



**Owners Handbook**

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**2005 Motorhomes**

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### WELCOME & INTRODUCTION

Thankyou for choosing an Explorer Group motorhome.

Before you drive off, please familiarise yourself with the motorhome and read this owners manual. This will help you to obtain the maximum pleasure from your vehicle and avoid endangering yourself and others

Additional information and detailed appliance instruction manuals are also contained in your Owner's Information Pack.

Your new Explorer Group motorhome has been designed as a luxury recreational vehicle and is intended for recreational use only. It is not intended for business use or for permanent habitation. The Explorer Group accepts no liability if the motorhome is used for any purpose other than recreational/holiday use.

#### NOTE:

All coach built motorhomes are classified as Grade 2 which meet with the thermal insulation and heat levels for specific climatic conditions.

By following the instructions provided in this handbook and maintaining your motorhome in a first class roadworthy condition, you are sure to have many years of carefree use.

To ensure the very best quality and reliability all motorhome designs and new developments are rigorously tested. Therefore the Explorer Group Ltd will accept no liability or uphold the warranty if the motorhome is altered or modified in such a way that would adversely affect the reliability.

Please Note: It is a condition of your warranty that the motorhome is serviced by an Approved Retailer or Service Centre at regular 12 monthly intervals from the date of first registration, and that the service record in the back of this guide, is maintained in accordance with the instructions.

Approved Retailers will be able to supply any replacement parts for your motorhome, should the need arise, along

with any accessories you may require.

Please note that it is not possible to purchase replacement parts direct from The Explorer Group Limited.

#### IMPORTANT:

The serial number of your motorhome should be quoted in all correspondence, it can be found stamped on a plate fixed beneath the motorhome door.

There is also a serial number on the chassis cab or pillar, which should also be quoted.

Your motorhome serial number can also be found on the NCC certificate which can be found within your Owners Information Pack.

Changing market and supply situations may prevent us from maintaining the exact specification details in this guide and we therefore reserve the right to alter specifications as materials and conditions demand.

Enjoy your new motorhome.

#### MODEL YEAR

Motorhomes are designated by their model year. The 2005 model year runs from 1st January to 31st December 2005.



**AUTOSTRATUS**

**AUTOSTRATUS**

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**explorer 2005**

## General Safety

In order for you to get the most out of your new Explorer Group motorhome it is necessary for you to be aware of the following.

1. Do not obstruct ventilators. (See Safety Section - Ventilation)
2. Inspect the flexible gas hose regularly for deterioration and renew as necessary, with approved type, and in any case no later than the expiry date stated on the hose.
3. It is recommended that you provide a dry powder fire extinguisher complying with ISO 7165 of at least 1KG capacity by the exit door and a fire blanket next to the cooker. Ensure you read the 'advice to occupier label' fitted to your motorhome.
4. Never use portable cooking or heating equipment inside your motorhome. Do not use your fitted cooking equipment as heating at any time.
5. Never allow modification to your gas or electrical system unless qualified persons carry them out. All modification to the gas system should be carried out by a CORGI registered gas fitter. Any modifications carried

out on the electrical system should be carried out by an electrician on the roll of the NICEIC or be a member of the ECA.

6. Never exceed your motorhomes Maximum Technical Permissible Laden Mass.
7. Please ensure extra care when young children use high level bunks and always use the safety net provided.
8. Turn off all gas appliances and turn off the gas supply before driving your motorhome.
9. Do not leave children under 14 years of age unattended in your motorhome.

### PROPER AND SAFE USE OF STORAGE AREAS IN MOTORHOMES

The storage areas provided in your motorhome are designed solely for the purpose of carrying personal possessions, these areas must **not be** used;

- as a habitation area (e.g. living, sleeping or cooking),

- to carry passengers, animals or livestock,
- for the installation (or use) of any LPG gas operated appliances, (unless supplied fitted by the manufacturer),
- for carrying LPG gas bottle cylinders, (unless designated by the manufacturer),
- to carry any flammable liquids, (unless properly stored, sealed and secured),
- for the operation of an electrical generator,
- in such a way that the loading exceeds the payload limit, as defined by the manufacturer,
- such that the weight distribution of the vehicle means non compliance with the vehicle axle loads.

Care must be taken to ensure that exterior doors are closed, locked and that all possessions are properly stored and secured before setting off on any journey.



Calypso

compass

Calypso

compass

RB

Explorer 2005

### PREPARING FOR THE ROAD

Before venturing out on to the road with your motorhome, it is important that you prepare correctly.

#### YOUR MOTORHOME (WEIGHTS EXPLAINED)

##### MASS IN RUNNING ORDER

The weight of your motorhome as it leaves the factory, as new with standard fixtures and fittings, plus an allowance for driver and 90% fuel.

##### MAXIMUM TECHNICALLY PERMISSIBLE LADEN MASS

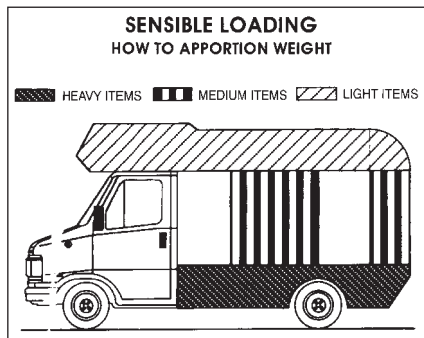
The maximum weight of the vehicle when fully laden for use on the road.

##### USER PAYLOAD

The load margin (payload), this represents the difference between the Mass in Running Order and the Maximum Technically Permissible Laden Mass. It shows the maximum weight which can be loaded into your motorhome, covering items such as food, crockery, cutlery, clothing, bedding, gas cylinders, etc.

### LOADING

It should be noted that even weight distribution is a major factor in making your motorhome an easy and pleasant vehicle to drive. Care should therefore be taken in balancing the load, ensuring that heavy items are well spaced and are in as low a position as possible, for example, low cupboards and bed boxes.



Do not exceed recommended maximum loading for your motorhome.

### ROOF RACKS

Some models of motorhomes are fitted with a roof rack and ladder as standard.

Care is needed when using this facility. We recommend you exercise extreme caution when loading and unloading.

DO NOT ALLOW CHILDREN TO CLIMB ONTO THE ROOF. DO NOT EXCEED THE STATED MAXIMUM LOAD. ITEMS FITTED OTHER THAN STANDARD EQUIPMENT WILL DEplete THE PAYLOAD STATED IN THIS HANDBOOK.

### ROOF LOADING

All motorhomes have a specially designed roof rack system fitted or available as an optional extra. The roof of each motorhome is strengthened to accommodate the roof rack, however, the strengthened area only relates to that contained within the roof rack area, and to step beyond this area may cause damage to the roof. The roof rack is capable of withstanding the average persons weight e.g. 12 stone/76 kgs.

Static roof loading or top box loading should be limited to a maximum of 76 kgs including contents, or the limit set by the top box manufacturer, which ever is the lower figure.

## **UNDER NO CIRCUMSTANCES WALK ON THE OVER CAB SECTION.**

Roof loads should be evenly distributed and securely fastened, but care must be taken not to over-tighten straps or ropes to the point where roof rails or brackets may become distorted, particularly as during braking and cornering, forces exerted by straps or ropes are greatly increased. It is also worth noting that when carrying heavy or large objects on the roof, the vehicles handling may change due to the resultant displacement of the centre of gravity and the increased area exposed to the wind.

## **BEFORE MOVING OFF**

Whenever making a journey with your motorhome, either setting off on holiday or returning home, it is good practice to run through this simple checklist.

1. Close and secure all cupboards and drawers and check any loose articles. Do not store tins, bottles, etc. in overhead lockers.
2. Close and secure all windows and roof lights.
3. Leave all side curtains and blinds open to aid rear visibility.
4. Check that gas cylinders are securely

fastened and turn off all gas appliances, also ensure that the gas locker door is securely fastened.

5. Switch off 240 volt supply at source, disconnect mains cable and store in an appropriate place.
6. Check that the battery is secure and that the battery box lid is fastened.
7. Ensure the fridge is on 12V operation and door lock is set. (Note: the electrical relays will allow the fridge to be run on the vehicle battery when the engine is running.)
8. Remove any external fresh water connections etc.
9. Make sure any heavy articles are stored in accordance with the loading procedure. Tables should also be made secure.
10. Lock the motorhome exterior door (remember to take out your keys).
11. Check your external rear view mirrors and adjust if necessary.
12. Check that all corner steadies are wound up and that, if a step is used, it is put away before moving off.
13. Your new Explorer Group motorhome has been designed to carry passengers in designated passenger seats only. The fitting of a 3-point seat

belt can identify these seats. Any seat not fitted with a 3-point seat belt is not designated as a passenger seat. You are strongly recommended not to carry passengers unless they are seated in a designated passenger seat.

## **PULLING OFF**

Engage the clutch smoothly.

Avoid wear and tear on clutch and transmission by taking extra care.

Change gears smoothly.

Try not to jerk the clutch.

## **MOTORHOME HANDLING**

Do not bump kerb with wheels.

When passing other vehicles allow more than the normal clearance.

Allow longer to get up speed to pass. Do not suddenly swing out.

Carry out all manoeuvres as smoothly as possible.

Use nearside wing mirror to check motorhome has cleared when overtaking.

Take care going over raised speed humps or sleeping policemen.



## Preparing For The Road

### MOTORWAY DRIVING

#### Speed Limits

Be sure to observe all statutory speed limits and adapt your speed to take account of prevailing weather and road conditions.

1. Reducing Speed:
  - i) In high or cross winds.
  - ii) Downhill.
  - iii) In poor visibility.
2. High sided vehicles cause air buffeting so extra care must be taken when passing or being passed. As much space as possible should be given.

#### CHANGING A WHEEL

1. Ensure handbrake is applied and chock the wheel diagonally opposite the wheel to be removed.
2. Remove the hub cap. (if applicable)
3. Use wheel brace to slacken off wheel nuts on the wheel to be changed.
4. Position jack at the appropriate jacking point (see vehicle handbook).

5. Jack up the motorhome until the wheel for removal is just off the ground.
6. Remove the wheel nuts and remove the wheel.
7. Fit spare wheel and reverse the above procedure.
8. Tighten wheel nuts in the order and in accordance with the vehicle handbook instructions.

#### WARNING:

Ensure the wheel is of the same construction and size as the one that has been removed.



### BICYCLE RACKS

Following the recent trend toward the fitting of bicycle racks to the rear panel of motorhomes we should like to point out the weight distribution problems associated with such fitments.

We would advise you to carry a maximum of 75 kgs on the bicycle rack provided this does not exceed the bicycle racks own weight limit. The motorhome must also be balanced to take into account the new weight distribution. Weight must be distributed evenly.



### SITE ARRIVAL

#### CHECK SITE REGULATIONS

On arrival at a camp site, you should always check the site regulations. This will help avoid any unnecessary conflict with site management and other site users.

#### SELECTING A PITCH

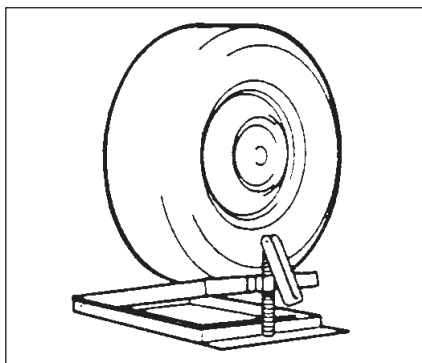
Carefully select where you wish to place your motorhome. The site should be as level as possible, preferably not under or near trees, well drained and away from possible boggy areas. Consider how you will move the motorhome when it is time to leave the site. On sloping ground it is better to pitch facing downhill, especially during wet weather.

#### LATERAL LEVELLING (SIDE TO SIDE)

A quick glance at your pitch should tell you if you are likely to need side to side leveling i.e. leveling across the axle.

On uneven ground lateral levelling is accomplished by the use of a leveller jack or ramp and a spirit level placed 'across' the motorhome floor.

**Leveller Jack** - Place the leveller jack, folded flat, in front of the wheel needed to be raised to level the axle. Drive the motorhome onto the leveller jack and adjust the height until the spirit level shows that the motorhome is laterally level.



**Ramp** - Reverse onto your pitch about a foot further back than you wish to end up. Then place the leveling ramp in front of the wheel that needs to be raised.



Place a spirit level parallel to the axle or just inside the motorhome door. It helps to have two people at this point. One should drive the motorhome very slowly forward moving the wheel up the ramp, and the other should indicate when the spirit level bubble is in the middle.

Whichever method you use, once level, apply the motorhome handbrake and chock the motorhome wheel if necessary.

## AUTOSTRATUS AND CASTAWAY ONLY

Next, wind down the corner steadies preferably onto load spreaders (blocks of wood a minimum of 15.25cm (6 inches) until they are firmly set against the ground. It is possible on very uneven sites that when fully extended blocks may be required under the corner steadies to achieve this.



**CAUTION:** Corner steadies should not be used as a jack. Take care not to lift the motorhome wheels.



It is important that the motorhome is correctly levelled to ensure the correct working of the refrigerator, cooker etc.

Now that your motorhome is level, extend the motorhome step in front of the door ensuring that it is stable and safe to use.

## Motorhome Code

The purpose of introducing a Code of Conduct for motor caravanners is to be seen to be doing all we can as an industry to ensure that motorhomes are looked on sympathetically by legislators and other opinion formers.

The main elements should cover such things as responsible camping, safe and considerate driving, parking, and other areas where a motor caravanner could cause abuse or nuisance if he or she is not careful.

Here is a brief outline of the main points:

### ON SITE

- Keep to roadways unless otherwise directed.
- Adhere to speed limits. Note that these are generally 10mph. (Remember that the stopping distance on grass is considerably greater than on Tarmac.)
- Ensure that all fresh water taps/connections are turned off after use.
- Have care and consideration when using all facilities (toilets and showers etc) and leave clean and tidy. Young children should be escorted.
- If the vehicle is not fitted with a waste water tank a suitable receptacle should be put below all waste water pipes. Do not let these containers overflow,
- Dispose of all waste water where instructed.
- Empty effluent from chemical toilets where instructed.
- Put all litter in containers marked for the purpose.
- Do not make excessive noise.
- Petrol generators, unless silenced, should be used with consideration.
- All dogs and other pets should be kept under control.
- Adhere and take note of all fire precautions noting the whereabouts of the fire points.
- Unless permission has been granted barbecues should not be used. When permission has been given consideration should be given to the annoyance that can be caused to other users of the site. Similarly, open fires are not allowed.
- Awnings and tents should only be used when permission has been obtained.
- Leave the pitch clean and tidy.
- On leaving, check out with the reception paying the required dues.
- Camping away from licensed sites, without the land owners or his agents permission, is not allowed in the United Kingdom.

### ON THE ROAD

- Motorhomes should only be parked in approved places.
- When using a motorhome on either the public highway or private roads the Highway Code should be complied with and full consideration given to other road users.
- In the event of a motorhome travelling slowly and there being a queue of traffic behind, the driver of the motor motorhome should, where possible, pull over in order to let the other traffic pass.
- Before using a motorhome all aspects of the handbooks produced by the

chassis manufacturer and the converter must be read and adhered to.

- Care and consideration should be taken to protect the environment.
- Observe the Country and Coastal Codes.
- When ignition is on all 12V ceases except fridge.

A full copy of the Motorhome Owners' Code can be obtained from the SMMT (Society of Motor Manufacturers and Traders).



### WATER

#### FILLING YOUR ONBOARD WATER TANK

Your onboard water tank can be filled in two ways:

##### 1. Direct connection via a hose pipe

Connect your hose pipe to a suitable water source.

Unlock the water filler cap on the motorhome and insert the open end of the hose pipe.

Open the tap on the water source and allow the water to flow into the tank.

##### 2. Using a water container and pump

An external submersible pump is provided with your motorhome.

The pump should be placed into the water container, ensuring that it is fully submersed, and then the power connection made to the electrical outlet point on the motorhome. Next, turn the pump switch in the motorhome to 'External'.

The external pump will then run and pump water into the onboard water tank.

**WARNING:** With either method used there is no automatic switch off. Monitor the water level as the tank fills using the water level gauge. Once full you must shut off the supply of water.



#### DRAINING DOWN YOUR WATER SYSTEM

1. It is essential that you drain down your motorhome water system when it is not in use. This is most important during winter months to protect against frost damage.
2. Disconnect the water pump and switch off power supply.
3. Remove the water heater fuse from the switch spur and store in a safe place.
4. Open the safety drain valve on the water heater located next to the water heater.
5. Open all taps and remove all plugs from sinks and showers. Lever operated taps should have the lever put into the up position.
6. Open the drain outlets on the outside of your motorhome.
7. If an inboard water tank is fitted ensure that the drain tap on the tank is open.
8. Adjust the level of the motorhome to ensure that the drain outlet is at the lowest point of the motorhome. This will aid the flow of water to ensure all water is drained off.
9. After 30 minutes level the motorhome and prepare it for storage if necessary.

## **GAS**

Your motorhome is designed to operate using either propane or butane liquefied petroleum gas at 30M/bar. Gas can be obtained from your motorhome dealer.

Your motorhome is designed to accept a maximum 2 x 7.5kg gas bottles.

### **TYPES OF GAS**

#### **BUTANE**

Butane is supplied in the U.K. in Green or Blue bottles.

All these have a male left hand thread except for Camping Gaz, which has a special female right hand, Calor 7.5 kg bottles have a special clip-on connection.

Continental bottles usually have a male left hand thread which is similar, but not identical, to UK butane.

Butane is suitable for use at temperatures down to 2°C but will not work below that.

#### **PROPANE**

Propane is supplied in red, or partly red bottles which have a female left hand threaded connector.

Scandinavian countries use the same connector.

Germany or Austria supply propane with a male connection.

Propane will work at temperatures as low as -40°C and is therefore suitable for all winter use.

#### **CONNECTION**

Make sure that heating and cooking appliances and gas cylinders are switched off.

Your new Explorer Group Motorhome has been fitted with a fully approved gas regulator designed to operate at a gas pressure of 30Mbar. Your regulator is fitted with a test point, which is accessed via the inlet at the side of the regulator. This access point is only for carrying out gas pressure tests and should not be used for any other purpose.

It is strongly recommended that only CORGI approved gas fitters carry out any work on your motorhome's gas installation.

#### **HOSES**

You should only connect to this regulator using an approved high-pressure hose of length not exceeding 450mm from the gas cylinder to the regulator. These approved high pressure hoses are available from your Explorer Group Retailer. These hoses are connected using screw thread fittings, which will make a seal if connected and tightened using a spanner.





Each gas Appliance is connected to its own gas isolation tap. These are identified on the tap via a label. Below is a key to identify each label. To operate the tap the Arrow on the tap shows the direction of flow for the gas. The arrow should be pointing towards the appliance for the appliance to operate. There will be a small label next to the bank of taps under the cooker which is also reproduced below:



Water Heater



Space Heater



Fridge



Cooking Appliance



Hob



Gas On/Off

### **GAS SAFETY ADVICE**

In the event of a suspected gas leak the gas must be turned off using the isolation valve on the gas bottle. A Competent gas Fitter should then check the system before it is used/reused.

Regularly check flexible gas hose, joints and connections for tightness. Finally, make sure that each gas appliance is working efficiently to the recommendations of the appliance manufacturers.

See Index - Ventilation

### **FACTS ABOUT LPG**

LPG is not poisonous.

Bi-products are harmless.


LPG is dangerous if all air and oxygen is excluded.

(Ventilation holes must be clear at all times).

LPG has been given a smell by the manufacturers in order to identify leaks.

The gas is heavier than air and therefore sinks to the lowest point.

**WARNING:**

Aerosols and highly flammable liquids must not be stored in the compartment behind, or adjacent to, any gas appliance. 

Some industrial LPG appliances operate at high pressure and require a 'high pressure' regulator. This often has an adjusting handle on it. NEVER use such a regulator on a motorhome.

**AWNING SPACES AND LPG APPLIANCE EXHAUST**

There is no danger of pollution of an enclosed awning space from the LPG exhaust from a refrigerator venting into it.

Motorhome owners are advised to allow some fresh air circulation in the awning space when such appliances are in use.

**LPG GAS SYSTEM**

The Explorer Group does not recommend the use of any external cylinders. All cylinders in use should be within the gas locker provided. If you wish to utilise a larger cylinder and have this outside the gas locker then the connecting hose must not exceed 750mm.

It is recommended that no flammable material is stored or placed with 300mm of any open flame. Your attention is also drawn to the fact that the surface of the Space Heater in your motorhome will get hot when in use.

Please ensure that you have read the operating instructions for each gas appliance contained in your Owners Information Pack.

Please ensure that any gas hose left unconnected is protected from dirt or other foreign bodies entering the hose.

### ELECTRICITY

#### MAINS SUPPLY

Your motorhome's main electrical installation is designed to run on a 230v 50hz a.c. supply.

#### ON ARRIVAL AT SITE

1. Before connecting the motorhome installation to the mains supply, check that:
  - (a) the mains supply is suitable for your installation and appliances, i.e. whether it is a.c. or d.c. and whether it is at the correct voltage and frequency.
  - (b) your installation will be properly earthed. Never accept a supply from a socket outlet or plug having only two pins, or from a lighting outlet.
  - (c) any residual current device (earth leakage circuit breaker) in the mains supply to the motorhome has been tested within the last month.

In case of doubt, consult the site owner or his agent.



2. **MAKE SURE THAT THE SWITCH AT THE SITE SUPPLY POINT IS OFF AND THAT ALL ELECTRICAL EQUIPMENT IN THE MOTORHOME IS SWITCHED OFF.**
3. Remove any cover from the electricity inlet provided on the motorhome, and insert the connector of the supply flexible cable obtained from the site owner.

4. Remove any cover from the socket outlet provided at the site supply point, and connect the plug at the other end of the supply flexible cable to this. Switch on the main switch at the site supply point.

**Note: If you wish to use any 12v appliances, you must turn on the battery charging unit on the control panel.**

IN CASE OF DIFFICULTY CONSULT AN APPROVED ELECTRICAL INSTALLATION CONTRACTOR (WHO MAY BE THE LOCAL ELECTRICITY BOARD). IT IS DANGEROUS TO ATTEMPT MODIFICATIONS AND ADDITIONS YOURSELF.

LAMPHOLDER-PLUGS (BAYONET-CAP ADAPTORS) SHOULD NOT IN ANY CIRCUMSTANCES BE USED.

#### ON LEAVING CARAVAN SITE

5. Reverse the procedure described in Paragraph 3 and 4 above.

IT IS IMPORTANT THAT THE MAIN SWITCH AT THE SITE SUPPLY POINT SHOULD BE SWITCHED OFF, THE SUPPLY FLEXIBLE CABLE DISCONNECTED, AND ANY COVER REPLACED ON THE SOCKET OUTLET AT THE SITE SUPPLY POINT. IT IS DANGEROUS TO LEAVE THE SUPPLY SOCKET OR SUPPLY FLEXIBLE CABLE LIVE.

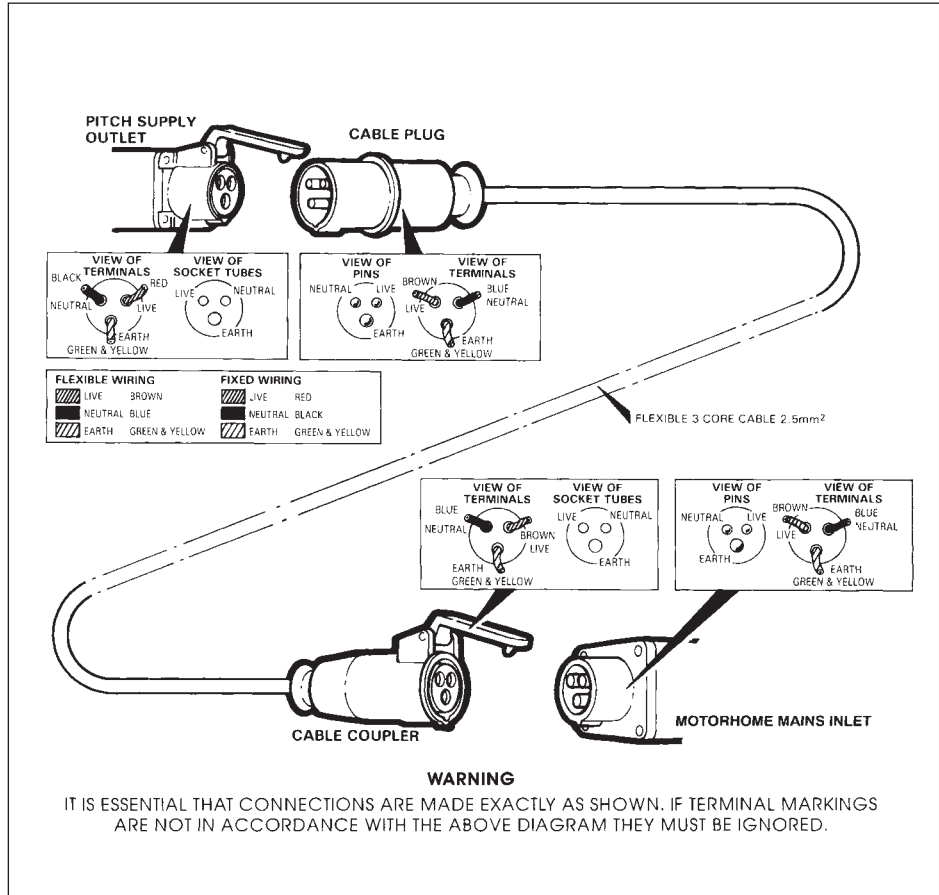
**PERIODICALLY**

6. Preferably not less than once a year, the motorhome electrical installation should be inspected and tested and a report on its condition obtained as prescribed in the Regulations for Electrical Installations, published by the Institute of Electrical Engineers.

**Note: Connection to a mains voltage supply OVERSEAS requires particular attention.**

Care must be taken when connecting supplies abroad since the supplies can be of REVERSE POLARITY.

The significance of REVERSE POLARITY is that when equipment is switched off it may not be electrically isolated.



## Connecting Services

The only certain way of making equipment safe is to unplug it.

A means of checking the polarity of the mains supply when overseas is useful.

There are available several proprietary makes of equipment for the purpose.

If it can be achieved, it is preferable to connect live to live, and neutral to neutral to maintain full electrical protection.

CHECK all motorhome equipment is set-up to accept the site supply before actually switching on.

### MAINS UNIT

The Mains Unit replaces the conventional fusebox. Similar, but larger ones are often fitted in new houses.

The unit gives overload and earth leakage protection for the 230v electrical supply in your motorhome.

For normal operation all switches on the unit need to be in the ON position. The switches on the left of the unit are known as M.C.B's (miniature circuit breakers).

These take the place of the conventional fuse but are more convenient.

In the event of a fault the M.C.B. 'trips' i.e. automatically moves to the OFF position.

After elimination of the fault the M.C.B. can be re-set by switching to the ON position. (Against the spring pressure in an upwards direction),

If an earth fault develops, or a person was to touch a live piece of equipment, the leakage of current to earth should immediately operate the RCD (Residual Current Device) and 'trip' the main switch, to the OFF position.

This switch is only re-settable after elimination of the fault.



To re-set, operate the switch as for M.C.B's.

Periodically the RCD should be checked by operating the test button marked 'T'. The unit should immediately switch to the OFF position. If the unit does not switch off then a qualified electrician should be consulted.

If the unit does switch off, the test is complete and the switch can be re-set restoring the supply back to normal.

### Note:

**It is possible that all of the 230V mains electrical equipment may not be able to be operated simultaneously. A typical UK motorhome site mains hook up point provides a maximum output of 10 amps and on some continental sites the available output may be as low as 5 amps. If your loading exceeds the site supply it may trip the site circuit breaker. Please check the available mains output with your site operator.**

The following items need to be added together if used simultaneously.

**230V Mains equipment typical consumption figures:**

Fridge	0.50 amps
Charger	0.50 amps
Water heater	4.00 amps
Blown air heaters	4.80 amps
Colour TV	2.50 amps
Microwave	10.00 amps
Air conditioning	4.00 amps

**12V ELECTRICAL SUPPLY**

N.B. The information provided in this Guide relating to fitted equipment is only intended as a quick reference. Comprehensive details of maintenance and fault finding charts where appropriate can be found by referring to the accompanying manufacturers' literature. If any doubts still exist about the operation of the equipment qualified personnel or your motorhome retailer should be consulted.

**It is recommended that you fit a sealed-for-life auxiliary leisure battery.**

**BATTERY INSTALLATION**

If you wish to install a leisure battery please ensure that it is placed on the battery tray supplied in your kit box. Then place the tray in the battery locker fitted to the side of your motorhome and connect the battery to the clamp fittings connected to the connection leads within the battery box. The Explorer Group recommends that you use sealed for life leisure batteries of a minimum rating of 40 ampere-hours at 20h discharge rate.

**GENERATORS**

All electrical equipment fitted in your new Explorer Group motorhome can be run from a controlled 230v generator. The charger fitted in your motorhome will automatically reduce the voltage to run equipment that only requires a power supply of between 11v and 14v.

**BATTERY MAINTENANCE**

Your leisure battery should be maintained in accordance with the manufactures instructions.

**POWER DRAIN**

In order to reduce any drain on your leisure battery while your motorhome is being stored you should ensure that the main control switch on the refrigerator is set to the 0 position.

**Please note that any drop in voltage coming in will reduce the output.**

### CAUTION!

- As with all types of transformer/power supply a certain amount of heat is generated, this will vary with the charge rate, therefore adequate space and ventilation must be provided and maintained around the unit to aid cooling.
- Keep all flammable materials and aerosols well away from this appliance and other sources of heat, as this could cause the pressure in the aerosol to rise. Should a seal then fail it is possible an explosion will ensue.
- **N.B.** Remember any work, replacing parts or repairs, **must only** be carried out when the mains supply has been disconnected, and only by a qualified electrician.

### Please note:

The operation of the bed in the Autostratus/ Castaway RG model is very voltage sensitive. If you intend to operate the bed several times without either the vehicle connected to a mains supply or moving the vehicle it is recommend that you run the vehicles engine in order to recharge your leisure battery.

### CONTROLS

The mains protection devices are located to the right hand side of the unit, and consists of a 25 amp RCD (Residual Current Device) which will rapidly break the mains circuit should a fault occur.

At the left hand side of the RCD are two MCBs (Miniature Circuit Breakers) which protect the individual mains circuits within the motorhome against overloading. Situated above the RCD is an illuminated ON/OFF switch which turns the Battery Charger/Power Supply ON or OFF.

The remaining item is the 12 volt fuse assembly, the six blade type fuses protect individual 12 volt circuits within the motorhome, and are marked with their function to the left hand side. To remove the fuses simply pull forward away from the P.C.II and push in to replace. The fuses fitted in the P.C.II are a similar type to fuses fitted to modern cars and can be 'borrowed' from the car in an emergency.

### AUTOQUEST/AVANTGARDE BATTERY CHARGER/POWER SUPPLY

The battery charger is an all electronic switch mode power supply, capable of providing 12 amps continuously at 13.8 volts DC. The unit is designed to be used as a very efficient battery charger when a

battery is in situ and the motorhome is connected to mains supply (it cannot overcharge the battery even when left connected for long periods of time) or as a power supply when no battery is connected providing the power to operate the equipment within the motorhome.

### R.C.D. TEST BUTTON

This should be operated at regular intervals in order to check and ensure effective operation of the facility. See label fitted adjacent to the P.C.11 unit in your motorhome and also the following RCD/ MCB section.

### RCD/MCB PROTECTION

These components are designed to give both overload and earth leakage protection for the electrical supply in your motorhome. The MCBs are better described as mechanical fuses. In the event of an overload situation, the circuit they supply is automatically switched to the OFF position. After elimination of the fault the MCB should be reset by manually switching the switch back on again in an upward direction against the spring pressure.

Normally these MCBs should be left in the ON position.

The RCD is fitted to provide protection against earth faults and possible electric shock. In the event of an earth fault which would cause a current leaking to earth, either directly or via the human body, the unit should immediately trip and switch OFF the supply. After elimination of the fault it will be possible to manually reset the RCD to the ON position by switching the switch in an upward direction against the spring pressure, and so restore the supply again.

Periodically it is necessary to test the operation of the RCD. This is achieved by ensuring that it is switched in the ON position with an electricity supply connected and by pressing the test button marked 'T'. The unit should immediately switch to the OFF position. Provided this happens all is correct and the switch should be returned to the ON position, upwards and against the spring pressure, to restore the supply back to normal. The RCD also acts as the main switch for the unit and if it is required to switch off all circuits in the motorhome this can be achieved by switching the RCD to OFF.

## FUSES

Replacement fuses must be made only with fuses of equivalent values, and of the same type as the originals. Correct values of each fuse are clearly marked on them.

## CAUTION

**NEVER USE A FUSE OF HIGHER RATING THAN THAT STATED.**

## REVERSE POLARITY

When connecting mains supply abroad, the supply can be of reverse polarity. The significance of this is that when equipment is switched OFF it may not be electrically isolated. The only certain way of making sure equipment is safe is to unplug it.

There are several proprietary makes of equipment to check the polarity of mains supply. This equipment is useful, mostly for mains connection when overseas.

If reverse polarity occurs on site then reverse the live & neutral connections inside the plug on your mains cable. Check before use.

If it can be achieved, it is preferable to connect live to live, and neutral to neutral to maintain full electrical protection.

## GENERATORS

When using a generator to supply the P.C.II ensure that the actual output voltage does not exceed the rated generator output voltage, and the rated input voltage of the P.C.II, otherwise internal damage to the P.C.II unit could occur.

**N.B.** Refer to the manufacturer's instruction book before use.

**CAUTION:** Take care not to expose the battery to sparks or naked flames as explosive gases may be present.

**N.B.** As with mains supply, switch off all appliances and lights before disconnecting the battery.



### VENTILATION

All motorhomes manufactured by the Explorer Group Limited are ventilated at both high and low level in accordance with BSEN 721 Safety Ventilation. The fixed ventilation points fitted in your motorhome must not be blocked under any circumstances as your safety may depend upon them.

It is advisable that the fixed ventilation points are checked and cleaned (where necessary) on a regular basis.

#### HIGH-LEVEL VENTILATION

This is always provided by fixed ventilation within the fitted roof skylight. All roof skylights fitted by Explorer Group provide fixed free area ventilation. These roof skylights should be cleaned annually by use of a small brush to remove any dust that may have accumulated around the mesh fitted. On some roof skylights the mesh can be easily removed to aid cleaning. On fan-assisted roof skylights it is essential that the roof skylight be switched off prior to cleaning.

#### LOW-LEVEL VENTILATION



All Explorer Group Motorhomes have the low level ventilation provided by fixed vents in the door step well. There is one vent fitted in the Autoquest / Avantgarde ranges. The Autocirrus / Calypso and Autostratus / Castaway models have two vents fitted.

These vents are fitted with a black plastic vent cover and can be cleaned using a small brush.

It is essential that these vents are not obstructed.

#### VENTILATION IN SEPARATE BEDROOMS

In motorhomes with sleeping areas separated via a solid door, separate ventilation is required and is provided via a roof skylight at high level and a ventilator at low level within a bed box.

#### GAS DISPERSAL HOLES

All appliances and gas unions have a gas dispersal hole nearby. It is essential that these are not blocked or made ineffective.

## **FIRE**

### **FIRE EXTINGUISHERS**

It is recommended that a 1 kg (2lb) minimum capacity dry powder fire extinguisher be carried inside your motorhome at all times. A fat pan fire must not have an extinguisher aimed at it, but must be smothered with a fire blanket.

### **IN CASE OF FIRE**

1. Get everyone out of the motorhome as quickly as possible using whichever exit is quickest including windows. Do not stop to collect any personal items.
2. Raise the alarm. Call the fire brigade.
3. Turn off gas container valve if safe to do so.

### **FIRE RETARDANT FOAMS**

Under the Condition of the Consumer Protection Act 1987, the manufacturer has a responsibility to ensure that their product is as safe as possible.

With this in mind all motorhomes are equipped with either Combustion Modified High Resilient (C.M.H.R.) foam cushions or sprung mattresses. These foams are very much safer from a fire point of view than those previously used. In addition all upholstery is made of fire retardant fabric.

### **THEFT DETERRANT, PREVENTION AND SECURITY OF YOUR MOTORHOME**

Security of your motorhome is taken very seriously at The Explorer Group. That is why we have provided a combination of standard features and optional extras designed to deter and prevent thieves from stealing your property. And in the unlikely event that they should succeed, aid the identification and speedy recovery of your property and assist in the prosecution of the thief.

### **MOTORHOME THEFT**

The theft of a motorhome can occur in the most unlikely circumstances; from a motorway service area, even from an owner's driveway.

Secure all windows and doors when your motorhome is unoccupied, even if only for a short length of time.

### **MICROTAG© NEW**



Supplied as standard with every Explorer Group Motorhome, MicroTag© is an innovative and technologically advanced property tracing system that can be easily applied to all your valuables.

Marking your property with Microdots not only deters theft, but will also help lead to the successful prosecution of the thief and the recovery of your stolen valuables.

Why Use Microdots? - In order for the Police to successfully prosecute, it is necessary to identify the true owner of stolen property. Marking your property with Microdots is the easiest way to ensure your valuables are quickly identified.

You can Microdot all kinds of property against theft including your motorhome, motor vehicles, televisions, bicycles, jewellery, in fact anything of value to you, that will also be of value to a thief.

In the event of theft the police can locate the MicroDot by using an ultra violet light. The MicroDots are then read using a MicroDot reader, or a conventional

microscope. Each MicroDot is laser etched with a freephone helpline and your own unique number which is registered on the International Security Register which is manned 24 hours a day, 365 days a year.

Please consult the instructions provided inside the Microtag box.

### **MINDER**

Your motorhome is fitted with MINDER, the security scheme operated by HPI Limited.

During manufacture, an electronic tag is concealed in the motorhome body carrying a unique Motorhome Identification Number (MIN). This number links to the vehicle identification number so there is a double record matching chassis to motorhome body.

The MIN number is also recorded at other parts of the vehicle as a further deterrent.

All police forces in the UK can obtain equipment which can read MINDER electronic tags, aiding identification in the event of theft and subsequent recovery.

All MIN numbers are recorded on the HPI MINDER Enquiry Database for the police,

retailers and potential buyers to check the correct ownership details.

### **SERIAL NUMBER**

Record your motorhome serial number (which can be found stamped on a plate fixed beneath the motorhome door or pillar), and your cab chassis serial no. (which can be found on a plate under the bonnet). Make a note of this number in the space provided at the front of this handbook and make a separate note of the number to keep safe at home.

### **ADDITIONAL SECURITY**

Consider fitting any device which might deter or prevent intrusion by thieves. A wheel lock prevents removal of the wheel. Window etching of the chassis number is a cost effective deterrent.

### **FREE CRIME PREVENTION**

Advice about securing your motorhome, protecting your valuables, property marking, either at home or whilst on site, can be obtained from the Crime Prevention Officer through your local Police Station.

### ALARM SYSTEM (if fitted)

Your motorhome may have been fitted with a CONCEPT K.E.L. alarm system. This provides comprehensive protection for your motorhome, when parked. As well as protecting its contents. The alarm system is controlled by a simple key fob (your motorhome comes with two key fobs as standard), which can also switch the awning lights on and off. If you insure through the Motorhome Club, K Drewe (Insurance) or Motorhome Guard Insurance you should be eligible for a discount on your insurance premiums.

#### PREPARATION FOR USE

The motorhome must be fitted with a 12 volt leisure battery for the alarm system to work. We recommend that you fit an antitamper battery (PP3 or MN1604 type) into the control unit. Locate the white CONCEPT K.E.L. control box, inside one of the bed boxes. Grasp firmly and slide upwards (gently 'wagging' from side to side) until it comes off its mounting plate.

Now remove the battery cover by pressing in firmly and sliding out of its case. Connect the flying lead to the battery, fit it into the space provided and replace the battery cover. Refit the control

box onto its mounting plate and slide down until it 'clicks' into position.

Finally check that the key switch on the control box is turned clockwise, otherwise the alarm will not work.

**THE BATTERY SHOULD BE REPLACED AT YEARLY INTERVALS. ONLY USE LEAK-PROOF PP3 (MN1604) BATTERIES.**

#### USING THE ALARM

Whenever you leave your motorhome, switch on the alarm system by pressing the ALARM button on your key fob for 2-3 seconds. The siren will then "cheep" so you know the alarm has been activated. Should a thief trigger the alarm the siren will sound for 2 minutes and reset. On your return, switch off the alarm by pressing the ALARM button on your key fob. The siren will again "cheep" so you know that the alarm has been deactivated.

**If you forget to switch the alarm off, the siren will sound instantly when you enter the living quarters or when you use the foot brake.**

When the battery in the key fob is reaching the end of its life the red indicator, on the fob, will flash when the ALARM button is pressed.

The alarm can be switched off completely by inserting the key into the control box key switch and turning it anti-clockwise.

#### TESTING THE ALARM

Once you have switched the alarm on, any one of the following actions will instantly trigger the siren for 2 minutes or until the alarm is switched off:

- Opening the door to the living quarters.
- Using the foot-brake - ignition must be on.
- Entering the living quarters.

When the alarm has been triggered the appropriate LED on the control box will remain lit until you reset it with the key switch. This is a useful indicator for diagnostic and warning purposes.

## PRODUCT SPECIFICATIONS

### Alarm Sensors

- Anti Theft Alarm    Foot-brake operation
- Intruder Alarm     Sensor on living quarters door
- Interior Alarm      PIR head(s)

### Alarm Output

- Audible Alarm     Siren sounds for 2 minutes producing 110dB fluctuating between 2.0KHz and 2.8KHz

### ANTI TAMPER FEATURES

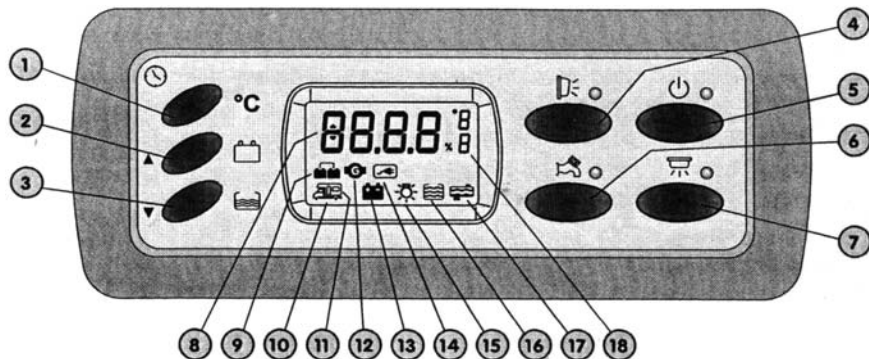
- Cutting wires to sensor on living quarters door.
- Cutting wires to PIR head(s).

### Battery Life

- 12 volt leisure battery    over 4 months continuous usage
- Key fob battery            type GP23A - change if LED flashes when ALARM button is pressed.



### CONTROL PANEL "PC-200 EX" AUTOCIRRUS/CALYPSO/AUTOSTRATUS/CASTAWAY



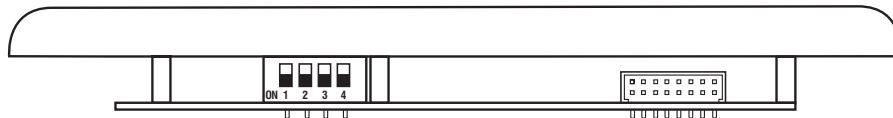
- 1 Test button to check both internal and external temperature and to set the clock.
- 2 Test button to check the voltage of the leisure battery (B2), car battery (B1) and to set the clock.
- 3 Test button to check the level in % of the drink water tank and to set the clock.
- 4 Awning light switch, it turns off when ignition is on.
- 5 Main switch.
- 6 Water pump switch.
- 7 Lights main switch.
- 8 Digital displaying of the required test.
- 9 It shows the starting up of the battery parallel when the engine is started.
- 10 It shows the car (B1) battery test, the blinking means run down battery alarm.
- 11 It shows the leisure (B2) battery test, the blinking means run battery alarm.
- 12 It shows the battery recharging through engine alternator.

- 13 It shows the test or alarm batteries together with the symbols 10 or 11.
- 14 It shows the connection to the 230v net.
- 15 It shows that the minimal voltage device has switched on.
- 16 It shows the drink water test tank, the blinking means empty tank alarm.
- 17 The blinking means full waste water tank alarm.
- 18 It shows the unit of measure: U=Volt, I=internal temperature, E=external temperature.

**Note:** The clock is supplied from the leisure battery (B2). Should B2 be disconnected, the clock is able to keep working, without visualisation, for about 2 weeks.

### DIP-SWITCH POSITION

Attention: Do not change the position as shown in illustration below.



## COMPASS AVANTEGARDE - ELDDIS AUTOQUEST / AVANTGARDE CONTROL PANEL

The control panel consists of a gauge, three switches and two indicator lights.

### GAUGE

The gauge will normally show the voltage in the vehicle or auxiliary battery depending on the position of the AUX/VEH change over switch. The gauge can also show the water level in the inboard water tank (see Water Switch).

### SWITCHES

The three switches are;

### PUMP

The 'Pump' switch acts as a master switch for the internal water system. When the switch is on the internal water pump will provide water for the sink taps.

Should the pump keep cutting in and out during the night, then turning the pump switch off will disconnect the 12-volt supply to the pump.

As the external pump works independently of the pump switch, this can still be used with the pump switch in the off position.

### WATER

Pressing and holding the 'Water' switch will cause the gauge to show the water level in the fresh water tank. Releasing the switch causes the gauge to return to showing the voltage.

### AUX/VEH

When the switch is in the 'Veh' position the motorhome 12-volt system is powered from the vehicle battery. When it is in the 'Aux' position it is powered from the motorhome's auxiliary battery or the 12-volt charger/power supply if the motorhome is connected to a 230-volt supply.



It is recommended that the motorhome be used in the 'Veh' position sparingly as prolonged use without running the engine can flatten the vehicle battery.

### INDICATOR LIGHTS

There are two indicator lights on the control panel;

### RUN

This is the green indicator light. When the pump switch is on and the pump is running this light should be on. When the pump is not running the light should not be on.

Note: this indicator only works with the internal pump.

### WASTE

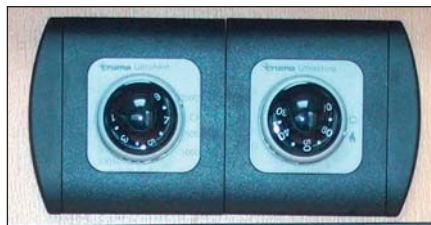
This is the red indicator light. When the onboard waste tank is becoming full and requires emptying this light will come on. Once the tank is empty the light will go out.



### SPACE HEATER AND WATER HEATER CONTROLS

This unit contains both the controls for the Ultraheat space heater and the Ultrastore water heater.

Full details on how to operate the Ultraheat space heater and the Ultrastore water heater are contained in the Truma manuals supplied within your Owner's Information Pack and under the relevant section of this handbook.



### LIGHT SWITCH MASTER

All internal lights can be switched off/on from the main switch by the main motorhome entrance door.

#### PLEASE NOTE:

You must ensure all replacement bulbs are of the correct rating - see Index - Equipment Lists.



### TRUMA SPACE HEATER

Your motorhome is fitted with a Truma space heater.

Heater operation is basically possible with gas only, electricity only or simultaneously with electricity and gas.

When used simultaneously the electrical unit will switch itself off before overheating occurs as a result of the stronger gas burner.

When using electrical only we recommend to set the fan control on position 3 (manual or auto), remembering to set the output level to 2000W (ensure that the fuse protection for the power supply of the camp site is sufficient).

If more than 2000W are required (heating up/cold temperatures) you must refer back to using gas operation, as the 230V electric heater is for secondary use only.



To ensure an even and rapid warm air distribution as well as lower surface temperatures on the heating unit, we do recommend that you always operate the heater with a running Trumavent warm air system.

### OPERATING IINSTRUCTIONS

Always observe the operating instructions and important operating notes prior to starting. The motorhome owner is responsible for correct operation of the appliance.

### GAS HEATER - IMPORTANT OPERATING NOTES

1. Underfloor combustion air intakes

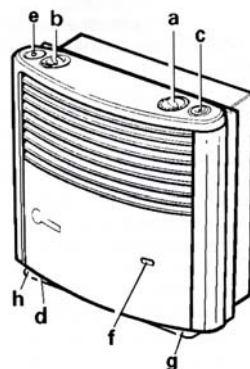
must be kept clear of dirt and snow slush.

2. Before switching on the heater in winter, clear all snow from the cowl. Refer to manufacturer's operating instructions for winter use.
3. Inspect the exhaust duct and all connections at regular intervals, and always in the event of blowback (misfire). Never place any object on the exhaust duct, since this could result in damage.
4. **Never allow the warm air outlet on the heater to be obstructed in any way.**

For instance never hang washing on or in front of the heater to dry. Misusing your heater in this way could cause serious damage from overheating. Do not place flammable objects near the heater. Please follow these guidelines in the interest of your own safety.

5. **Due to the design, the heater cladding will become hot during operation. The operator is obliged to ensure that due care is taken to protect third parties (small children in particular).**

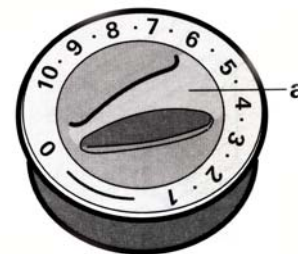
### GAS HEATER OPERATING INSTRUCTIONS



- a = Control knob Thermostat
- b = Integrated control switch for the Trumavent fan TEB
- c = Pressure igniter (model Trumatic S 3002 P)
- d = Automatic ignition device with battery compartment (model Trumatic S 3002/S 5002)
- e = Remote ignition display (special accessory)
- f = Window to check flame
- g = Thermostat sensor
- h = Name plate (remove cover)

### AUTOQUEST / AVANTGARDE GAS HEATER - OPERATION WITH THE PIEZO IGNITOR (S 3002 P ONLY)

1. Turn on gas cylinder and open quick-acting valve in the gas supply line.



2. Turn control knob (a) to thermostat setting 1 - 10 and press it down as far as the stop. At the same time keep operating the piezo ignitor rapidly until the flame ignites.
3. Keep the control knob pressed down for a further 10 seconds to allow the safety pilot to operate.
4. Observe through the inspection window for a further 10 seconds so as to check that the flame has not been extinguished due to air in the line caused by a change of gas cylinder).



Always wait at least 2 minutes before attempting to re-ignite, otherwise there is a risk of blowback (misfiring). This also applies if a working heater goes out and has to be re-lit.

If air has got into the gas line, it may take up to two minutes before gas is available for combustion. During this period, the operating handle should be kept pressed down and the pressure igniter constantly actuated until the flame appears.

**5. To ensure even and rapid warm air distribution as well as lower surface temperatures on the heating unit we recommend that you operate the heater with a running T air system.**

### **AUTOCIRRUS / CALYPSO / AUTOSTRATUS / CASTAWAY GAS HEATER - OPERATION WITH THE AUTOMATIC IGNITOR (S 3002/S 5002)**

1. Turn on gas cylinder and open quick-acting valve in the gas supply line.
2. Turn control knob (a) to thermostat setting 1 - 10 and press it down as far as the stop. Ignition takes place automatically (ignition sparking audible) until the flame ignites.

Keep the control knob pressed down for a further 10 seconds to allow the safety pilot to operate.



In the event of a fault always wait 2 minutes before attempting to reignite.

If the flame goes out again, re-ignition occurs immediately during the closing time of the safety pilot (approximately 30 seconds).

If there is no flame, the automatic ignitor continues to operate until the control knob (a) is switched to 'O'.

If there is air in the gas supply line, it can take up to two minutes until there is gas available for combustion. During this time hold the control knob down until the flame lights.

**3. To ensure even and rapid warm air distribution as well as lower surface temperatures on the heating unit, we recommend that you operate the heater with a running - Trumavent warm air system.**

### **GAS HEATER - ROOM THERMOSTAT**

An average room temperature of about 22°C can be achieved without blower operation with a thermostat setting of 3-5. For operation with blower, we recommend a thermostat setting of 4-8.

The exact thermostat setting must be determined in each case, depending on how much heat is needed and the design of your vehicle.

The thermostat probe is underneath the heater.

Please note that the thermostat will be adversely affected by cold draughts from refrigerator vents, gaps below doors, etc. or by a deep-piled carpet. Always be sure

to avoid problems of this kind, otherwise satisfactory temperature control cannot be guaranteed.

### Gas Heater - Switching Off

Turn the control switch to '0' (the automatic ignition will switch off at the same time).

If the unit is not used for a relatively long period of time, close off the quick-action gate valve on the gas pipe and gas bottle.

### ELECTRIC HEATER - IMPORTANT OPERATING NOTES

1. Due to the design, the heater front case will become hot during operation. The operator is obliged to ensure that due care is taken to protect third parties (small children in particular).
2. The heaters hot air outlet should under no circumstances become blocked.
3. Never hang clothes or similar in front of or on top of the heater to dry. This could cause serious damage to the heater as a result of overheating. Do not place inflammable materials near the heater. Please observe these instructions for your own safety.

4. When operating a brand new heater for the first time (or after it has been idle for a lengthy period) you may temporarily notice a slight smoke and smell. We advise running the heater at full power and thoroughly ventilating the room.

### CONTROL PANEL WITH THERMOSTAT



- a = Rotary switch „Off“
- b = Rotary switch „On“ power settings:  
500 - 1000 - 2000 W
- c = Rotary control knob for room temperature (illuminated by green indicator lamp „operation“)

### ELECTRIC HEATER - SWITCHING ON

Before switching on, ensure that the fuse protection for the power supply of the camp site is sufficient for the selected power setting (b) (see Technical Data provided in the Owners Information Pack)

Important: The electric supply cable for the motorhome must be fully unwound with any excess stored uncoiled to prevent overheating.

1. To switch on, turn the rotary switch to the desired output level (b).
2. Set rotary control knob (c) to the desired room temperature.

The thermostat setting on the control panel (1-9) must be determined individually depending on the heating requirement and the size of motorhome.

For an average room temperature of about 23°C, we recommend a thermostat setting of about 6 - 8.

### ELECTRIC HEATER - SWITCHING OFF

Switch the heating system off at the rotary switch (a).

### Please note:

Your Truma Space Heater front is now attached using 2 screws. These screws must be removed prior to removal of the Space Heater front. These screws can be seen when looking into the fire through the air vents.

### TRUMA ULTRASTORE WATER HEATER

This water heater features a dual source system of water heating powered by Liquid Petroleum Gas or 230V mains electricity. For a faster heating up period the appliance can be simultaneously operated with gas and electricity. The holding tank has a capacity of 10 litres.

### WARNING:

Always fit the cowl cap when the water heater is not being operated. If there is any risk of frost and preferably each time you leave the site, the water heater should be drained leaving all taps open. Frost damage is not covered by the warranty.



The system may be fitted to a mains water supply with special adaptors which include a pressure reducer which does not allow pressure to exceed 2.8 bar.

During the initial operation of a brand new appliance some fumes are normal. These should soon disperse if the motorhome is well ventilated.

### FILLING THE TRUMA ULTRASTORE

1. Check the safety/drain valve in the cold water intake is closed. The lever should be  
in the horizontal position (e) Fig. C.
2. Set the hot tap in either the washroom or kitchen in the open position.
3. Switch on the power for the water pump.
4. Leave the tap open to let air escape while the water heater is filling. The heater is full when water flows freely from the tap. (See Connection of Water section.)
5. It may be necessary to adjust the pressure switch on the water system.

**N.B.** If only the cold water system is being used the heater tank will still be filled with water and to avoid frost damage it should always be drained as described below.

### DRAINING THE WATER HEATER

1. Disconnect the water pump and switch off power supply where appropriate.
2. Open all hot and cold water taps.
3. Open safety/drain valve and leave in vertical position (f).
4. The water heater will now drain directly to the outside.
5. Ensure that if a water filter is fitted that this is also drained as well as any water left in the submersible pump.

### WARNING:

Water may be hot enough to scald.



## TAPS

### KITCHEN TAPS

Your new Explorer Group Motorhome will be fitted with a Reich mixer tap.



### OPERATION

For correct operation of the tap swivel the spout to the desired position over the sink. Lift the control lever to activate the pump and allow water to flow simultaneously. To adjust the temperature, swivel the lever to the left to increase the temperature and to the right to reduce the temperature.

### BATHROOM TAPS AND SHOWERS

Your motorhome will be supplied with either a vanity mixer tap and separate shower mixer, or with a combined mixer tap with retractable shower head.



### OPERATION

The mixer tap and shower mixer are operated in the same manner as the kitchen tap by lifting the control lever to activate the pump and swivelling the lever left or right to determine the temperature.

### PLEASE NOTE

A. The water temperature could be very high so do not lift the lever with the tap turned to the full left position.

B. For winter storage and to prevent frost damage the tap swivel must be left in the centre up position.



## Equipment Use

### **CLEANING OF ALL TAPS**

It is recommended that a non-abrasive damp cloth be used for cleaning the Elegance taps and showers.



## REFRIGERATOR

For full operational instructions for your particular fridge, refer to refrigerator manufacturer's instructions supplied with the appliance.

When the motorhome is being driven, the refrigerator should only be operated electrically, i.e. from the 12v battery in the vehicle and not by means of the bottled gas.

The refrigerator can be run on 230v or LP gas at any time.

Changing between these modes of operation is carried out by means of the controls shown on the relevant control panel on the fridge.

**CAUTION!** - Only use one source of energy at a time.

## OVEN HOB & GRILL

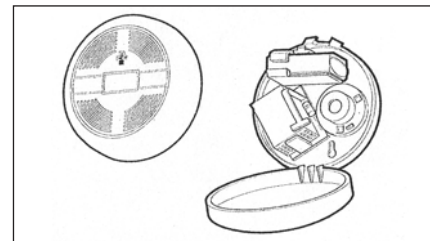
For full operational instructions, refer to oven or hob & grill manufacturer's instructions supplied with the appliance.

### WARNINGS!

1. Caustic pastes, abrasive cleaning powders, coarse wire wool and hard implements will damage the surface.
2. All pans should be mounted centrally over the burners, even when cooling, to protect adjacent walls.
3. Do not lower the glass cover until hob has cooled down.
4. Glass lids may shatter when heated. Turn off all burners and grill before shutting the lid.
5. Accessible parts may be hot when the grill and oven are in use. Young children should be kept away.
6. Do not use grill or oven as a space heater.

## SMOKE ALARM

The smoke alarm fitted to your motorhome is approved for use in motorhomes.



The National Caravan Council (NCC) requires that all new or used Motorhomes sold by its members be fitted with a smoke alarm featuring an alarm silence facility.

### WARNING!

Test smoke alarm operation after motorhome has been in storage, before each trip and at least once per week during use.





## Equipment Use

**NOTE:** A different smoke alarm to the one illustrated may be fitted (subject to availability) but it still meets the criteria above.

For further information on use of the alarm, battery replacement, testing, etc., refer to the manufacturer's literature contained in the Owner's Information Pack.



## THETFORD CASSETTE TOILET

Your motorhome is fitted with a cassette toilet.

**For full operational instructions, refer to the cassette toilet instruction manual in your Owner's Information Pack.**

### EMPTYING THE TOILET

1. Open outer locker door and release bottom or base catch securing cassette.
2. Remove cassette, ensuring the flap is in the closed position (it is useful to use a trolley for taking waste tanks to the disposal point).
3. Take the cassette to a chemical toilet waste disposal point, remove cap and place safely away from emptying point.
4. Press air release button near handle before you tilt the tank to empty contents
5. Rinse well and then leave some water in and replace cap.

6. When you get back to your motorhome, add chemical solution as instructed. Replace cap and fold arm away.
7. Slide back into locker until catch locks.
8. Close and lock door.

### WARNING!

- Cold Weather Use - to prevent freezing during cold weather use, add anti-freeze to the toilet system fresh water tank. Use a non-toxic (propylene-glycol) type of antifreeze. Refer to chart on container to obtain level of protection.
- Warmer weather or longer intervals between emptying the waste tank may require additional toilet fluid. Use only Thetford toilet fluid to achieve the best results.

**Caution: Never add toilet fluid directly into toilet bowl.**

- Do not use strong household detergents or cleaners that contain chlorine, solvents or acid contents.
- High Altitude and Hot Weather Use -

with large temperature differences and changing heights during driving, over pressure can start to build up in the waste holding tank, causing contents to splash upward upon opening the valve blade if opened too fast.

### AIR CONDITIONING

#### BLIZZARD 1500 AIR CONDITIONING UNIT (WHERE FITTED)

##### Starting and Function Selection

1. Internal temperature control thermostat.
2. Two speed fan switch.
3. On button (push to ON position).
4. To increase the cooling from the unit, turn the red/blue control knob to the blue section. To reduce the cool air, turn towards the red sector.
5. Push button '3' to switch OFF (release to OFF position).
6. To adjust airflow direction pull down the front brown vent from a small flap located in its centre.



#### ATTENTION!

Never obstruct the air inlets and outlets. The air conditioning compressor runs during the refrigerating phase, if switched on and off at once it may get damaged. Therefore it is very important to wait at least 3 minutes before attempting to switch it on again.

#### WARNING!

Never place your hands or other objects within the air inlet openings



#### MAINTENANCE

To ensure trouble-free running it is recommended that the unit be cleaned once or twice a year by a qualified service agent.

Demount the external cover and clean the heat exchangers (evaporator and condenser) with a brush or compressed air. Remove any dirt. Check that water trap holes are not clogged.

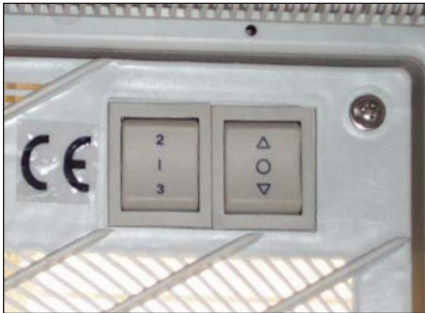
**N.B.** 18°C is the minimum temperature that the thermostat is set to for the air conditioner to start its cycle.

## ROOFLIGHTS

Your motorhome is fitted with at least one type of the following rooflights.

### THE OMNIVENT (12V) ROOFLIGHT

The Omnivent is a double-glazed rooflight constructed from a synthetic ultra-violet screened material. Its side-operating mechanism allows a completely free central opening with built-in fixed ventilation when closed.



It operates as an extractor fan and air intake fan.

**Please note:** Do not change the direction of the fan unless it has been switched off 'O' position and the blades have stopped rotating.



### THE HEKI 2 & HEKI DUETTE LUXUS ROOFLIGHT

#### 1. To open to the tilted position:

- Press the knob in the toggle catches on either side of the glass and turn through approx. 90°.
- Grasp the metal bar in the middle, snap it out of its holder, swivel down

and press the glass dome upwards. (Glass dome is held by the two gas springs after approx. 150mm).

- Swivel the metal bar towards the glass dome and snap into its holder.
- To close the glass dome, proceed with steps (a-c) in reverse order.

#### 2. To open in the intermediate position:

- Open the toggle catches on either side of the glass (see 1a).
- Grasp the metal bar in the middle, snap it out of its holder, swivel down and press the glass dome outwards. (Glass dome is opened automatically after approx. 150mm by the two gas springs.)
- Open both fasteners and swivel the metal strap toward the intermediate position and pull the glass dome down until the metal strap is stopped by the fasteners.

- To close, proceed with steps (a-d) in reverse order.

#### 3. To open in the ventilation position:

- Open the toggle catches on either side

## Equipment Use

of the glass (see 1a).

- b) Using both hands on the two toggle catches, press the glass dome up about 2cm and fasten the toggle catches in the corresponding setting.
- c) To close, proceed with steps (a-b) in reverse order.

### 4. Closing the blinds:

- a) Take hold of the end rod (without rocker) in the recessed grip and engage in the opposite end rod (with rocker).
- b) Select the required position (black-out/flyscreen) by moving both joined end rods together.

**Caution:** In extremely bright sunshine, the blackout blind must only be closed two-thirds, and the pane must be set in the continuous airing' position.

### 5. OPENING THE BLINDS:

- a) Move blind (end rod with rocker) right to the outside.
- b) Hold the recessed grip with one hand; with the other hand, press the rocker and move the blind back (do not let it recoil).

- Do not stand on the acrylic glass dome.
- Close HEKI 2 completely before moving off.
- Do not leave your motorhome when HEKI 2 is open.
- Please consult your supplying dealer if you have any problems or defects.
- Remove any snow/ice or dirt before opening the roof.
- Do not open when it rains or when there is a strong wind.

### CARE INSTRUCTIONS

Clean the acrylic glass pane with soap suds and plenty of water, or use the Seitz special cleaner.

Use talcum to care for the rubber seals.

Only use water and mild soap suds to clean the blinds.

The 12-month guarantee becomes null and void if these instructions are not followed.

### MIDI HEKI ROOFLIGHT

To open, push the large central button. Whilst depressed, slide the bar to the desired position and locate into the stops provided.

### MINI HEKI

The Mini Heki rooflight will generally be fitted in washroom areas. The operation is identical to that of the Midi Heki Rooflight.

### STANDARD MPK ROOFLIGHT

The MPK 400 x 400 rooflight is generally fitted in washroom areas. Lowering the flyscreen then pressing the black control rod in towards the centre of the rooflight then while the rods are depressed push upwards, this opens the rooflight.

### HEKI 3 ROOFLIGHT

As the Heki 3 rooflight does not meet the high ventilation requirements set down by BSI for motorhomes, or our own high specifications, the Explorer Group Limited does not recommend its fitment.

Should you decide to retro fit this product we would accept no liability for problems that may arise from altering the vehicle from its original specification.



### WINDOWS

Your motorhome will be fitted with either Polyplastic, Seitz flush windows, or a mixture of both.

#### POLYPLASTIC WINDOW OPENING

In order to open the Polyplastic window it is only necessary to move the catch upwards and release the catch from the backing plate.

#### SEITZ WINDOW OPENING

In order to open the Seitz window you must depress the button on the catch before moving the catch. Failure to do so will lead to the catch breaking.

### BLINDS & FLYSCREENS

#### BLINDS

Pull blind down by its centre catch. Do not pull down by one side of the blind. This will inevitably lead to problems. Do not allow blinds to spring back freely. Always control them by hand.

#### FLYSCREENS

To operate the flyscreen, either pull the screen fully down, fully up or across, dependant on type of window fitted, and clip into place on the blind/frame.

To release, unclip from the blind/frame.

If a cross bar is fitted, gently pull the crossbar downwards towards you and allow the tension of the spring to roll up the flyscreen.

Where a cross bar is not fitted, disconnect from the blind catch and release gently.

It is recommended that blinds are not in the closed position whilst the motorhome is moving.

### WINTERISATION/STORAGE

The blind/flyscreen should not be left in the down position when the motorhome is not in use or throughout the winter as the memory of the mechanism may be lost.

#### DOOR FLYSCREEN (IF FITTED)

The exterior door flyscreen can be opened or closed from both inside and outside of the motorhome and does not restrict door openings.

When opening or closing the door flyscreen use the finger grip provided which is near the centre, do not use the top or bottom, as this will cause snagging of the flyscreen fabric and uneven running.

**N.B.** Again, as with the blind and flyscreen cassettes, **DO NOT** allow the flyscreen to be released uncontrollably, as this will cause damage to the mechanism. Also, take care not to trap your fingers.

#### NOTE

Your motorhome may be fitted with flat fitting Seitz windows. The window catch is fitted with a security button and to open the window this button needs to be pressed in before the catch can be turned.

## DOORS

### EXTERIOR DOORS

The exterior door can be secured to the side of the motorhome by pushing the the door retainer into the spring clip.

To comply with European Standards, the exterior door lock must not be replaced with a double dead lock.



### INTERNAL DOORS

The washroom door is fitted with a two-position push button lock. From the outside, push once to lock. Push again to release.

From the inside of the washroom you will need to pull the handle towards yourself to lock the door. To release the lock from inside the washroom, pull the catch outwards again until the catch disengages.



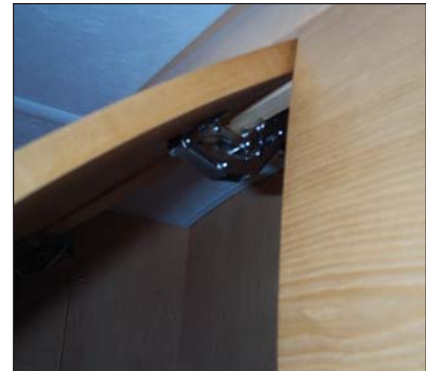
Overhead lockers on some models are fitted with push button catches which secure the door in transit and act as the door handle.

### MAGNETIC CATCHES

Magnetic catches work on contact with the metal plate on the rear of the door. Simply close the door until the magnet engages and holds the metal plate. Pulling the door towards you with a moderate force will be sufficient to disengage the magnetic catch and open the door.

### SPRUNG HINGES

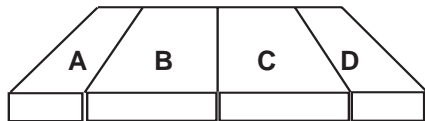
Overhead lockers will use sprung hinges. These are suitably strong enough when closed to securely retain the door and prevent it from opening in transit. Pulling the handle towards you with moderate force is sufficient to open the locker door and hold it in the open position.





## BED MAKE UP

### CASTAWAY AND AUTOSTRATUS



Step 1 Lift and slide out the bed slats from under (B+C)

Step 2 Place cushions as shown.



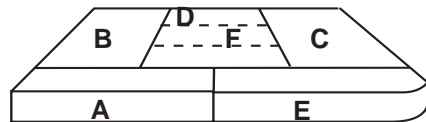
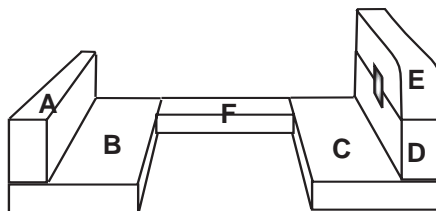
*Bed flaps and slats fully extended*

### AUTOCIRRUS AND CALYPSO

Step 1 Lift up bed flaps located at the end of B and C.

Step 2 Pull out the bed slats located underneath F and fully extend as shown.

Step 3 Place cushions as shown in the diagram.



### AVANTGARDE AND AUTOQUEST

100 - 300

Step 1 Remove all cushions from the front and rear seats

Step 2 Slide out the retainers from front and rear seats

Step 3 Slide out the centre bed slats

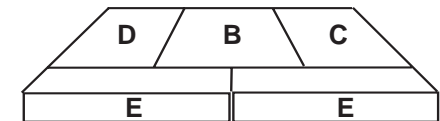
Step 4 Fit the fill in wooden slat

Step 5 Drop down the front seat back rest

Step 6 Place cushions on the bed as shown in diagram

Step 7 Push the side retainers in to achieve a tight fit.

Cushion E stored in over head cab.



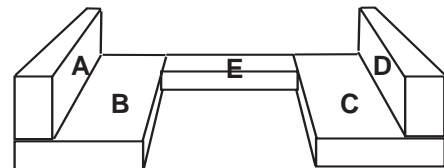
### AVANTGARDE AND AUTOQUEST

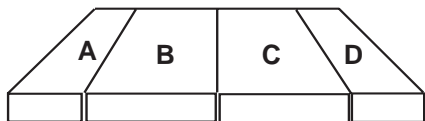
200 - 400

Step 1 Remove the centre cushion (E)

Step 2 Slide out the bed slats from under the centre seat

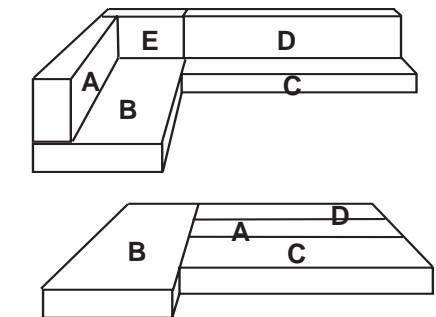
Step 3 Place cushions on beds as shown.





**AVANTGARDE AND AUTOQUEST 400RL**

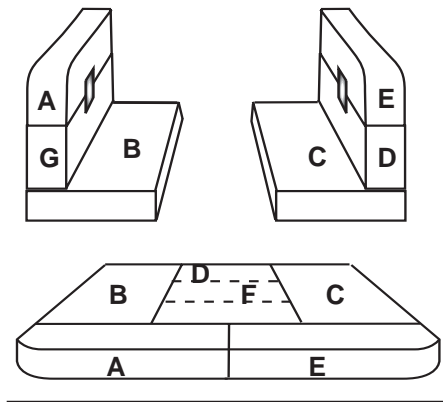
- Step 1 Remove cushion (E)
- Step 2 Slide out the bed slats from under the rear seat (C)
- Step 3 Place cushions on beds as shown.



**AVANTGARDE AND AUTOQUEST 600**

- Step 1 Lift up bed flaps located at the end of B and C.
- Step 2 Pull out the bed slats located between B and C and fully extend as shown.
- Step 3 Place cushions as shown in the diagram.

Please note Cushion F is a plain make up cushion supplied separately. Cushion G can be removed to create a longer bed or retained as a head rest.



**OVERCAB DOUBLE BED**

- Step 1 Unlock the double bed shelf retaining bolt and fully extend
- Step 2 Place mattresses side by side.

If you have any difficulties in making up your bed mattress then please contact the customer services department at the Explorer Group on 01207 699000.

Drawings are for illustration purposes only and are not to scale.



*Compass Calypso*

VISION PLUS

MANU

# STATUS 315

## OMNI DIRECTIONAL TV ANTENNA

### OPERATION & GUIDELINES

#### Dimensions:

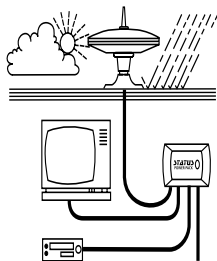
Diameter - Antenna Dome	315mm
Diameter - Mounting Foot	185mm
Height - Overall	280 mm
Height - No Pinnacle	180 mm
Height - No Antenna Dome	50 mm
Power Pack	115 x 70 x 50mm

\* Gain figures must not be judged in isolation. A greater figure does not mean a better picture. Status is designed for optimum performance

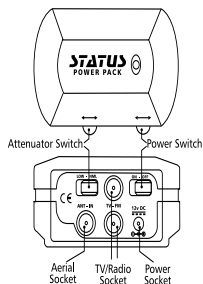
04-2064/5 Model	5 metres Coaxial cable
04-2064/10 Model	10 metres Coaxial cable
Frequency Range	UHF 470-860 MHz
	VHF 40-230 MHz

Amplifier Gain	18 db*
Gain Adjustment	+5 db
Flatness	+2 db
Noise Figure	3 db
Output Impedance	75 ohms
Output	48 dbuv
Power Supply	12-24 v DC
Power Consumption	35 ma
TV lead	2 metres

Conforms to the European Directive  
89/336/EEC



12 - 24VDC



### Operating the System

1. Switch ON the Power Pack and the red LED will illuminate.
2. Check the gain control switch is set to the normal 'NML' position (switch UP). See Interference 2 over the page for use.
3. Turn on your television set and tune in. This may be necessary at all new locations.

Should you experience problems please refer to the information over the page.

### Removing the Pinnacle

This may be necessary should you wish to reduce the overall height of the antenna by 90 mm.

1. Simply unscrew the Pinnacle and remove. The antenna is designed to remain watertight without the Pinnacle.
2. To replace, simply screw in and tighten BY HAND.
3. **IMPORTANT** - The Pinnacle is an integral part of the antenna and critical to its performance. When in use always ensure the Pinnacle is fitted.

### Removing the Antenna

A permanently fitted Status may be removed if there are severe height restrictions, leaving only the Mounting Foot in place.

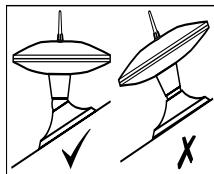
1. Unplug the antenna from the Power Pack. On the Adapter loosen the two grub screws and lift off whilst carefully feeding out the coaxial cable with plug attached.
2. Push the Blanking Cap supplied into place to cover the central hole.

### Angle Adjustment

Only relevant if Status is mounted on a sloping surface. Level fixing is very important to ensure optimum performance.

1. To adjust the angle, remove the Antenna Dome from the Mounting Foot and turn the Antenna Dome upside down.
2. With a screwdriver loosen the Central Bolt, adjust the Adapter to the desired angle and re-tighten the central bolt.

3. Push the Antenna Dome into position, ensuring it is properly seated in the Mounting Foot. Secure by tightening the two grub screws with the Allen Key.



### FM Radio Connection

Status is designed to receive FM radio when connected to a car-style radio.

1. This will require a coaxial car radio plug, a coaxial plug and a length of coaxial cable, which are available from our Vision Plus Range through our dealers or directly from ourselves.
2. Assemble the cable and plugs, as described on the Vision Plus packaging, and route the cable from the Radio to the Power Pack. Please follow the points carefully in Routing the Coaxial Cable and Connecting the Coaxial Plug described below.
3. Once the cable has been installed, plug into the 'TV-FM' socket of the Power Pack and into your Radio.

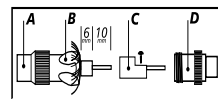
### Routing the Coaxial Cable

Coaxial Cable is quite fragile and must be handled with care. Please comply with the following, as failure to do so will severely affect performance.

1. Should the coaxial plug be removed, it is very important that it is refitted correctly as described below.
2. Do not crush, kink or over-bend the coaxial cable which has a minimum bend radius of 25mm.
3. Any excess cable should be removed and **MUST NOT** be coiled.
4. Avoid increasing the number of connections or breaks in the coaxial cable as they will reduce performance, especially in weak signal areas.

5. Do not run coaxial cable next to mains cable, leave a minimum distance of 120mm to prevent interference.
6. Do not allow the cable to come into contact with any hot surfaces as this could melt the air-spaced insulation of the cable.
7. Keep away from fluorescent lighting.
8. Do not add excessive lengths of coaxial cable, this will cause increased signal losses.
9. Should the cable need to be lengthened, use only RFI00 specification cable and high quality coaxial plugs and couplers which are available from our Vision Plus Range through our dealers or directly from ourselves.

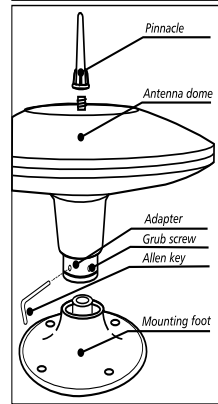
4. Push on item 'C' up to 'B' and secure the central core by tightening the small grub screw. Be careful not to over tighten, which could sever the wire.
5. Screw 'A' and 'D' together to complete the assembly.



### Connecting the Coaxial TV Plug

Should the coaxial plug need to be removed, please note how it comes apart and reassemble as follows:-

1. Prepare the cable by removing 16mm of white outer sheath to expose the braided copper wire.
2. Next, remove 10mm of the exposed braided copper wire and the central air-spaced insulation to expose the single central core.
3. Feed the screw cap 'A' and the pronged clamp 'B' over the cable. Pull back evenly the copper braiding over the pronged clamp as shown.



**IMPORTANT** - IT IS CRITICAL THAT NONE OF THE COPPER BRAIDING IS TOUCHING THE CENTRAL CORE.

# VISION PLUS MANU

# STATUS

# 530

## DIRECTIONAL TELEVISION & FM RADIO ANTENNA

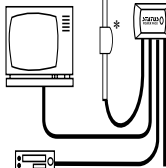
**Dimensions:**

Antenna Dome Length	530mm
width-telescopic in	340mm
width-telescopic out	1045mm
Mounting Foot Diameter	122mm
Height Overall	150 mm
Height No Antenna Dome	50 mm
Power Pack	115 x 70 x 50mm

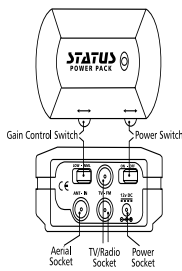
Frequency Range	UHF 470-860 MHz VHF 40 -230 MHz FM 88 -108 MHz
Antenna Forward Gain	7db
Amplifier Gain	18 db*
Gain Adjustment	15 db
Flatness	+1.5 db
Noise Figure	3 db
Output Impedance	75 ohms
Output	98 dbuv
Power Supply	12-24 v DC
Power Consumption	35 ma
TV lead	2 metres

\* Gain figures must not be judged in isolation. A greater figure does not mean a better picture. Status is designed for optimum performance

Conforms to the European Directive 89/336/EEC



12 - 24vDC



### Travelling

- DO NOT TRAVEL:-**
- With the Antenna raised
  - With the Antenna set for vertical signals
  - With the Telescopic extended

When travelling adjust the antenna so that it points to the rear of the vehicle to reduce the possibility of damage when travelling.

The **RED SPOT** on the bottom of the mast indicates the front of the Antenna.

### Operating the System

Firstly determine the approximate location of the nearest transmitter and whether the signals are horizontally or vertically polarised. For assistance ask your site operator or check other antennas in the vicinity.

1. Loosen the Mast Locking Collar and Wall Bracket\* and raise the antenna. Turn the mast to direct the Antenna towards the TV transmitter.

The **RED SPOT** on the bottom of the mast indicates the front of the Antenna.

2. When receiving vertically polarised signals, rotate the Winder anti-clockwise to cant the antenna through 90°. DO NOT over tighten or use undue force on the winder.

DO NOT cant for vertically polarised signals with the TELESCOPICS EXTENDED

3. SWITCH ON the Power Pack and the red LED will illuminate.
4. Check the gain control switch is set to normal - 'NML'. See Problem 2, over the page for use.
5. Tune your Television into the strongest signal. You may need to adjust the direction of the mast to achieve the best picture quality.
6. Secure by tightening the Mast Locking Collar and Wall Bracket\*.



### VHF Television Reception (Overseas Only)

1. Extend the two telescopic antennas.
  2. Tune your Television into the strongest signal. You may need to adjust the direction of the Antenna to achieve the best picture quality.
  3. For fine tuning of VHF you may also need to adjust the length of the telescopic.
- IMPORTANT - VHF TV transmissions are ONLY horizontally polarised.**

### Removing the Antenna

A permanently fitted Status can be easily removed leaving only the Mounting foot and rubber gaiter.

1. Unplug the antenna from the Power Pack.
2. Loosen the Mast Locking Collar and Wall Bracket\* and lift off whilst feeding out the mast and cable.
3. Push the Blanking Cap supplied into place.

**IMPORTANT -** The Blanking Cap is a temporary seal and is not recommended for long term use.

### FM Radio Connection

Status is designed to receive FM radio when connected to a car-style radio.

1. This will require a coaxial car radio plug, a coaxial plug and a length of coaxial cable, which are available from our Vision Plus Range.
2. Once the cable has been installed, plug into the 'TV-FM' socket of the Power Pack and into your Radio.

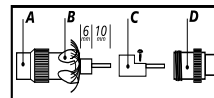
**IMPORTANT -** You DO NOT need to extend the telescopes for FM radio reception.

### Routing the Coaxial cable

Coaxial Cable is quite fragile and must be handled with care. Please comply with the following as failure to do so will severely affect performance.

1. Should the coaxial plug be removed, it is very important that it is refitted correctly as described below.
2. Do not crush, kink or over-bend the coaxial cable which has a minimum bend radius of 25mm.
3. Any excess cable should be removed and MUST NOT be coiled.
4. Avoid increasing the number of connections or breaks in the coaxial cable as they will reduce performance, especially in weak signal areas.
5. Do not run coaxial cable next to mains cable, leave a minimum distance of 120mm to prevent interference.
6. Do not allow the cable to come into contact with any hot surfaces as this could melt the air-spaced insulation of the cable.
7. Keep away from fluorescent lighting.
8. When installing the coaxial cable, Do not feed through by pulling on the coaxial plug.

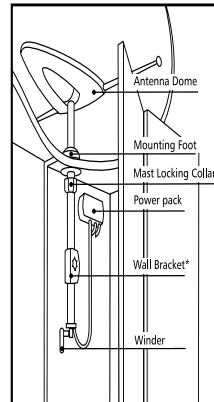
9. Do not add excessive lengths of coaxial cable. This will result in increased signal losses and a reduction in picture quality.
10. Should the cable need to be lengthened, use only RFI 00 specification cable and high quality coaxial plugs and couplers which are available from our Vision Plus range through our dealers or directly from ourselves.



### Connecting the Coaxial TV Plug

Should the coaxial plug need to be removed, please note how it comes apart and reassemble as follows:-

1. Prepare the cable by removing 16mm of white outer sheath to expose the braided copper wire.
  2. Next, remove 10mm of the exposed braided copper wire and the central air-spaced insulation to expose the single central core.
  3. Feed the screw cap 'A' and the pronged clamp 'B' over the cable. Pull back evenly the copper braiding over the pronged clamp as shown below.
- IMPORTANT - IT IS CRITICAL THAT NONE OF THE COPPER BRAIDING IS TOUCHING THE CENTRAL CORE.**
4. Push on item 'C' up to 'B' and secure the central core by tightening the small grub screw. Be careful not to over tighten, which could sever the wire.
  5. Screw 'A' and 'D' together to complete the assembly wire.



\* Wall Bracket is only supplied with the long mast model

# Equipment Use

## FAULT FINDING

The following are some of the key areas we suggest you check which generally solve the most common problems encountered with the operation of the Status antenna.

### Coaxial Plugs

It is critical that all coaxial plugs in the system are fitted correctly. Using the diagram and procedure described over the page, please check each individual plug ensuring it is wired correctly. Secondly please ensure only quality plugs have been used.

### Coaxial Cable

Sharp bends, kinks and hot surfaces can easily damage coaxial cable and should be avoided. An inspection of the cable routing is recommended to ensure all is correct. Coaxial cable, if placed in close proximity to electrical cables, transformers or other pieces of electrical equipment, may pick up electrical interference causing picture quality to deteriorate, especially in poor reception areas. Excess cable should be removed and NOT coiled as this may cause picture distortion.

### Gain Control Switch

This switch should be set to the normal 'NML' position for general use. The Low setting may be used when situated close to TV transmitters where strong signals may be affecting the quality of the picture. (see Interference 2).

### Red LED Light

Should the red LED on the Power Pack not light, first try unplugging the cable connected to the Antenna Dome from the 'ANT-IN' socket. If the LED then

illuminates the fault lies with either the coaxial plug or the coaxial cable, please refer to these areas described earlier.

If the LED is still not lit, contact our office for further assistance.

### Short Hook Up Test

This test isolates parts of your system leaving only the TV and the Status antenna linked directly together.

Firstly, unplug the coaxial plugs from the 'TV-FM' sockets of the Power Pack which will be connected to a TV outlet socket.

With your TV fly lead, connect your TV direct to the Power Pack, plugging into one of the 'TV-FM' sockets.

Ensure the antenna dome is plugged directly into the 'ANT-IN' socket of the Power Pack and switch on. Tune in your TV for the strongest signal.

If the picture quality is improved the fault lies with the wiring of the system between the Power Pack and the TV outlet socket.

### Antenna Dome Coaxial Cable

Check the routing of the coaxial cable from the Antenna Dome to the Power Pack. Check to ensure there are no kinks or trapped cable or if there are loops of surplus cable which could be affecting performance.

### Customer Help Line

Should you still be experiencing difficulties and require assistance, please do not hesitate to contact us.

## COMMON INTERFERENCE PROBLEMS & POSSIBLE REMEDIES

### 1. Weak TV Signal



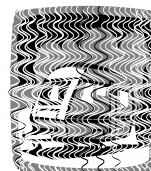
This produces a 'Snowy' picture which can be caused if you are too far away from the TV transmitter, such as in a remote area, positioned in a valley, or if there is a building, hill or other obstruction blocking the signal.

Each TV transmitter has a defined service area where reception will be good. Beyond that boundary is a 'fringe' area where the TV signal will be weaker and the reception quality poorer.

#### Remedy

Firstly determine whether you are in a poor reception area. Secondly check the points covered in **Fault Finding**.

### 2. TV Signal too strong



This can produce severe picture distortion like a zig-zag style pattern. This can be caused when you are too close to a transmitter or picking up strong radio transmissions from another source such as CB radio. Also electrical interference can cause similar effects (see Interference 4 below).

#### Remedy

Turn the Gain Control Switch on the Power Pack to 'LO'. Secondly check the points covered in **Fault Finding**.

### 3. Ghosting



This is the type of picture you will see when the TV signal is reflected from something in your locality. The 'something' may be a local building or landmark. Your antenna is receiving both the direct signal and the reflected signal from the same transmitter.

#### Remedy

Adjust the direction of the Antenna or try to move to a better position away from the obstruction. Unfortunately it may not always be possible to isolate Directional antennas from the cause of the problem.

### 4. Electrical Interference



The above pictures demonstrate a typical example of electrical interference. This type of interference is commonly caused by electrical appliances, such as fans, electric shavers, fluorescent lights. Other forms of interference can produce a zig-zag pattern similar to that described in Interference 2 which may be caused by inverters, charging units etc.

#### Remedy

Check the points covered in **Fault Finding**. In some instances, this type of interference can be overcome by switching off the relevant appliances.



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### CARE OF YOUR MOTORHOME

This section of the guide is devoted to the care, cleaning and general preservation of your motorhome in order to retain its showroom condition.

#### CLEANING

Under no circumstances should an abrasive or harsh cleaner be used. Do not use a pressure wash as this can disturb mastic seals.

Exterior Painted Body Part of the exterior of your motorhome, usually the side walls, is acrylic finished aluminium, which is extremely durable and easy to clean. It is recommended that a proprietary brand wash and wax shampoo with plenty of cold water is used.

#### GLASS FIBRE REINFORCED PLASTIC

GRP is a light, durable and astonishingly tough constructional material which can be fabricated into all manner of products. It may be translucent, opaque or coloured, flat or shaped, thin or thick.

The exposed surface of a GRP component on a motorhome is always a gel coat surface. This gives the laminate its colour and surface finish. The gel coats used are made to the highest standards to give optimum performance in gloss retention and UV stability. GRP components need to be washed, waxed and taken care of like a car. Chemicals and dirt can collect during storage, and the gel coat can be stained or marked when chemicals combine with rain or dew. Most stains or marks can be removed with mild dishwashing detergent, but more stubborn marks may require a (fine grit) rubbing compound such as T-cut.

To help keep your GRP components looking almost like new, it is wise to wash the parts monthly (or more frequently) using mild dishwashing detergent, but avoid using strong alkaline (e.g. tri-sodium phosphate) or acidic cleaners or abrasives. Waxing the components once or twice a year with a good grade paste wax will help to maintain the colour and finish.

A significant benefit of using GRP components is the ability to repair most scratches or damage that may be inflicted upon the panel. GRP components are tough, but like any other products they can be damaged. Excessive pressure or impact to the face or reverse of the component can cause the gel coat to crack. This does not mean the entire panel is damaged and the standard industry method of dealing with such a crack is to apply a minor repair.

Any scratches or nicks that occur in normal use can usually be removed with rubbing compound. If the scratch is too deep, then (fine grade) wet sandpaper may be used followed by rubbing compound and finally wax.

One of the characteristics of GRP is the way light may be transmitted through the component. If the component is viewed from the gel coat side it will appear opaque and of a solid colour. However, if viewed from the reverse side with a strong light source behind the laminate, some light will be transmitted. This is normal for components of this thickness.

## ACRYLIC WINDOWS

Your motorhome is fitted with shatter resistant acrylic windows. To preserve their clarity and unblemished transparency it is essential that the following cleaning instructions are strictly adhered to:

Road grit, dust, sand, flies, lime tree secretions, bird droppings etc., should be washed off using plenty of cold water. Any remaining dirt should be washed off using a soft cloth and warm water. Under NO circumstances should any abrasive cleaning agents, household detergents or proprietary cleaning fluids be used.

Wash the window again using only cold water and dry off with a chamois leather.

### PLEASE NOTE:

Should scratches appear on the acrylic windows these can often be removed with an acrylic polish, i.e. ICI perspex polish. Gentle polishing with a liquid metal polish, i.e. Brasso may also have the desired effect – consult your retailer BEFORE attempting to remove any but the slightest scratch.

## ABS - WHEEL SPATS & PANELS

To preserve the appearance of all ABS panels and fittings road grit, dust, sand, flies, lime tree secretions, bird droppings etc., should be washed off using plenty of cold water. Any remaining dirt should be washed off using a soft cloth and warm water. Under NO circumstances should any abrasive cleaning agents, household detergents or proprietary cleaning fluids be used.

Wash the ABS material again using only cold water and dry off

### PLEASE NOTE:

Under no circumstances should alcohol, spirit or solvent-based liquids be used on GRP or ABS plastic panels as these substances may react with the material and cause visible damage.

## INTERIOR WALLS

Your motorhome interior walls will only require a wipe over with a damp cloth, using a mild detergent, to keep them in a 'showroom' condition.

## FURNITURE

Treat your motorhome furniture as you would the furniture in your home. Polish wood surfaces sparingly with a good quality wax or spray polish. Use a damp cloth to clean melanate laminated surfaces.

## CARPETS, UPHOLSTERY AND CURTAINS

Vacuum clean carpets and upholstery to ensure a long life. Marks on cushions can be removed using a mild upholstery shampoo with the minimum of water. Curtains should be dry cleaned only.

## SHOWER ROOM AND WASH BASIN FITTINGS

These should be cleaned using a non abrasive household cleaner.

Always put the cold water into the hand basin before adding the hot in order to preserve the finish of the thermoplastic formed basin.

## WATER SYSTEMS

The water systems, and in particular storage tanks, in motorhomes are



susceptible to contamination by bacteria if care is not taken with their use and cleaning. The symptoms caused by bacterial contamination are not purely limited to gastro-intestinal diseases, but may also manifest themselves as ear, nose, throat, eye or skin infections. It is therefore important that you carry out the following procedure prior to using the motorhome each time, even if you boil or filter all water you use for drinking.

### WATER CONTAINERS

1. All water remaining in any water container should be disposed of so that the container is empty.
2. The outside of external water containers should be thoroughly cleansed and washed down to remove any dirt, dust or other contaminant. Water at a suitably hot temperature containing an appropriate detergent is recommended for this purpose. Water should then be put into the container, swirled round, then emptied out.
3. All containers should then be totally filled with water containing an appropriate disinfectant / sterilant solution and allowed to stand for the recommended contact time (e.g. Milton for 15 minutes).
4. The solution should be emptied from the container.
5. The opening of the any container should be cleaned thoroughly with an appropriate pre-prepared wipe impregnated with a disinfectant / sterilant.
6. External containers should be inverted whilst stored overnight (if possible).
7. Containers must be filled with mains water only and mains water only should be used for the above cleaning procedure.
8. On no account should garden hoses be used to fill water tanks.

### WATER SYSTEMS

1. Drain down the system. (Open all taps to allow air in, enabling the system to drain quickly.) See Index - Draining Down The Water System.
2. Remove any water filters fitted, and replace with a short length of hose or empty filter cartridge (this will ensure the filter is not affected by the disinfectant/sterilant solution).
3. Fill the system by using the pump with a disinfectant/sterilant solution. (Check that the solution at full strength appears at all taps/showers). Allow to stand for the recommended period of time.
4. Drain the system down completely.
5. Thoroughly clean the outside of all taps/connectors with a cloth soaked in the disinfectant/sterilant.
6. Flush the system through with clean drinking water until no traces of disinfectant/sterilant can be detected at any tap.
7. Replace the filter.

Suitable sterilising chemicals are available from your Explorer Group Retailer, accessory shop, chemists, or home-brew shops. It is not, however, recommended to use bleach or sodium metabisulphide.



### STORAGE

If the motorhome is to be stored for any length of time, especially over the winter period, the following operations are recommended:

Remove all linens, blankets, cushions, clothes, mattresses, etc. which could be affected by damp conditions. Clean the motorhome inside and out as detailed in the previous section.

Drain the water system (see index).

Ensure all windows, roof lights and doors are correctly fastened. Check fixed ventilation apertures are not obstructed.

Check that the site you have chosen to store the motorhome is open, fairly high and dry and if possible not exposed to gales etc. If this proves impossible it is recommended that the motorhome chassis is anchored to the ground.

Jack up the motorhome (use bottle or screw jack, do NOT use the corner steadies) so that the wheels are clear of the ground. Support the motorhome axle with wooden blocks, axle stands or similar

so that when the jacks are removed the wheels remain clear of the ground. Lower the corner steadies to 'just' site the motorhome. Cover the tyres to prevent deterioration. Release the handbrake

Security: Lowering and locking the corner steadies and removing the wheels reduces the risk of motorhome theft.

### MOTORHOME COVERS

Motorhome covers may be used to protect your new Explorer Group Motorhome provided that the cover used is of a breathable type. Ensure that the point of the status aerial is removed and that the cover is well tied down. Your motorhome must be ventilated every 4 to 6 weeks if it is to be stored with a cover in place.

### POWER DRAIN

"In order to reduce any drain on your Leisure Battery while your motorhome is being stored you should ensure that the Main control switch on the Refrigerator is set to the 0 position

**Note:** Do not work under the motorhome unless the corner steadies are down and/or the axle is fully supported.



### WARRANTY

#### 3-YEAR MANUFACTURER'S WARRANTY

Subject to the following conditions, your motorhome is supplied with a manufacturer's warranty for 3 years from the original date of purchase, at no additional cost to you the customer.

We sincerely hope you will never have cause to complain about your motorhome. However, if you do have a problem then please contact your retailer so they can report this through our warranty system. We are confident they will do their utmost to resolve any problems to your complete satisfaction.

The retailer from whom the motorhome is purchased is liable for warranty repairs. Any other approved retailer or Service Centre may carry out work at his own convenience and/or discretion, but is not obliged to do so.

#### PARTS COVERED BY THIS WARRANTY FOR YEARS 1 - 3

Subject to the specific exclusions in years 2 and 3 set out below all original components of the motorhome, including permanently fitted equipment, forming part of the manufacturer's original specification.

#### SPECIFIC EXCLUSIONS FOR YEARS 2 & 3

Tyres, batteries, plastic windows, glass, exterior paint work, bright work and all similar trim and finish, soft furnishings, carpets and floor coverings.

Entertainment/communication systems and connected equipment. Adjustment of blinds, hinges, catches, stays and doors.

Replacement bulbs, fluorescent tubes, fuses and electrical connections; GRP, ABS and PVC products including wheel spats and shower trays.

Natural movement of internal doors and furniture. Normal wear and tear/servicing items and other components subject to routine maintenance.

**EXPLORER GROUP 3-YEAR  
MANUFACTURER'S WARRANTY IS  
SUBJECT TO THE FOLLOWING  
CONDITIONS:**

1. The duration of the warranty is 36 months from the original date of purchase.
2. That the original construction of the motorhome has not been tampered with or repaired other than by Explorer Group or an approved retailer or Service Centre.
3. That an "annual" service, damp and safety check has been carried out by an approved retailer or Service Centre. The first service is due 60 days either side of the anniversary of the original date of purchase. The interval between services must not exceed 14 months.
4. That original VAT service invoices are retained as proof that annual service and inspections have been carried out.
5. No work should be commenced under the terms of the warranty unless prior authorisation is obtained from Explorer Group.
6. Explorer Group reserves the right to inspect the motorhome before any work commences.
7. No liability will be accepted for damage caused by fair wear and tear, wilful damage, negligence, abnormal working conditions, intrusion of foreign or harmful matter, overheating, freezing, failure to follow Explorer Group instructions, misuse or alteration or repair of the motorhome without Explorer Group prior approval.
8. Motorhomes covered by this warranty shall not be put out to hire, reward, or any other commercial use or used in any timed race.
9. That the motorhome shall be used only for its ordinary and intended purpose and shall not be subjected to any condition which could reasonably be foreseen to cause or result in damage or excessive wear and tear.
10. That no liability arises from this warranty for transport costs to and from the place of remedial work or consequential cost relating to transportation. No liability arises out of this warranty for any indirect, special or consequential loss or damage (whether for loss of profit, use, contract, goodwill, or otherwise), costs, expenses or other claims for compensation howsoever arising.
11. No liability will be accepted for any accidental or fire damage or any loss incurred by accident or fire.
12. The unexpired period of the 3-year warranty is assignable to second and subsequent owners during the 3-year period. The new owner should contact Explorer Group with proof of ownership, service history and their payment of £25 to have their details recorded in our database.

**This warranty does not affect the purchaser's statutory rights.**

This warranty shall be governed and construed in accordance with the laws of England and the parties irrevocably submit to the exclusive jurisdiction of the courts of England.

### CODE OF PRACTICE - WATER INGRESS

At Explorer we want our customers to be sure that, in buying one of our motorhomes, you are buying the very best. We would like you to continue to believe this for a long time after you have made your purchase.

We are confident that our new motorhomes, built with innovative manufacturing techniques and tested materials, make water ingress concerns unnecessary.

We are so confident of our new motorhomes that we follow a 'Code of Practice' which gives certain guarantees to our customers, both consumers and retailers, of financial reimbursement for remedial work costs should problems occur.

#### THE CODE

The code applies to all new Explorer Group products manufactured after 1st September 1998.

All customers with documentary proof of annual services by an approved Explorer Group retailer or Service Centre, will be paid in full for the costs of remedial work due to water ingress. This is valid for up to 5 years from the original date of purchase of a new product.

Customers without a full service history may receive up to 100% of the costs of remedial work for water ingress damage in year 2 of ownership, up to 75% in year 3, up to 50% in year 4 and up to 25% in year 5. Each case will be examined on its own merit. Explorer will decide the amount of contribution towards the remedial work costs.

Customers exchanging their current Explorer Group model for a new Explorer Group model will not have the value of their part exchange reduced due to potential water ingress issues, providing that there is documentary evidence that the motorhome has been annually serviced and that it is less than 5 years old.

#### CONDITIONS ATTACHED TO THE CODE

- Work may only be undertaken after approval by Explorer (depending upon individual circumstances).

- Explorer will pay the costs of remedial work, only after approved work has been carried out.
- The Code is not retrospective. Motorhomes traded-in prior to implementation of the Code are not covered.
- In the case of dispute, The Caravan Club will agree with Explorer, the appointment of an independent arbitrator. Explorer Group will pay for the costs of arbitration subject to the consumer paying a £100 deposit.
- If the arbitrator finds in favour of the customer, then the deposit will be returned. If the arbitrator finds in favour of Explorer, the customer will lose their deposit.
- Where the arbitrator awards a sum of money less than an offer made by Explorer Group, which has already been rejected by the customer, then their deposit is forfeited.
- The arbitrator's decision is final and both parties must agree to abide by the decision.





### SERVICING

It is a condition of your warranty that your motorhome must have an annual habitation service, damp and safety check and this should be carried out by an Explorer Group approved retailer or Service Centre, in accordance with NCC guidelines. Proof of this will be required in the event of a warranty claim.

Failure to do so will invalidate your warranty.

The first service is due 60 days either side of the anniversary of the original date of purchase. The interval from purchase date to the first service and the intervals between services must not exceed 14 months.

Your motorhome requires servicing for safety, efficiency and to protect the investment you have made. Whether the motorhome is used for short trips or continental long range touring, regular servicing is necessary and will ensure continued enjoyment of your motorhome.

Your retailer will carry out your service using the latest techniques and

equipment (a list of the items to be inspected, tested and adjusted appears on the Service Vouchers at the rear of this handbook), and should provide you with the service document as proof of regular maintenance.

As with motor vehicle service documents, not only will the proof of regular servicing enhance your motorhome resale value, but in the unlikely event of any defect appearing at some later date - a properly serviced and documented motorhome history will enable your retailer to rapidly assess and, where appropriate, carry out the necessary remedial work.

#### PLEASE NOTE:

It is recommended that the base vehicle is serviced in accordance with the manufacturer's instructions as contained in the vehicle handbook.

### MAINS ELECTRICS

It is recommended that you have your Mains Electrics System inspected by an NICEIC approved contractor every 3 years.

### SPARE PARTS

Should you require any replacement parts for your motorhome it is necessary that you contact the retailer from whom you purchased the motorhome or any Explorer Group approved retailer and give the following information which will help in identifying the required component:

- a) Model and make of motorhome
- b) VIN number
- c) Description of required part

**ALL PARTS MUST BE ORDERED AND SUPPLIED THROUGH AN APPROVED RETAILER.**

### REMEDIAL WORK

Explorer together with its suppliers, are continually undertaking extensive research into testing, remedial work procedures and materials such as sealants, adhesives, gaskets and tapes.

Therefore if for any reason your new motorhome is damaged or requires remedial work then only an approved Explorer Group Retailer or Service Centre should undertake such work.

All such work should be undertaken using only approved Explorer Group genuine parts recommended sealant and following Explorer Group procedures.

Explorer will also undertake to supply certain specialist repairers with the necessary spare parts. In this case, your selected repairer must contact the PARTS DEPARTMENT with all enquiries.



### MAIN COMPONENTS

The following is a brief description of the main components used in your motorhome. More comprehensive descriptions can be found in the equipment manufacturers literature held in the Owner's Information Pack.

#### BODY SHELL

Motorhome bodies are constructed from the highest quality materials. The floor is constructed from a W B P plywood sandwich, impregnated with anti-damp and rot compounds and adhesives.

The walls comprise an insulated foam sandwich having pre-coated aluminium exterior surface and vinyl coated plywood interior finish. Wooden framing is positioned within the sandwich to add strength.

The very latest 'state of the art' presses are employed to produce the extremely well insulated, robust, yet lightweight sections.

Windows are all of a double glazed acrylic construction and the door frames are extruded aluminium. The gas bottle locker is an integral moulded glass fibre or acrylic capped ABS construction for strength and lightness.

Awnings which employ rubber sucker attachments rather than screw fixings are recommended.

On NO account should screw threads longer than 5/8th inch (15mm) be permitted to enter the shell sandwich (from inside). Ensure that all screws are of the self tapping type.

No screw or any other object should be permitted to enter the ceiling of your new motorhome.

### THERMAL INSULATION AND HEATING CLASSIFICATION

All motorhomes manufactured by the Explorer Group Limited are classified as Grade 2, in accordance with BSEN 1645 part 1, for thermal insulation and heating. This will allow the interior temperature to be maintained at 20°C when the exterior ambient temperature is 0°C.



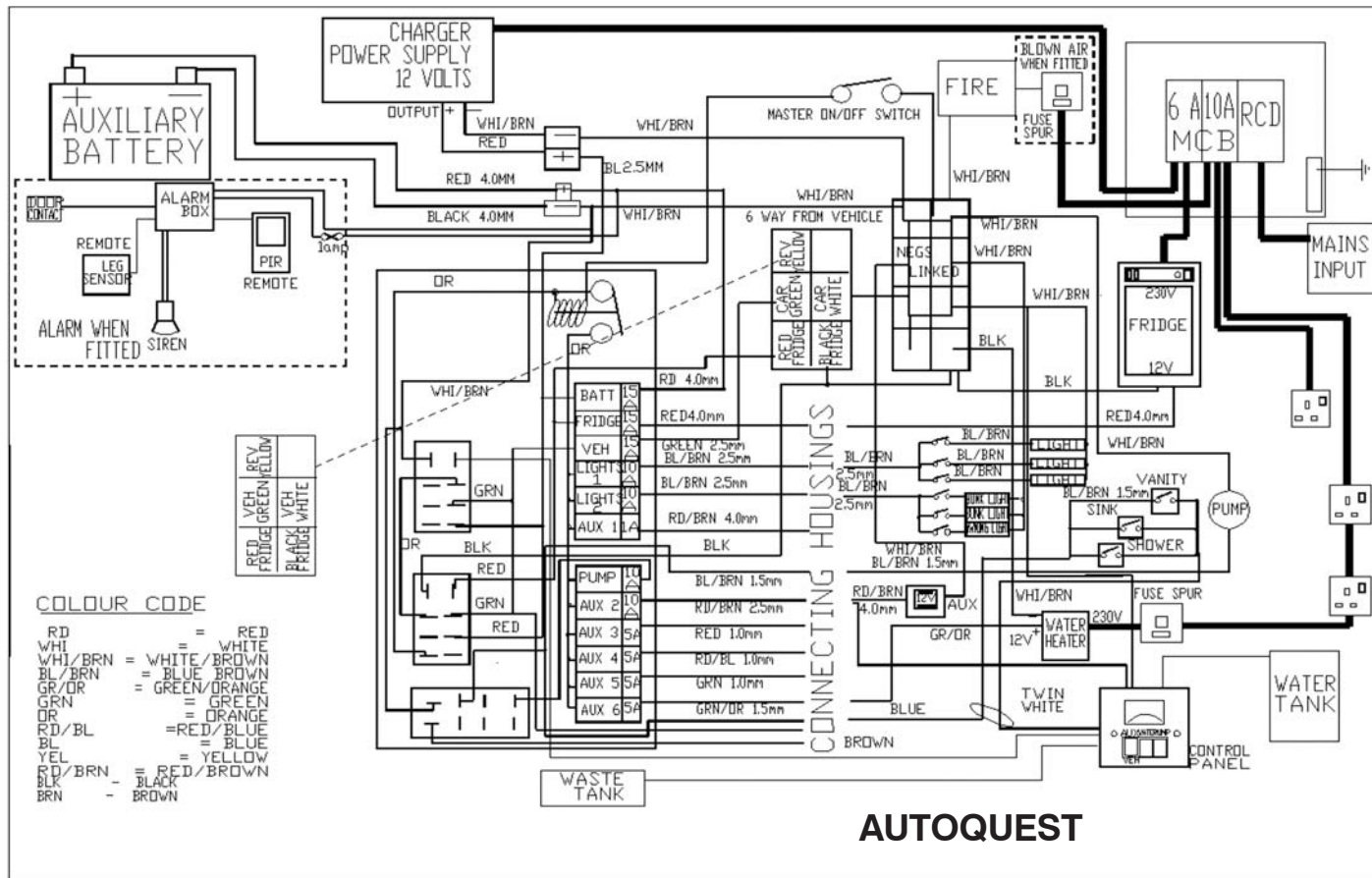
## Equipment Lists

AUTOQUEST/AVANTGARDE		AUTOCIRRUS/CALYPSO	
FRIDGE	RM7270	FRIDGE	RM7271
HEATER	TRUMA S 3002P PIEZO	HEATER	TRUMA S 3002A AUTO
INTERNAL BLOWN AIR SYST	(OPTION ONLY) TRUMA ULTRAHEAT	INTERNAL BLOWN AIR SYST	TRUMA ULTRAHEAT
WATER HEATER	TRUMA ULTRASTORE 10LTR	WATER HEATER	TRUMA ULTRASTORE 10LTR
SINK & DRAINER	SPINFLO TOP FIX	SINK & DRAINER	SPINFLO ARGENT
OVEN UNIT	(OPTION ONLY) CAPRICE 20 20	OVEN UNIT	MIDI PRIMA
HOB UNIT	20 20 MINI GRILL	HOB UNIT	SPINFLO ARGENT
TAPS KITCHEN	REICH PELIKAN	TAPS KITCHEN	REICH TREND
SHOWER EQUIPMENT	REICH AT MIXER	SHOWER EQUIPMENT	REICH AT MIXER
TAPS VANITY	REICH KAMA (RETRACTABLE)	TAPS VANITY	REICH TREND
WATER FILTER/PUMP	SUBMERSIBLE / COMET	WATER FILTER/PUMP	UNIVERSAL
LIGHTS 12V CEILING/LOCKER	CROWN / LUMO	LIGHTS 12V CEILING/LOCKER	CROWN / LUMO / NOVA
LIGHTS 12V READING	EYEBALL	LIGHTS 12V READING	ZOE EYEBALL
CONTROL PANELS	BCA	CONTROL PANELS	CBE PC-200
ELECTRIC FITTINGS	CLIPSAL BEIGE <small>(AVANTGARDE)</small> BLACK <small>(AUTOQUEST)</small>	ELECTRIC FITTINGS	CBE / CLIPSAL
CASSETTE BLINDS	SEITZ	CASSETTE BLINDS	SEITZ
TOILET	STD ROTATABLE / CASSETTE	TOILET	ROTATABLE C200 CWE
BATTERY CHARGER	BCA	BATTERY CHARGER	CBE

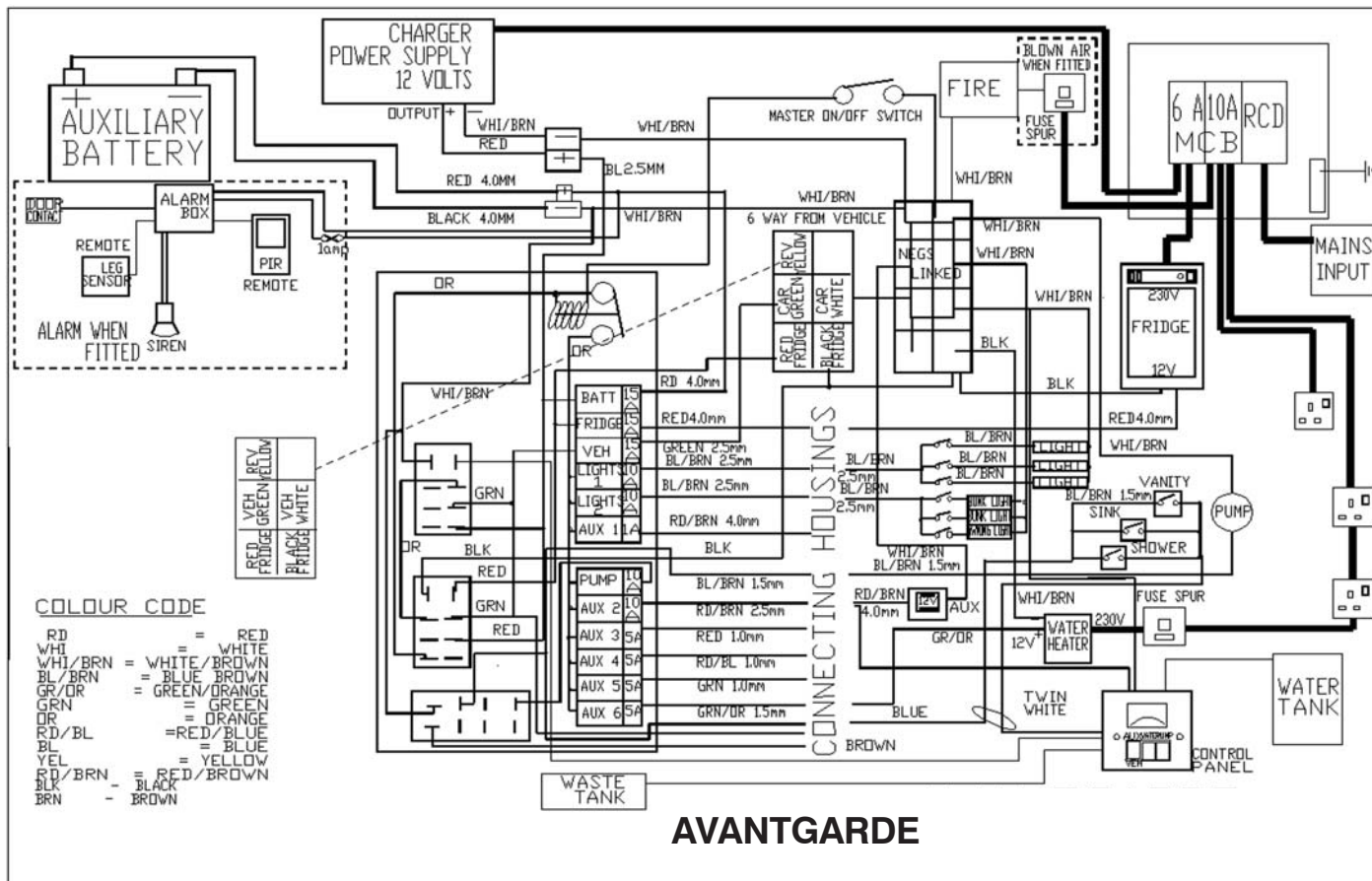
AUTOSTRATUS/CASTAWAY	
FRIDGE	RM7291
HEATER	TRUMA S 3002A AUTO
INTERNAL BLOWN AIR SYST	TRUMA ULTRAHEAT
WATER HEATER	TRUMA ULTRASTORE 10LTR
SINK & DRAINER	SPINFLO ARGENT
OVEN UNIT	MIDI PRIMA
HOB UNIT	SPINFLO ARGENT
TAPS KITCHEN	REICH TREND
SHOWER EQUIPMENT	REICH AT MIXER
TAPS VANITY	REICH TREND
WATER FILTER/PUMP	UNIVERSAL
LIGHTS 12V CEILING/LOCKER	CROWN / LUMO / NOVA
LIGHTS 12V READING	MICRO LIGHTS
CONTROL PANELS	CBE PC-200
ELECTRIC FITTINGS	CBE / CLIPSAL
CASSETTE BLINDS	SEITZ
TOILET	ROTATABLE C200 CWE
BATTERY CHARGER	CBE



# Electrical Wiring Diagrams 12V & 230V

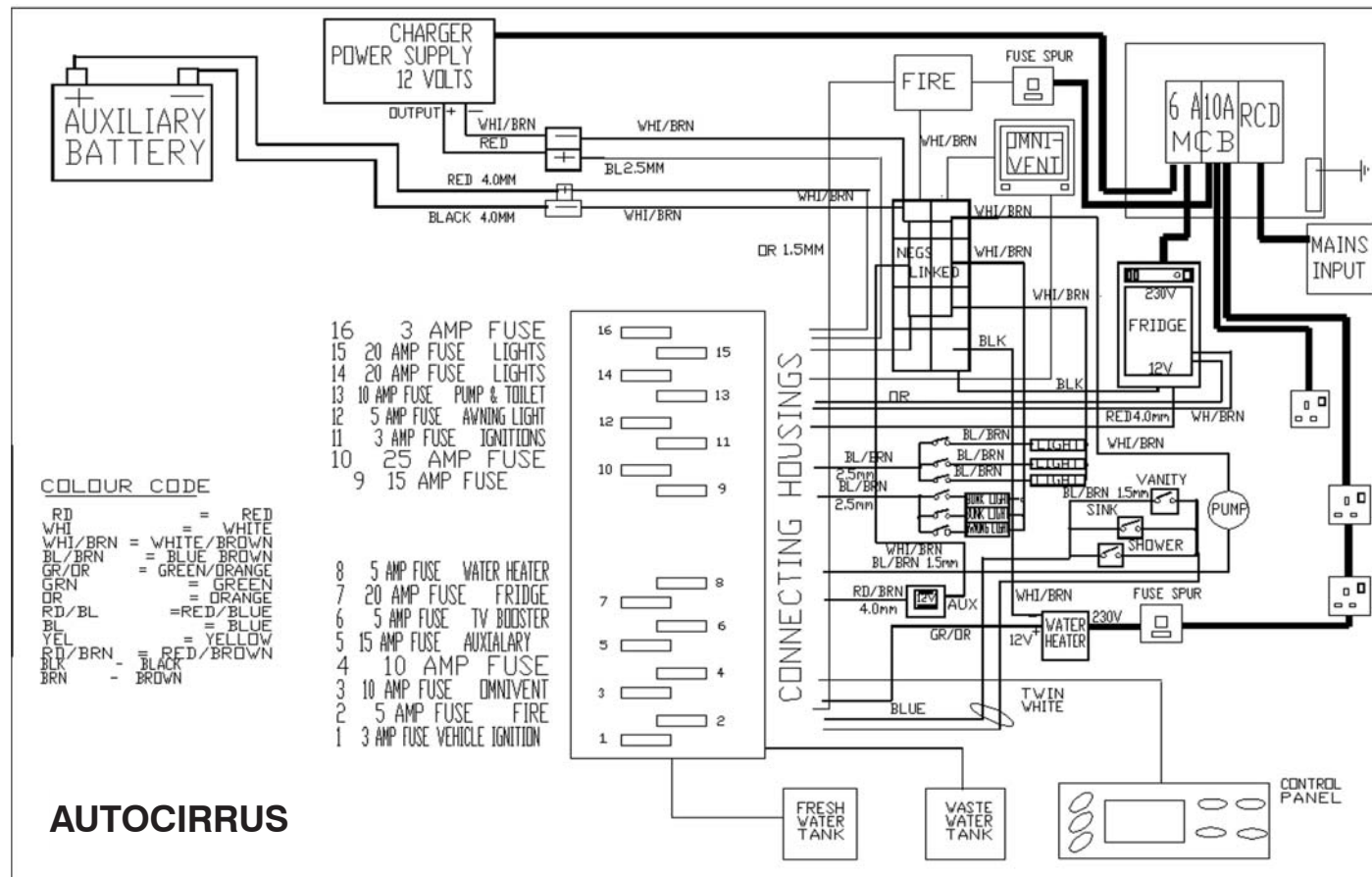


**AUTOQUEST**



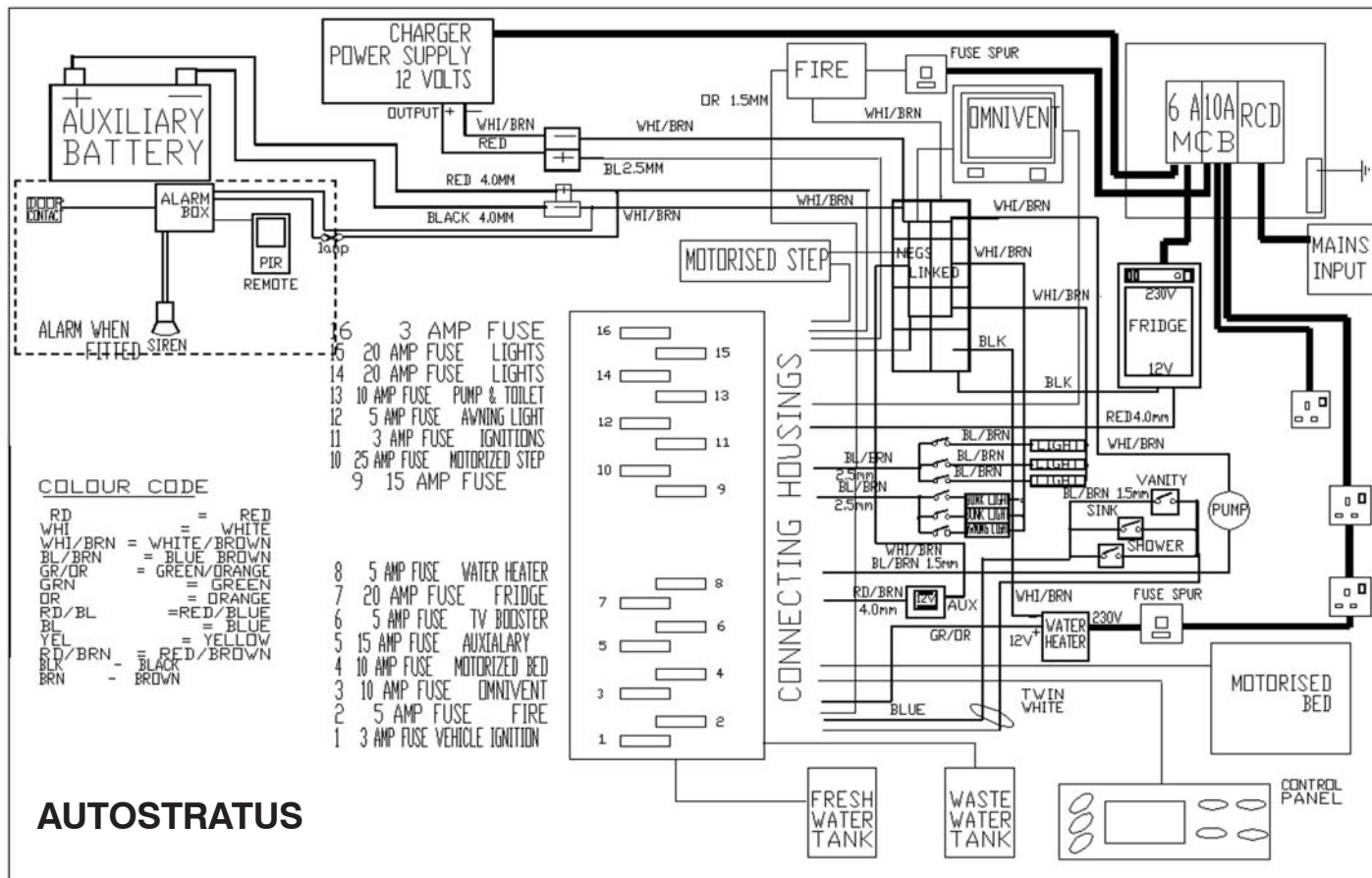


# Electrical Wiring Diagrams 12V & 230V

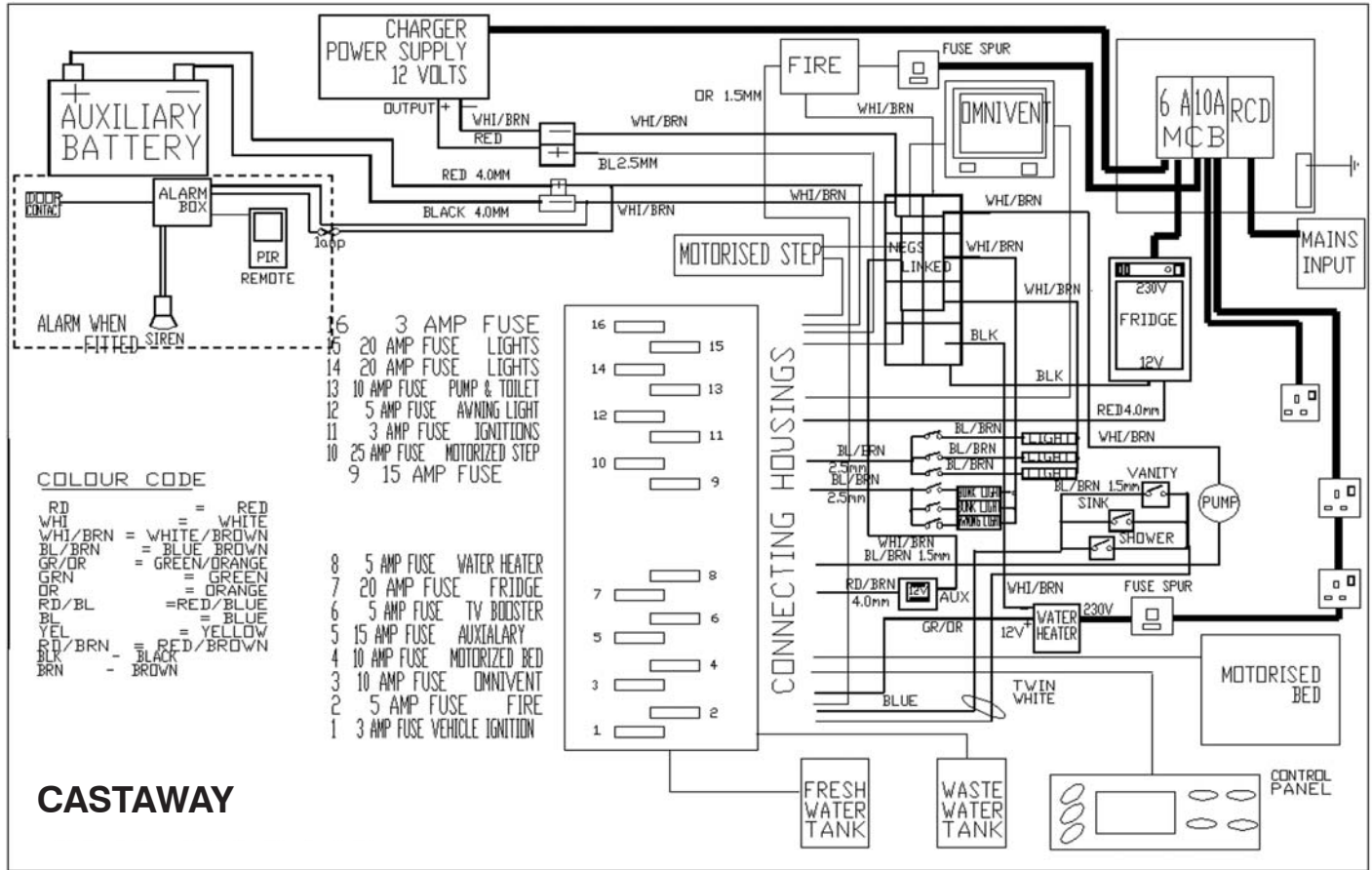




# Electrical Wiring Diagrams 12V & 230V



**AUTOSTRATUS**



# CASTAWAY

## Technical Specifications

### AUTOQUEST/AVANTGARDE TECHNICAL SPECIFICATIONS 2005

STANDARD ENGINE SIZE	100	200	300	400	400RL	600
Base Vehicle	PEUGEOT (290SWB) 2.0HDI	PEUGEOT (290 SWB) 2.0HDI	PEUGEOT (290 MWB) 2.0HDI	PEUGEOT (290 MWB) 2.0HDI	PEUGEOT (290 MWB) 2.0HDI	PEUGEOT (330 MWB) 2.2HDI
No. of Berths/Designated Passenger Seats	4/3	4/1	5/3	4/1	4/1	6/5
Overall Exterior Length	5490mm (18'0")	5490mm (18'0")	5910mm (19'5")	5910mm (19'5")	5910mm (19'5")	6215mm (20'5")
Overall Width incl. Wing Mirrors	2530mm (8'3.5")	2530mm (8'3.5")	2530mm (8'3.5")	2530mm (8'3.5")	2530mm (8'3.5")	2530mm (8'3.5")
Overall Body Width	2200mm (7'2.5")	2200mm (7'2.5")	2200mm (7'2.5")	2200mm (7'2.5")	2200mm (7'2.5")	2200mm (7'2.5")
Overall Height	2895mm (9'6")	2895mm (9'6")	2895mm (9'6")	2895mm (9'6")	2895mm (9'6")	2895mm (9'6")
Maximum Internal Headroom	2145mm (7'.5")	2145mm (7'.5")	2145mm (7'.5")	2145mm (7'.5")	2145mm (7'.5")	2145mm (7'.5")
Maximum Interior Width	2074mm (6'9.5")	2074mm (6'9.5")	2074mm (6'9.5")	2074mm (6'9.5")	2074mm (6'9.5")	2074mm (6'9.5")
Tyre Size: Standard Tyre	195/70/ R 15C	195/70/ R 15C	215/70/ R 15C	215/70/ R 15C	215/70/ R 15C	215/70/ R 15C
Tyre Pressure	Front/Rear 44psi/44psi	44psi/44psi	66psi/66psi	66psi/66psi	66psi/66psi	66psi/66psi
Bed Sizes	O/Cab Double 2085 x 1200mm (6'10" x 4') 1 x Double 1860 x 1190mm (6'1" x 3'10")	O/Cab Double 2085 x 1200mm (6'10" x 4') 1 x Double 2070 x 1420mm (6'9.5" x 4'8")	O/Cab Double 2085 x 1200mm (6'10" x 4') 1 x Double 1860 x 1190mm (6'1" x 3'11") 1 x Single 1830 x 680mm (6' x 2'3")	O/Cab Double plus 2085 x 1200mm (6'10" x 4') 1 x Double 2070 x 1800mm (6'9.5" x 5'11") or 1 x Single 1800 x 700mm (5'11" x 2'3.5") 1 x Single 1880 x 700mm (6'2" x 2'3.5")	O/Cab Double 2085 x 1200mm (6'10" x 4') 1 x Double 2070 x 1240mm (6'9.5" x 4'1")	O/Cab Double 2085 x 1200mm (6'10" x 4') 1 x Double 1972 x 1215mm (6'5.5" x 4') 1 x Single 1830 x 610mm (6' x 2') 1 x Single 1830 x 610mm (6' x 2')
Maximum Front Axle Weight	1600kgs (31.4cwt)	1600kgs (31.4cwt)	1600kgs (31.4cwt)	1600kgs (31.4cwt)	1600kgs (31.4cwt)	1750kgs (34.4cwt)
Maximum Rear Axle Weight	1600kgs (31.4cwt)	1600kgs (31.4cwt)	1650kgs (32.41cwt)	1650kgs (32.41cwt)	1650kgs (32.41cwt)	1900kgs (37.4cwt)
M.T.P.L.M.	2900kgs (56.9cwt)	2900kgs (56.9cwt)	3200kgs (62.9cwt)	3200kgs (62.9cwt)	3200kgs (62.9cwt)	3400kgs (66.9cwt)
Mass in Running Order	2421kgs (47.55cwt)	2421kgs (47.55cwt)	2533kgs (49.8cwt)	2600kgs (51.2cwt)	2600kgs (51.2cwt)	2617kgs (52.46cwt)
Essential Habitation Equipment	103kgs (2.02cwt)	103kgs (2.02cwt)	103kgs (2.02cwt)	103kgs (2.02cwt)	103kgs (2.02cwt)	144kgs (2.82cwt)
Maximum User Payload	479kgs (9.4cwt)	479kgs (9.4cwt)	667kgs (13.1cwt)	600kgs (11.8cwt)	600kgs (11.8cwt)	783kgs (15.38cwt)
OPTIONAL INCREASED ENGINE SIZE	PEUGEOT (330SWB) 2.2HDI	PEUGEOT (330SWB) 2.2HDI	PEUGEOT (330MWB) 2.2HDI	PEUGEOT (330MWB) 2.2HDI	PEUGEOT (330MWB) 2.2HDI	PEUGEOT (330MWB) 2.2HDI
Tyre Size: Optional Specification Tyre	215/70/ R 15C	215/70/ R 15C	215/70/ R 15C	215/70/ R 15C	215/70/ R 15C	215/70/ R 15C
Tyre Pressure	Front/Rear 66psi/66psi	66psi/66psi	66psi/66psi	66psi/66psi	66psi/66psi	66psi/66psi
Maximum Front Axle Weight	1750kgs (34.4cwt)	1750kgs (34.4cwt)	1750kgs (34.4cwt)	1750kgs (34.4cwt)	1750kgs (34.4cwt)	1750kgs (34.4cwt)
Maximum Rear Axle Weight	1900kgs (37.4cwt)	1900kgs (37.4cwt)	1900kgs (37.4cwt)	1900kgs (37.4cwt)	1900kgs (37.4cwt)	1900kgs (37.4cwt)
M.T.P.L.M.	3400kgs (66.9cwt)	3400kgs (66.9cwt)	3400kgs (66.9cwt)	3400kgs (66.9cwt)	3400kgs (66.9cwt)	3400kgs (66.9cwt)
Mass in Running Order	2483kgs (48.77cwt)	2483kgs (48.77cwt)	2595kgs (50.97cwt)	2662kgs (52.28cwt)	2662kgs (52.28cwt)	2662kgs (52.28cwt)
Maximum User Payload	917kgs (18.01cwt)	917kgs (18.01cwt)	805kgs (15.81cwt)	738kgs (14.49cwt)	738kgs (14.49cwt)	738kgs (14.49cwt)

3 % has been added to Mass in Running Order to calculate the Maximum User Payload.

Maximum User Payload includes Essential Habitation Equipment, Personal Effects, Optional Equipment and the Conventional Load.

Note 1: Please take care to ensure that you have allowed for the masses of all items you intend to carry in the motorcaravan.

Note 2: Warning under no circumstances must the the Maximum Technical Permissible Laden Mass of the motorcaravan be exceeded.

All data is calculated using metric weights and measurements. The imperial figures quoted are conversions thereof.

## CALYPSO/CASTAWAY TECHNICAL SPECIFICATIONS 2005

	CALYPSO	
Base Vehicle	PEUGEOT (330) 2.2HDI	
Base Vehicle Spec.	3300kg MWB Camping Car 3400kg	
Chassis Conversion	N/A	
Extra Suspension	Yes (Camping Car)	
Upgraded Tyres	Yes (Camping Car)	
No. of Berths/Designated Passenger Seats	4/3	
Exterior Length	6180mm (20'3.5")	
Overall Width incl. Wing Mirrors	2690mm (8'10")	
Overall Width	2360mm (7'9")	
Overall Height	2990mm (9'10")	
Maximum Headroom	1975mm (6'5.5")	
Interior Width	2224mm (7'3.5")	
Tyre Size	215/70R/15C	
Tyre Pressure	Front	60psi
	Rear	66psi
Bed Sizes	1 x Double 1872mm x 1215mm (6'1.5" x 4')	
	1 x Luton Double 2200 x 1290mm (7'2.5" x 4'3")	
	1750kgs (34.4cwt)	
	1900kgs (37.4cwt)	
Maximum Front Axle Weight	3400kgs (66.9cwt)	
Maximum Rear Axle Weight	2870kgs (56.37cwt)	
M.T.P.L.M.	136kgs (2.67cwt)	
Mass in Running Order	540kgs (10.6cwt)	
Essential Habitation Equipment		
Maximum User Payload		

	CASTAWAY RG	CASTAWAY FB
	PEUGEOT (350LWB) 2.8HDI	PEUGEOT (350LWB) 2.8HDI
	3850kg MWB with Alko Extention	3850kg MWB with Alko Extention
	Alko	Alko
	No	No
	No	No
	4/1	4/1
	7350mm (24'1.5")	7350mm (24'1.5")
	2680mm (8'9")	2680mm (8'9")
	2400mm (7'10.5")	2400mm (7'10.5")
	2850mm (9'4")	2850mm (9'4")
	1975mm (6'5.5")	1975mm (6'5.5")
	2224mm (7'3.5")	2224mm (7'3.5")
	215/75R/16C	215/75R/16C
	66psi	66psi
	66psi	66psi
	1 x Double 2136 x 1142mm (7'0" x 3'9")	1 x Double 2136 x 1447mm (7'0" x 4'9")
	1 x Fixed Double 2110 x 1330mm (6'11" x 4'4.5")	1 x Fixed Double 1860 x 1300mm (6'1" x 4'3")
	1850kgs (36.33cwt)	1850kgs (36.33cwt)
	2120kgs (41.64cwt)	2120kgs (41.64cwt)
	3850kgs (75.62cwt)	3850kgs (75.62cwt)
	3300kgs (64.82cwt)	3292kgs (64.66cwt)
	132kgs (2.59cwt)	132kgs (2.59cwt)
	550kgs (10.8cwt)	558kgs (10.96cwt)

*With a High-Line option please add 48kgs to the Mass In Running Order, reduce the Maximum User Payload by 28kgs and reduce the Optional Payload by 68kg.*

3 % has been added to Mass in Running Order to calculate the Maximum User Payload.

Maximum User Payload includes Essential Habitation Equipment, Personal Effects, Optional Equipment and the Conventional Load.

Note 1: Please take care to ensure that you have allowed for the masses of all items you intend to carry in the motorcaravan.

Note 2: Warning under no circumstances must the the Maximum Technical Permissible Laden Mass of the motorcaravan be exceeded.

All data is calculated using metric weights and measurements. The imperial figures quoted are conversions thereof.

## Technical Specifications

### AUTOCIRRUS/AUTOSTRATUS TECHNICAL SPECIFICATIONS 2005

	AUTOCIRRUS	AUTOSTRATUS RG	AUTOSTRATUS FB
Base Vehicle	PEUGEOT (330) 2.2HDI	PEUGEOT (350LWB) 2.8HDi	PEUGEOT (350LWB) 2.8HDi
Base Vehicle Spec.	3300kg MWB Camping Car 3400kg	3850kg MWB with Alko Extention	3850kg MWB with Alko Extention
Chassis Conversion	N/A	Alko	Alko
Extra Suspension	Yes (Camping Car)	No	No
Upgraded Tyres	Yes (Camping Car)	No	No
No. of Berths/Designated Passenger Seats	4/3	4/1	4/1
Exterior Length	6180mm (20'3.5")	7350mm (24'1.5")	7350mm (24'1.5")
Overall Width incl. Wing Mirrors	2690mm (8'10")	2680mm (8'9")	2680mm (8'9")
Overall Width	2360mm (7'9")	2400mm (7'10.5")	2400mm (7'10.5")
Overall Height	2990mm (9'10")	2850mm (9'4")	2850mm (9'4")
Maximum Headroom	1975mm (6'5.5")	1975mm (6'5.5")	1975mm (6'5.5")
Interior Width	2224mm (7'3.5")	2224mm (7'3.5")	2224mm (7'3.5")
Tyre Size	215/70R/15C	215/75R/16C	215/75R/16C
Tyre Pressure	Front	66psi	66psi
	Rear	66psi	66psi
Bed Sizes	1 x Double	1 x Double	1 x Double
	1872mm x 1215mm	2136 x 1142mm	2136 x 1447mm
	(6'1.5" x 4')	(7'0" x 3'9")	(7'0" x 4'9")
	1 x Luton Double	1 x Fixed Double	1 x Fixed Double
2200 x 1290mm	2110 x 1330mm	1860 x 1300mm	
(7'2.5" x 4'3")	(6'11" x 4'4.5")	(6'1" x 4'3")	
Maximum Front Axle Weight	1750kgs (34.4cwt)	1850kgs (36.33cwt)	1850kgs (36.33cwt)
Maximum Rear Axle Weight	1900kgs (37.4cwt)	2120kgs (41.64cwt)	2120kgs (41.64cwt)
M.T.P.L.M.	3400kgs (66.9cwt)	3850kgs (75.62cwt)	3850kgs (75.62cwt)
Mass in Running Order	2870kgs (56.37cwt)	3300kgs (64.82cwt)	3292kgs (64.66cwt)
Essential Habitation Equipment	136kgs (2.67cwt)	132kgs (2.59cwt)	132kgs (2.59cwt)
Maximum User Payload	540kgs (10.6cwt)	550kgs (10.8cwt)	558kgs (10.96cwt)

*With a High-Line option please add 48kgs to the Mass In Running Order, reduce the Maximum User Payload by 28kgs and reduce the Optional Payload by 68kg.*

3 % has been added to Mass in Running Order to calculate the Maximum User Payload.

Maximum User Payload includes Essential Habitation Equipment, Personal Effects, Optional Equipment and the Conventional Load.

Note 1: Please take care to ensure that you have allowed for the masses of all items you intend to carry in the motorcaravan.

Note 2: Warning under no circumstances must the the Maximum Technical Permissible Laden Mass of the motorcaravan be exceeded.

All data is calculated using metric weights and measurements. The imperial figures quoted are conversions thereof.

AVANTGARDE





### GENERAL QUESTIONS

#### **Q: WHERE CAN I OBTAIN YOUR LATEST BROCHURE?**

A: Our latest brochures are available from Approved Retailers or can be viewed and printed from the **downloads** section on our website [www.explorer-group.co.uk](http://www.explorer-group.co.uk).

A request form can also be completed should you wish to receive a printed copy of our latest brochures.

#### **Q: CAN I PURCHASE INSURANCE FOR MY MOTORHOME THROUGH THE EXPLORER GROUP?**

A: Not directly, but we offer an online vehicle insurance quotation request service through Bakers of Cheltenham via our website at [www.explorer-group.co.uk](http://www.explorer-group.co.uk)

#### **Q: CAN I COME TO THE FACTORY TO PURCHASE MOTORHOMES DIRECT?**

A: Our motorhomes are only available through our Approved Retailer network.

#### **Q: WHERE IS MY NEAREST RETAILER?**

A: Please refer to our Find A Retailer section on our website- [www.explorer-group.co.uk](http://www.explorer-group.co.uk), or telephone 01207 699 000 and ask for Customer Services.

#### **Q: AT WHICH RETAILER CAN I VIEW THE LATEST MODELS?**

A: The Find A Retailer section on our website will show which brands and model types each Retailer sells. You will need to contact the Retailer directly to find out if they have a particular model in stock, or on order.

#### **Q: CAN I PURCHASE A HANDBOOK AND HOW MUCH DOES IT COST?**

A: Some of the most recent handbooks are available to view in the Downloads section on our website. Printed copies can also be purchased at a cost of £15.00.

We can accept payment by credit or debit card and you should contact us by telephoning 01207 699 000 and ask for Customer Services.

Alternatively please send a cheque made payable to "The Explorer Group Ltd" to Customer Services, The Explorer Group, Explorer House, Delves Lane, Consett, Co Durham, DH8 7PE.

Your covering letter should give details of your motorhome including the VIN/Conversion number and your name/address to which we will post your handbook. Please be advised that original handbooks are not always available and you may receive a photocopy.

#### **Q: WHY IS THE HANDBOOK NOT SPECIFIC TO MY MODEL?**

A: Many of the components used in the manufacture of our motorhomes are identical throughout our model ranges, so we produce a generic handbook, which covers all models manufactured for that season. If the literature supplied with your motorhome does not answer your question then please contact your Retailer for further assistance.

**Q: I REQUIRE TECHNICAL OR OTHER INFORMATION, WHO CAN HELP ME?**

A: The majority of information you require is available through your Explorer Group Retailer. Should you need to contact Explorer Group Customer Services, then please quote the serial number of your motorhome, along with your full name and address if a written reply is required.

**Q: CAN YOU TELL ME THE SECOND HAND PRICE OF MY MOTORHOME?**

A: Unfortunately as a manufacture we are not involved in the second hand market. You should try to contact a Retailer, Camping and Caravanning Club and/or The Caravan Club. They should be able to give some indication of market value.

### TECHNICAL RELATED QUESTIONS

#### **Q: WHAT ARE THE SPECIFIED WEIGHTS FOR MY MOTORHOME?**

A: Your motorhome, MTPLM, MIRO, Essential Habitation Equipment, Maximum User Payload, Maximum Hitch Weight and Optional Equipment Payload can all be found by looking in the latest model section, or the 'Product Archives' on our website or referring to the relevant Technical Specification section of this handbook.

#### **Q: WHAT ARE THE CORRECT TYRE SIZES/PRESSURES FOR MY MOTORHOME?**

A: Tyre pressures for Explorer Group motorhome can be found by looking in the latest model section, or the Product Archive section on our website or by referring to the relevant Technical Specification section of this handbook.

#### **Q: CAN I FIT A BICYCLE RACK/TOP BOX/AIR CONDITIONING TO MY MOTORHOME?**

A: It may be possible to fit accessories to your motorhome but this will depend upon the internal construction of the roof/walls and whether they can support the weight of the accessory. If it is possible your Retailer will be able to advise you, or alternatively they will obtain confirmation and a drawing where necessary, from The Explorer Group. Please note that the weight of any accessories will reduce your User Payload allowance.

#### **Q: HOW DOES MY CONTROL PANEL WORK?**

A: Please consult the literature supplied with your motorhome, as it is a sophisticated electronic component. If you have any problems with the control panel then please inform your Retailer. If they are unable to resolve your problems then they will consult with us, or our supplier for further advice.

#### **Q: HOW DOES MY LEISURE BATTERY AND ELECTRICAL SYSTEM WORK?**

A: The battery charger will operate when connected to the mains outlet on a Caravan Site. The 12V system, with the exception of the 12V fridge and battery charging, will not operate when your motorhome ignition is switched on. If you encounter problems please ensure that you have checked your leisure battery is fully charged and that all fuses are OK. Are other electrical appliances working? Please note that when driving, your leisure battery will receive a trickle charge from your vehicle charging system, but this is not sufficient to fully charge a discharged leisure battery.

#### **Q: HOW MUCH POWER WILL I NEED IN A TYPICAL NIGHT WITHOUT MAINS HOOKUP?**

A: Battery capacity is measured in amp-hours (Ah), which is the amount of energy an appliance drawing 1A will use up in an hour. So consumption at the rate of 5A for two hours will use up 10 of your leisure battery's amp-hours.

The formula 'watts divided by volts equals amps' will give you the rate of consumption for any appliance. So from

the 12v supply of your battery, a 10W bulb will use just over 0.8A (though probably nearer to 0.9A due to losses in the wiring etc), a 60W portable TV around 5A; and a 30W circulation fan on a heating system around 2.5A Your water pump will also use a little, but it is not on for long.

A night might go like this: 3 x 10W lamps for 5 hours = 13.5Ah; heater fan in use for 10 hours = 25Ah; TV on for 3 hours = 15Ah. So the total usage would be 53.Ah.

As you can see, a night like this will zap your battery fairly hard, though a few hours driving the next day will soon put matters right.

Clearly a 100Ah battery has greater reserves than a smaller one, and some seasoned travellers fit a second leisure battery. If you do this, be sure that the batteries are wired so that both get charged at once, whether by the vehicle alternator or by a solar panel. (Extract courtesy of journalist, David Serpell)

**Q: MY INTERIOR LIGHTS ARE NOT WORKING, WHAT DO I DO?**

A: It is possible that all of the 230V mains electrical equipment may not be operated simultaneously. A typical UK Caravan Site mains hook-up point provides a maximum output of 10 amps and on some continental sites, this may be as low as 5 amps. So, for example if you operate a colour TV (2.50 amps), Blown air heater (8.6 amps), water heater (4 amps) and interior lights, you may overload your system by using too many appliances at the same time. Switching off other appliances should allow your lights to work.

### **PARTS RELATED QUESTIONS**

#### **Q: WHERE CAN I GET SPARE PARTS FOR MY MOTORHOME?**

A: We do not supply spare parts direct to the public at present, but our network of Retailers will be able to source most parts you require. For details of your nearest Explorer Group Retailer please refer to our Find A Retailer section on our website or call 01207 699 000 for assistance.

In addition there are companies that buy up old stock and they may be able to assist you. Their details can usually be found in the advertiser sections of the popular motorhome press.

#### **Q: HOW MANY YEARS WILL SPARE PARTS BE AVAILABLE FOR MY MOTORHOME?**

A: In accordance with NCC guidelines, introduced in September 2003, The Explorer Group will endeavour to supply spare parts for a motorhome, for up to 8 years before current motorhome production. However, this is dependent upon parts availability from our suppliers.

#### **Q: WHY DON'T YOU STOCK PARTS AT THE EXPLORER GROUP FACTORY?**

A: Due to the volume of models we produce it is not possible for us to maintain stock levels of every individual component used in our manufacturing process. We do stock commonly requested items, but some items must be made to order to ensure their pristine condition on delivery.

#### **Q: WHAT IF THE PARTS ARE NO LONGER AVAILABLE?**

A: Where an original part is no longer available, we will advise a suitable alternative if it is available.

#### **Q: THERE HAS BEEN A DELAY IN RECEIVING PARTS, WHO CAN HELP ME?**

A: We do not advise customers to contact The Explorer Group directly, as you will not have the unique sales order identification number that will be required to trace your order. Your Explorer Group Retailer has a dedicated account handler who they can consult about any aspect of their parts order. Please ask your Retailer to consult our Parts Department for this information.

## WARRANTY RELATED QUESTIONS

### Q: DOES MY MOTORHOME HAVE A WARRANTY?

A: Yes. Our warranty arrangements are as follows:

If the original date of purchase is on or after 1 September 02, your motorhome conversion is supplied with a 3 year manufacturer's warranty, details of which can be found in your owner's handbook. In addition, there is also a 5-year water ingress Code of Practice.

All warranties are dependant upon compliance with the relevant terms and conditions, particularly regarding annual servicing. Full details are supplied in the owners' literature pack.

### Q: CAN I EXTEND THE EXPLORER GROUP WARRANTY OF MY MOTORHOME?

A: No. The 3 year Explorer Group warranty cannot be extended, but most retailers offer comprehensive packages and these are sold as an insurance based policy. Please consult your nearest retailer.

### Q: IS THE WARRANTY TRANSFERABLE TO SUBSEQUENT OWNERS?

A: The warranty can be transferred to subsequent owners for a payment of £25. Your cheque should be forwarded to The Explorer Group quoting the serial number of your motorhome. However, in order for the warranty to be transferred the relevant terms and conditions, particularly regarding annual servicing must be adhered to.

### Q: DOES MY MOTORHOME NEED TO BE SERVICED EVERY YEAR?

A: In order to protect your investment and to comply with the warranty conditions, you must have your motorhome serviced annually. We strongly recommend that you continue to have your motorhome professionally serviced, even after the warranty has expired.

### Q: CAN I TAKE MY MOTORHOME FOR AN ANNUAL SERVICE AT A RETAILER OR SERVICE CENTER, OTHER THAN WHERE I PURCHASED IT?

A: Customers can take their motorhome to any approved Explorer Group Retailer or Service Centre, providing that the Retailer or Service Centre agrees to do this work.

## Frequently Asked Questions (FAQs)

### **Q: WHO CAN SERVICE MY MOTORHOME?**

A: We would always recommend that an approved Explorer Group Retailer, or Service Centre undertakes the annual service. However, we will accept services completed by a Jones Vening approved company.

### **Q: WHO CAN CARRY OUT WARRANTY WORK ON MY MOTORHOME?**

A: Your supplying Retailer is not obliged to undertake your warranty work. However, any approved Explorer Group Retailer or Service Centre can undertake the work, but this is at their discretion.

### **Q: I AM HAVING TROUBLE BOOKING MY MOTORHOME FOR ITS SERVICE, IN LINE WITH THE REQUIREMENTS. WHAT TIMESCALE IS ACCEPTABLE?**

A: We will allow a delay of 60 days after your 1st service is due, but subsequent annual services should still be undertaken as close as possible to the anniversary of the original date of registration except for years 3 and 5 which must be on or before.

### **Q: I HAVE A PROBLEM WITH MY MOTORHOME, WHO CAN HELP ME?**

A: We would always recommend that you contact your supplying Retailer, or if this is not convenient, your local Explorer Group retailer or Explorer Group Approved Service Centre, so that an inspection can take place, and the necessary course of action agreed.

### **Q: I AM UNHAPPY WITH THE SERVICE I HAVE RECEIVED FROM MY RETAILER, WHERE DO I GO FROM HERE?**

A: We would recommend that you write to your Retailer, detailing your problems and requirements, requesting a response explaining how they will resolve your complaint. A copy of your letter can be forwarded to Customer Services at The Explorer Group, quoting the serial number of your motorhome.

Please be assured that we will assist your Retailer in resolving any problems.

## ABBREVIATIONS USED

ABS	Description	ISO	International Standards Organisation	NM	Newton Meters
AC	Alternating Current	KG	Kilogram	OEP	Optional Equipment Payload
BS	British Standards	KPH	Kilometres per hours	PEP	Personal Effects Payload
CC	Motorhome Club	LI	Load Index	PSI	Pounds per square inch.
CCC	Camping and Motorhomening Club	LPG	Liquefied Petroleum Gas	RCD	Residual Current Device
CM	Centimetres	LTRS	Litres	V	Volt
CMHR	Combustion Modified High Resilient	Mbar	Milibar	VIN	Vehicle Identification Number
CORGI	Confederation of Gas Installers	MCB	Miniature Circuit Breaker		
DC	Direct Current	MIN	Motorhome Identification Number (MINDER)		
ECA	Electrical Contractors Association	MIRO	Mass In Running Order		
EHEP	Essential Habitation Equipment Payload	MM	Millimetres		
EN	European Norms	MPH	Miles per Hour		
GRP	Glass Fibre Reinforced Plastic	MTPLM	Maximum Technical Permissible Laden Mass		
HZ	Hertz   cycle per second	NCC	National Caravan Council		
		NICEIC	National Inspection Council for Electrical Installation Contracting		



### GLOSSARY

#### ABS

An acronym for anti-lock braking system

#### ACTUAL LADEN WEIGHT

The total weight of the motorhome when loaded ready for use by the end user.

#### AQUAROLL

Brand name used generically for a water container that rolls so you don't need to lift it.

#### AWNING

A tent-like structure of fabric over a supporting framework, which can be attached to the side of motorhome.

#### BATTERY CHARGER

Required to keep a leisure battery charged. Most motorhomes include a charging facility which operates via the mains hook-up, and also has the ability to recharge from the towcar's alternator while travelling.

#### BERTH(S)

Sleeping place - Refers to the number of people a motorhome can accommodate for sleeping.

#### BLOWN AIR HEATING

A method of heating the living quarters of a motorhome by use of a fan pushing air

out through a number of outlets.

#### BUNK BED

A sleeping place, usually higher up than a conventional bed. Often (but not always) this can be folded or removed to provide additional living space.

#### BUTANE

Liquefied Petroleum Gas (LPG) which usually comes in blue cylinders. Most commonly used in the UK, although a switch to propane is advised in severely cold weather conditions.

#### CALOR

The main supplier of propane (red) gas cylinders and significant seller of butane (blue) gas.

#### CAMPINGAZ

Trade name of Butane gas.

#### CASSETTE BLIND

A roller blind which is fitted as part of the window assembly, often along with a flyscreen, thus giving a neat installation.

#### CASSETTE TOILET (CHEMICAL TOILET)

A form of chemical toilet found in modern motorhomes, where the waste holding tank can be accessed and emptied from, outside.

#### CHEMICAL TOILET

Most modern motorhomes have them, with more upmarket models having a fully plumbed-in flushing version.

#### CONTROL PANEL

Used as the description for the panel of electrical switches and gauges governing 12V and mains electricity systems.

#### CORNER STEADIES

The winding device built into each corner of a motorhome chassis that is used to stabilise the body once set up on a pitch.

#### DINETTE

A popular style of seating arrangement where two seats or settees face each other across a table.

#### EARTH LEAKAGE CIRCUIT BREAKER

ELCB Earth leakage circuit breaker – see residual current device (RCD)

#### ELCB

Earth Leakage Circuit Breaker. More normally termed RCD.

#### END KITCHEN

A common term used to describe floorplans which put the kitchen across the rear, usually adjacent to a motorhome door on one side and washroom on the other.

### **ESSENTIAL HABITATION EQUIPMENT**

Those items and fluids required for the safe and proper functioning of the equipment for habitation as defined by the manufacturer of the motorhome. This includes items such as the leisure battery and gas cylinders, plus water contained in the water heater etc.

### **FLYSCREENS**

Mesh fittings for windows doors and roofvents, to keep out insects etc.

### **FREE-STANDING TABLE**

A table which, because of its leg design, can be used inside or outside.

### **FULL SERVICE PITCH**

A pitch which has individual provision for fresh water supply and waste water disposal, in addition to mains electricity and in some cases TV aerial connection.

### **GAS CYLINDER**

A portable, pressurised container for the storage at LPG.

### **GAS CYLINDER LOCKER**

Compartment on the motorhome for the storage of gas cylinders.

### **GAS DROP OUT HOLES**

Part of the ventilation. LPG is heavier than air, so holes through the floor below

gas-powered appliances allow any leakage of gas to exit the habitation area.

### **GREY WATER**

Waste water from sink/shower.

### **GROSS TRAIN WEIGHT**

Also known as Combined Weight. The maximum permitted weight of an outfit as specified by the towcar manufacturer.

### **GROSS VEHICLE WEIGHT (GVW)**

The weight of the vehicle laden to its maximum, as defined by the manufacturer. See also MTPLM.

### **GRP**

Glass-reinforced plastic, but more commonly known as glass fibre (not fibreglass, which is a trade name).

### **HANDBOOK**

Owners manual, a guide to the workings of your motorhome.

### **HARDSTANDING**

A pitch which has a hard surface made of gravel, asphalt, concrete etc, instead of grass.

### **HOOK-UP**

A facility on a pitch for connection to mains electricity.

### **INGRESS**

Usually meaning water ingress, a possible problem where water seeps in at the joins, usually as a result of worn sealant.

### **JACK**

A device for raising the vehicle so that a wheel can be changed, for instance. Not to be confused with corner steadies, which although they are sometimes referred to as 'corner jacks' are steadying, not lifting devices.

### **KERB WEIGHT**

The empty weight of a motor vehicle as defined by the manufacturer.

### **LAYOUT**

Interior design. Where furniture units are placed in relation to each other.

### **LEISURE BATTERY**

Sometimes termed auxiliary battery. Supplies the power for the motorhome electrical systems.

## Frequently Asked Questions (FAQs)

### **LEVEL**

The process of ensuring that a motorhome is level when sited on a pitch. Important for comfort and also to ensure the correct functioning of the fridge and water systems.

### **LPG**

Liquid Petroleum Gas, i.e. butane or propane.

### **L-SHAPED**

A term where the seating area of a motorhome is indeed L-shaped.

### **MAINS HOOK-UP**

A campsite facility where you can plug into a mains electricity supply.

### **MAXIMUM USER PAYLOAD**

The maximum payload available for the user including essential habitation equipment.

### **MINDER**

Your motorhome is fitted with MINDER the security scheme operated by HPI Limited

### **MIRO - MASS IN RUNNING ORDER**

Weight of the motorhome equipped to the manufacturer's standard specification. i.e. the condition in which it leaves the factory. Note that this does not include

any part of the user payload, including the essential habitation equipment.

### **MTPLM - MAXIMUM TECHNICALLY PERMISSIBLE LADEN MASS**

The technical maximum permissible laden weight of the motorhome which must not be exceeded..

### **NATIONAL CARAVAN COUNCIL**

The only trade association representing manufacturers, retailers and suppliers within the motorhome industry.

### **NUMBER PLATE**

Motorhomes must display a legal number plate showing the same registration number of their vehicle.

### **OPTIONAL EQUIPMENT PAYLOAD**

The payload required for equipment to enable the motorhome to be used for habitation purposes.

### **OWNERS' CLUB**

A group of people who usually own the same brand of motorhome and enjoy meeting up for rallies.

### **PAYLOAD**

The amount you can put into a motorhome. Specifically the difference between the Maximum Technical Permissible Laden Mass (MTPLM) and

the Mass In Running Order (MIRO).

### **PDI**

Pre-Delivery Inspection.

### **PITCH**

A designated area of a Caravan Site allocated for the use of one outfit. Most sites will be arranged with defined pitches.

### **PROPANE**

Gas used in colder conditions. Usually supplied in red cylinders.

### **RCD**

Residual Current Device. Part of the electrical system which will 'trip' if there is an electrical fault.

### **REGULATOR**

Safety device fitted between the gas cylinder and the gas system of a motorhome, which controls the pressure of gas being released from the cylinder.

### **ROAD LIGHTS**

The external lights used while the vehicle is travelling.

### **ROOF LIGHTS**

See Roof Vent.

### **ROOF VENT**

An opening unit in the ceiling which lets in light and air. These vary in size, but the best ones will have integral blinds and flyscreens. Also called rooflights.

### **SEMI-RIGID PIPEWORK**

Usually, a reference to the water system; infinitely preferable to cheaper convoluted piping which can act as a trap for germs and smells..

### **SLATS**

Sometimes used for beds. Improves ventilation to mattress cushions.

### **SPACE HEATER**

Type of heating equipment for the living quarters. Modern units fitted offer gas and mains-operation.

### **SPEED RATING**

The maximum speed at which a tyre may be used, as marked on its sidewall.

### **STEADY WINDER**

A handle for operating the corner steadies.

### **TORQUE WRENCH**

A form of spanner used to set nuts and bolts to a specified degree of tightness. Recommended for adjustment of wheel fixings on motorhomes.

### **TRAIN WEIGHT**

The maximum permissible combined weight of vehicle and trailer.

### **USER PAYLOAD**

The weight of all items carried in the motorhome.

### **U-SHAPED SETTEE**

Usually a reference to seating that literally is 'U' shaped.

### **VEHICLE KERBWEIGHT**

The weight of the towcar often indicated in the manufacturers specifications..

### **VIN - VEHICLE IDENTIFICATION NUMBER**

The manufacturer's unique serial number for an individual vehicle. Cars and Motorhomes should carry a VIN. Motorhomes are not obliged to, but most of those sold in recent years in the UK do as a result of the CRiS voluntary registration scheme.

### **WARRANTY**

Terms and conditions that spell out your rights with regard to servicing, repair or replacement of parts as provided by the manufacturer.

### **WILD CAMPING**

Term used for staying overnight away from a campsite. Illegal in many countries, but permission may be granted by individual landowners.

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### MOTORHOME ANNUAL SERVICE RECORD

Your motorhome needs servicing at least once a year.

Whether you use your motorhome for short journeys or for touring at home or abroad, regular servicing will help to ensure that you can enjoy it to the full.

The Annual Service offered by your Retailer will include the following work and it is our recommendation you have your motorhome serviced to this standard annually.

Your Retailer will complete the record in this handbook to show the work has been carried out.

#### Section (A) Chassis

1. Tyres and pressures
2. Corner steadies
3. Under floor tanks
4. Spare wheel
5. Wheel boxes
6. Body to chassis fixing
7. Body to cab fixing

#### Section (B) Exterior

1. Exterior panels
2. Windows 3. Rooflights
4. Entrance door/door locks
5. Mouldings and trim
6. Gas locker, cylinders and regulator
7. Ventilators/flue terminals
8. Paintwork and striping
9. Roof racks and ladders

#### Section (C) Exterior

1. Wall panels
2. Furniture
3. Curtains/blinds/bunk nets
4. Dinette seats/beds
5. Over cab bed
6. Carpets
7. Swivel seat base
8. Doors and drawers
9. Hinges and catches
10. Ventilators
11. Water pumps
12. Hoses and connections
13. Hot water system
14. Cold water system
15. Window hinges & stays
16. Cassette toilet
17. Shower
18. Shower tray
19. Central heating
20. Damp test
21. Inboard tanks

#### Section (D) Electrical

1. Interior lights
2. Water pump & switches
3. Refrigerator
4. Distribution unit
5. Charging unit
6. Junction box/strip
7. Wiring & supports
8. Battery/ies
9. Fuses/Fuse holders
10. Awning light
11. Electronic ignition (hob)
12. 230V system, earth continuity
13. System check

#### Section (E) Gas equipment

1. Hotplate
2. Oven
3. Refrigerator
4. Space heater
5. Water heater
6. Operation of appliances
7. Leak tested

### CARE WARRANTY

Your motorhome is covered by the 3 year warranty, it is a condition of this Policy that a service and safety check is carried out by your motorhome retailer at least once a year (12 months from the date of purchase) in accordance with the National Caravan Council recommendations For further information please read your policy documents.

**ANNUAL SERVICE RECORD**

**MOTORHOME MODEL** .....

**VEHICLE IDENTIFICATION NUMBER** ..... **YEAR** .....

**1st SERVICE**

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

**2nd SERVICE**

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

**3rd SERVICE**

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

**4th SERVICE**

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

**5th SERVICE**

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

**6th SERVICE**

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

## Annual Service Record

### 7th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 10th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 13th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 8th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 11th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 14th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 9th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 12th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

### 15th SERVICE

DATE:

RETAILER'S STAMP

I/We certify that an annual service has been carried out in accordance with the manufacturer's and National Caravan Council recommendations.

## 2005 EXPLORER GROUP RETAILER SPECIAL EDITIONS

PARENT MODEL	RETAILER SPECIAL	PARENT MODEL	RETAILER SPECIAL
AVANTGARDE	XPEDITION AMAZON GT SUNTOR CLASSIQUE SUNSEEKER	AUTOQUEST	FIRESTORM SUNTOR

**ALL EXPLORER GROUP MOTORHOME RETAILER SPECIALS ARE BASED ON OUR CURRENT BASE MODELS. FOR DETAILS ON THE EQUIPMENT FITTED AND HOW TO OPERATE THEM PLEASE CHECK UNDER THE BASE MODEL DETAILS IN THE MAIN PART OF THIS HANDBOOK, FOR EXAMPLE IF YOU HAVE PURCHASED A FIRESTORM THEN THE SPACE HEATER FITTED WILL BE OPERATED IN THE SAME MANNER AS THE SPACE HEATER FITTED IN THE STANDARD AUTOQUEST.**

## Notes



## Notes





## Notes

All the illustrations and descriptive matter in this guide are intended to give a general idea of the motorhome. Changing market and supply situations may prevent the manufacturer from maintaining the exact specifications and details in this handbook and we therefore reserve the right to alter specifications and materials as conditions demand.

Retailers are independent of the manufacturer and have absolutely no authority to bind the manufacturer by any express or implied undertaking or representation.



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