall weight of the trailer to the weight exhibited on the tow ball or coupling is an extremely important aspect of making a trailer handle correctly when towed. Generally, the ball or tongue weight allowed by most vehicle manufacturers is 10% of the maximum towing capacity. Given this ratio, the caravan industry builds campers and caravans with this in mind. When loading your MDC caravan, you should have a target ball or coupling weight of 10% or slightly higher to ensure the weight balance is at an ideal starting point. This figure should not be a guess, you should weigh your caravan with its normal load when travelling and use a ball weight scale to achieve the desired ball weight. These are an inexpensive item that will help you get the weight balance right when you load up for your trip.

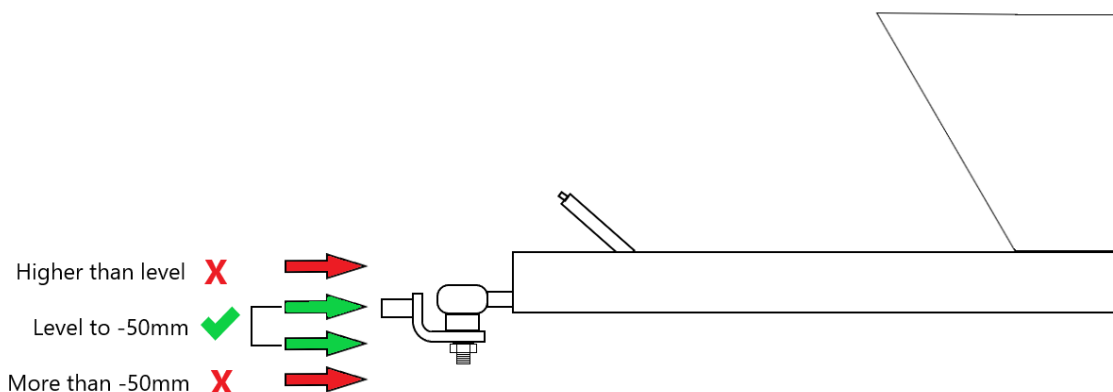


Load Placement

Where you place the items in your trailer will affect how it behaves. Loading too much weight in the extremities of the trailer can have a very bad effect. MDC owner manuals have a loading guide to assist in this area. By following the guide and ball weight recommendations you'll achieve the best possible result. Use the load placement guide in this manual as a reference for packing your caravan.

Trailer Level

The height of your hitch in respect to the level of the trailer will change the handling while being towed. The best practice with your MDC trailer is when loaded and hitched to the vehicle, the drawbar is NO higher than level. Ideally you should look to have the drawbar slightly lower than level between 0 and 50mm. Higher than level or too low will have an adverse effect on how the trailer tows.



Hitch Movement

Most modern tow bars have an adjustable screw fitted to the hitch receiver that can be used to stop the hitch insert from rattling. Unfortunately, this is not a sure fire way to limit sideways movement that can affect how well your trailer tows. Hitch movement from side to side can cause sway and when combined with a tow vehicle that has a greater distance between the rear axle centre and the hitch point, this affect can cause serious sway issues. Combine this with poor tyre pressures on the tow vehicle and you have a recipe for disaster.

If there is excess play in the hitch and hitch receiver, you may need to place shims either side of the insert to limit the movement. Shims are commercially available such as the pack below.



Vehicle Squat

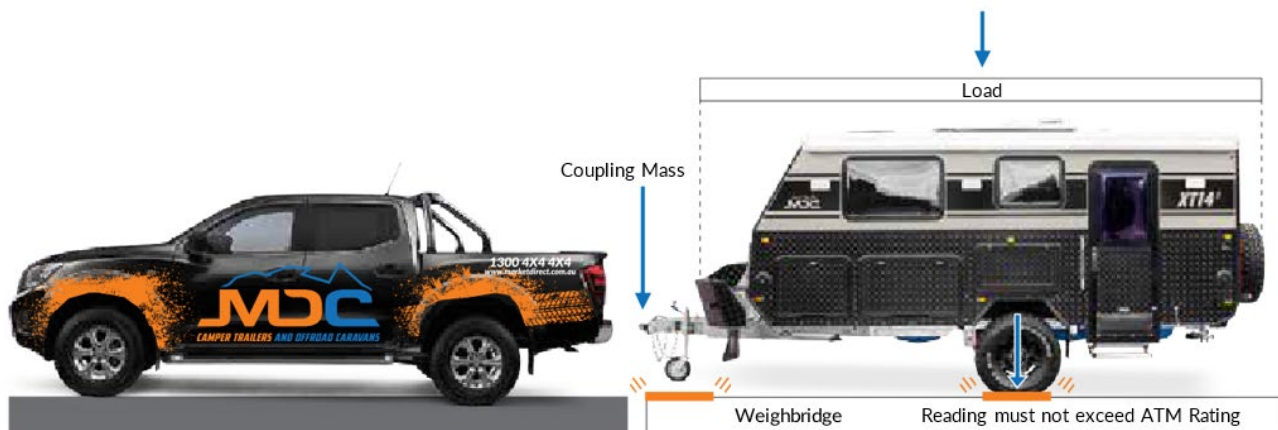
When the back of a vehicle squats due to cargo and/or ball weight of the trailer, the handling of the tow vehicle can be changed to its detriment. Vagueness in steering, poor toe, camber, and caster settings due to reduced front suspension load, reduced brake and tyre grip are often the result. All this in turn can result in a poorly handling towing combination. The best way to rectify this is upgrading the tow vehicle suspension to be suitable for the weights being experienced. Some vehicle manufacturers recommend Weight Distribution Hitches (WDH), this will be outlined in the vehicle owner manual and should be considered. You should also consult with the trailer manufacturer if this is an appropriate fitment to the trailer. The WDH should NOT be used in off road operation as it will NOT meet the required articulation that will be experienced. To better setup your tow vehicle suspension, it's best to consult a suspension expert experienced with towing requirements.

Maximum Weight Limits

The following is an outline of the ratings that will be specified by the manufacturer of your vehicle and the camper/caravan manufacturer. These **MUST** be followed in conjunction with previously mentioned criteria for safe handling. None of the maximum ratings may be exceeded.

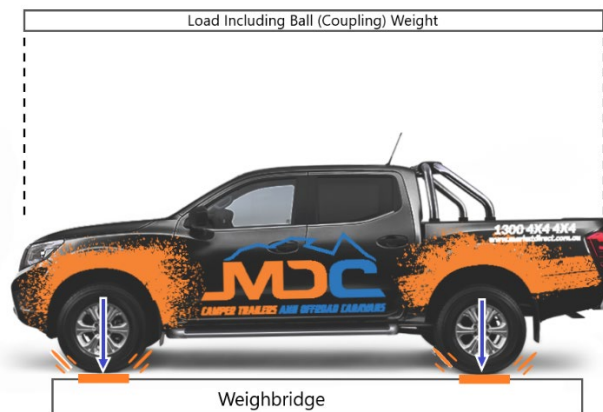
ATM (Aggregate Trailer Mass)

This limit is specified by the trailer manufacturer and must **NOT** be exceeded under any circumstances. The ATM is the full weight of the loaded trailer including ball (coupling) mass.



Vehicle GVM (Gross Vehicle Mass)

This is the loaded weight including fuel, passengers, cargo and ball (coupling) mass of the attached trailer on the tow vehicle.

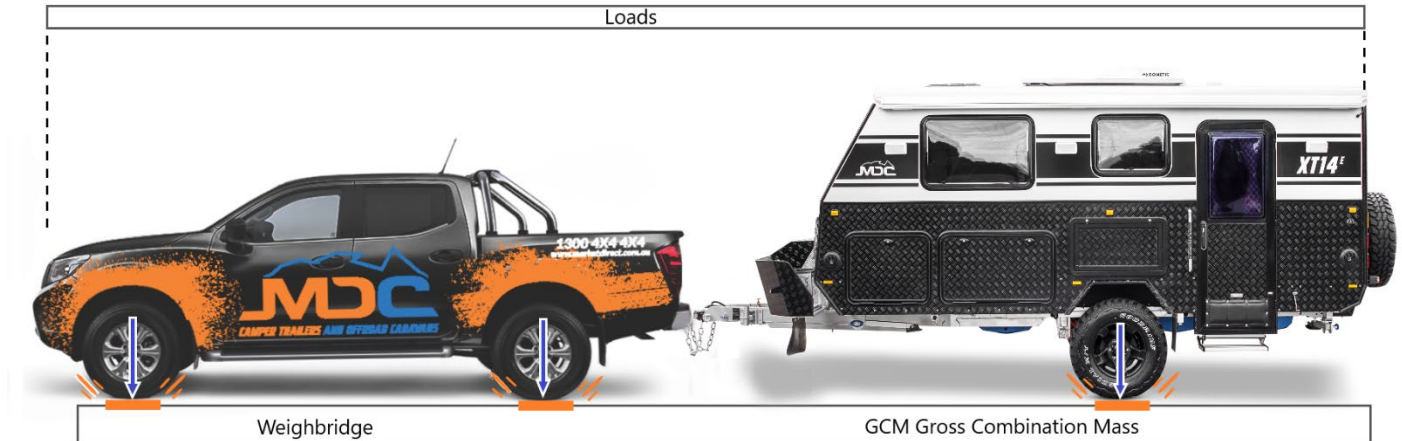


Axle Load

This is the maximum load on an axle specified by the tow vehicle manufacturer. It is possible to have your vehicle and trailer within ATM, GVM and GCM load limits but above the axle load limit specified. Be sure that this is not exceeded.

GCM (Gross Combination Mass)

GCM is the maximum combined load of the tow vehicle and trailer, as specified by the tow vehicle manufacturer. Never exceed this maximum weight limit.



Summary

The above will assist in tuning or trouble shooting handling problems with your towing combination but are not the sole influences. Other items for consideration are:

- Wheel alignment on both vehicle and trailer.
- Wear and tear on:
 - Suspension bushes
 - Shock absorbers
 - Springs
 - Tyres
- Tow vehicle tyre size (Oversize tyres)
- Extended hitches
- Distance between axle centre and hitch point
- Tow vehicle accessories (Weight distribution)
- Real life tow vehicle capability (Not all vehicles are created equal)

The purpose of this information is to help you to do a self-assessment and achieve a sound towing combination. If you are not confident you can achieve this, you should consult an expert to assist.

If you require assistance from MDC, call 1300 494494 option 3 and speak to our customer service department.