



# Association of Caravan Clubs Victoria and Their Members Inc. Newsletter October 2021

## AGM Meeting 23 October 2021

### Election of Office Bearers:-

President - Robert Taylor

Vice-President - John Di Petta

Secretary - Jen Lowe

Treasurer – Allan Davis

Committee Members: Harald Pries,  
Peter Hillas, Malcolm Carter and Alan  
Andrews.

### Appointments:

Assistant Secretary: Stella Breese

Assistant Treasurer: No nominations

Auditor Gary Fitzgerald

Newsletter Editor Allan Davis

Webmaster Jen Lowe with Gary  
Fitzgerald as advisor

Technical Group : No appointment

Public Relations Officer : No app.

NACC director Peter Hillas  
(Note – last year in this role)

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Whether future meetings will be held  
at Ross House or via ZOOM will be  
decided closer to the actual dates:-

26 February 2022

28 May 2022

27 August 2022 (Executive Meeting)

5 November 2022 (AGM)

## 2021 Annual General Meeting

### President's Report

In March I said things were looking good. They did for a while. Clubs got out and rallied, we held our first Combined Caravan Clubs Rally.

We managed to get away with our own club a couple of times.

Zoom continued to bring us together.

The ACCVic committee met several times using zoom. It does save some a lot of travelling but it is no substitute for getting together face to face.

### Executive Committee

At a previous Executive Committee meeting we discussed where we can take ACCVic. We agreed on a couple of things to be addressed:-

- Promoting Clubs to the community.
- Continuing to maintain a stand at the caravan shows.
- Engage with the Victorian Caravan Parks Association.
- Host an ACC Vic Combined Caravan Clubs rally.

### DISCLAIMER

The material in this Newsletter is in the nature of general comment only and neither purports, nor is intended to be advice on any particular matter. No person should act on the basis of any matter contained in the Newsletter without considering and, if necessary, taking appropriate professional advice upon their own particular circumstances. The Association of Caravan Clubs Victoria Inc, the authors and editors, expressly disclaim all and any liability in respect of anything done or omitted to be done, any such person in reliance, whether whole or partial, upon the whole or part of the contents of the Newsletter.



That has not gone as well as we hoped, COVID 19 got in the way.

We did hold our Combined Caravan Clubs Rally.

We launched our Facebook Page

The purpose is to give caravan clubs a place to promote their events and themselves. Take a look and please promote your events and share some pictures of past events.

[Association of Caravan Clubs of Victoria and their Members Inc. | Facebook](#)

### Promotions

We are looking for new ways to promote clubs and we would welcome suggestions.

We hope that things change for the better in 2022 so that we can return to having a stand at caravan shows. We will be looking for volunteers to help run the stands. We are seeking a volunteer to take on the role of Promotions/Marketing Officer, if you're interested, please contact myself or one of our committee members.

### State/Combined Caravan Clubs Rally

As a result of the unfortunate COVID related cancellation of the 2021 State rally, the ACCVic Committee decided to try something different, by hosting a Combined Caravan Clubs Rally at a suitable caravan park.

We were very fortunate that everything worked out and the ACCVic Committee was able to run the first Combined Caravan Clubs Rally. The Gold Nugget Tourist Park, Bendigo was our chosen venue, the weekend from Friday 19th to Sunday 21st March 2021.

We had 41 vans representing ATRVC, Bendigo, Gippsland, Masonic, Nomads Vic, RACVCC and Wimmera Clubs.

The weather was great, the sun was out. I understand that all who attended had a great time. I certainly did. I was fortunate to meet many people from other clubs. I look forward to the next and hope more people take the opportunity to participate.

The Executive have decided that we will hold a Combined Caravan Clubs Rally each year. The ACCVic Committee will continue to organise and run it. Planning for the next one has commenced. It will be held at the Sale Show Ground Caravan and Motorhome Park after the National Rally, April 29th to May 2nd, 2022.

### Awards

The Executive Committee awarded Peter Hillas Life Membership for his contribution to the Association and Caravan Clubs over the past 19 years. See further details later in this newsletter.

Congratulations Peter Hillas and thank you for your contribution and support to the Association of Caravan Clubs and its members.

### COVID 19

I was fortunate to get away before Victoria entered its last 2 lockdowns, in the past 3 months I have travelled through 4 States and 1 Territory so I have struggled to keep up with the latest regarding restrictions in Victoria. Watching the recent press conferences it is good to see that we will soon be able to travel around Victoria and be able to return to regular caravanning rallies.

### Thank you

I would like to express my thanks to the members of both the ACCVic Committee and the Victorian National Rally Committee for the work they have done over the past 12 months. Meetings have been more frequent and via Zoom. Zoom has saved a lot of travel time but it makes things harder for everyone to work together. Despite these restrictions we have progressed many of our objectives.

We encourage new input into ACCVic and welcome any members to join the committee so that ACCVic can provide what clubs would like in the way of assistance into the future.

Rob Taylor  
President, ACCVic

**It's getting very close now:**

**18th National Caravan Clubs Rally 2022**

**Riverland Events Centre**

**Barmera, South Australia**

**28th March to 6th April 2022 (10 nights)**

**[www.18thnationalcaravanrally.org.au](http://www.18thnationalcaravanrally.org.au)**

**Find all the info and newsletters on the website.**

## **AGM recommendations**

The Executive Committee recommends that the membership fee for clubs remain at \$50 per club, plus \$1 per member NACC membership. This fee is still required as ACCVic must be a member of NACC, especially with the Public Liability Insurance now being organised through NACC.

PASSED

## **Change of by-law**

A By-law was passed in 2016, which states:

“All clubs must attend at least two meetings per year and one of those meetings must be the AGM.”

The motion is to change this by-law to read:

“It is recommended that clubs be represented at all three delegates meetings, including the AGM.”

The reasoning behind this change is to establish a two-way communication between clubs and ACCVic to enable ACCVic to be truly representative of the clubs.

PASSED

## **Life Membership Award**

Rob Taylor made a presentation of Life Membership to Peter Hillas, recognising his outstanding contribution to ACCVic.

“I am a firm believer in acknowledging members voluntary contribution to organisations.

Only once before has ACC Vic awarded a person Life Membership for their contribution to the Association of Caravan Clubs and its members. It is the highest award that we could present to a member to recognize their contribution.

Today I have the privilege to award Life Membership to Peter Hillas.

He has contributed over 19 years of his time to ACC Vic.

I have a summary of his contribution, that being

Feb 2002 he Attended his first ACCVic meeting.

In May 2003 he was appointed to the sub-committee to finalise the selection of a site for the 14<sup>th</sup> National rally to be held 2010-11.

He was very involved with the National Rally Committee from then on.

2006 he finalised the slogan and logo for the National Rally, working with the relevant shires.

2008 he was elected Vic President of ACCVic which he held for the next three years. He also organised the major sponsor for the National Rally – Jayco Caravans.

2009 Peter Organised stands at the Caravan Shows working closely with Caravan Industry Association (CIA). He also presented seminars at the show regarding joining a caravan club.

2010 Elected delegate to National Association of Caravan Clubs (NACC) and became our Public Relations Officer

2011 – 2014 He was President of ACCVic, whilst also being director to NACC.

He continued as Public Relations Officer, working with CIA until 2020, maintaining stands at the Caravan Shows at Caulfield, Sandown, Wodonga and Bendigo for many of those years.

2012 he was instrumental in the development of an updated logo for ACCVic, and had banners, signs etc printed with that logo to be used at shows as well as the National rallies.

2014 – 2019 he was Chairman of National Association of Caravan Clubs.

He has continued to represent Victoria as a Director delegate to the NACC until now.

Peter, Congratulations and thank you for your contribution and support to the Association of Caravan Clubs and its members.”



## **Business cards**

As another form of promoting our clubs, Jen Lowe (Secretary) has compiled a format for business cards, with the Association contact number and email address on them. As we have not been able to meet face to face it has been pointless printing them, but hopefully this will change shortly.

**Interested in joining a Caravan Club?**

**To find a club in your area:**

**Call 0459 232 136 or**

**Email: [admin@accvic.org.au](mailto:admin@accvic.org.au)**

The Association of Caravan Clubs of  
Vic and Their Members Inc.



## NACC Report October 2021

The Board had a zoom meeting Wednesday 27<sup>th</sup> October. ACCVic was represented by Peter Hillas and President Rob Taylor. Matters that ACCVic members will be interested in are as follows:

*It was moved by Kevin Forbes and seconded by Ray Swift that the following guidelines be followed for the 2022 national rally:-*

- a) That all attendees be able to provide formal evidence of double vaccination prior to 14/03/2022 or*
- b) provide an authorised medical exemption.*
- c) Each attendee to use the SA QR code to check in/out of the rally site*
- d) Rally organisers to check and advise rally attendees if any SA Health directives relating to events are applicable leading up to and during the period of the rally.*

*Carried.*

**18<sup>th</sup> National Rally Barmera South Australia:** There are currently 425 vans registered for the rally.

Registrations will be received up to December 2021 due to the uncertain situations we are under at the moment. Please encourage members to consider attending this rally. The site is very well setup and the Riverland area of South Australia is very good for sightseeing. It is also very easy for Victorian members to reach by road.

Eftpos facilities are available on site which will remove the need for members to carry large amounts of cash.

The committee is working closely with South Australia Health to finalise their Covid Safe plan. They have the QR code set up and this will be required for all venues.

More toilets and showers are being dispersed throughout the site. There will be 2 Dump Points available.

**19<sup>th</sup> National Rally – Mudgee New South Wales:**

Due to travel restrictions, it has been difficult to meet with the site officials. They are investigating the possibilities of offering unpowered sites if requested. The committee are meeting via zoom to work on the budget and programme.

The committee are planning to visit the site in the coming weeks to finalise the site details. They are confident with the plans for the rally so far. The power and water requirements of members are the main concerns at this time.

It was mentioned that the RV Safe website has a number of items for members to gain information to make travelling more enjoyable and reduce risk.

Peter Hillas

Director





# Facebook

A Facebook page has now been established and can be found at the following address:-

[Association of Caravan Clubs of Victoria and their Members Inc. | Facebook](#)

The Association of Caravan Clubs of Victoria and their Members Inc's mission is to promote caravan clubs to the community, to represent affiliated caravan clubs at public, industry and government forums, to assist all members to safely enjoy the caravanning and camping lifestyle.

**The aims of the Association of Caravan Clubs of Victoria Inc. are:**

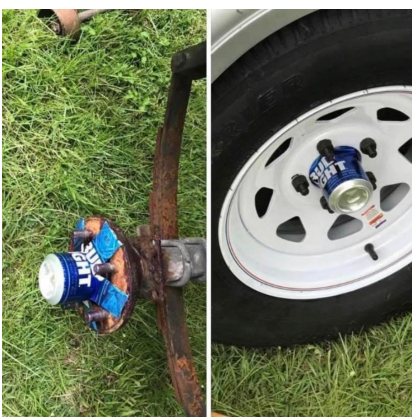
- To encourage the pastime of caravanning.
- To guard the interests of member clubs and their members.
- To act with similar bodies and other state associations in any manner affecting their mutual interest.
- To encourage and promote friendship and co-operation between members and other clubs
- To encourage all members to act in an environmentally and socially responsible manner whilst engaged in caravanning activities
- To promote safe towing practices
- To stimulate the invention, design and adaption of appliances.
- To assist and advise manufacturers, where possible.

ACCVic comprises two delegates from each club who meet four times a year. At the annual AGM, the delegates elect a President, Vice President, Secretary, Assistant Secretary, Treasurer and committee members to form the executive of the Association.

A newsletter is published after each meeting to inform all members from the state of all developments, events and decisions discussed at meetings.

ACCVic will run combined club rallies.

Any worthy news regarding the above can be posted on the Facebook page for the interest of other members.





# COMBINED CLUBS RALLY 2022 SALE

Friday April 29<sup>th</sup> to Sunday May 1<sup>st</sup>.

Sale Showground Caravan & Motorhome Park

1 Maffra-Sale Rd Sale (03) 5144 6432

All members of clubs affiliated with The Association of Caravan Clubs of Victoria and their Members Inc. are welcome to attend the 2022 combined rally at Sale, beginning Friday April 29<sup>th</sup> and departing Monday May 2<sup>nd</sup>, 2022.

Details about the program will be advised early in 2022. It is a social event, where we will meet and be encouraged to mix with other clubs. There will be organised games, meals and other activities to participate in, along with other members of the Association.

Members may book from  
December 1<sup>st</sup>, 2021.

Powered site: \$25

(this may rise in 2022)



Members will be required to book directly with the park and pay for their site for the number of nights they wish to stay.

Once booked please, advise the secretary of ACCVic: [admin@accvic.org.au](mailto:admin@accvic.org.au)

Any enquiries contact the secretary ACCVic: 0459 232 136





## The gas part of my three way fridge won't work



So you have decided to do some free camping down by the river in your new caravan for a change now that the local caravan park wants to charge you \$55.00 per night.

First priority is to keep the beer (and the food) cold so you try to start the fridge on gas but it won't work.

First lets look at a hypothetical situation where somebody accidentally leaves the gas turned on while travelling. They are low on fuel and call into a service station to fill up. Your three way fridge has a list of priority of what energy system to start with. They are 240 volt first, 12 volt second and finally gas.

So now that you have arrived at the service station and turned off the car, the fridge goes through it's list of priorities and finding no 240 or 12 volt power goes to gas. Without you being aware you now have a naked flame alight at a service station which is actually the last thing you want due to the possibility of a fire or an explosion.

So the manufacturer builds in a safety system where the gas is not permitted to start for about 15 minutes after losing 240 or 12 volt power just in case you are at a service station.

Now back to the river where the gas won't start. First be patient and wait awhile, in the meantime make sure that your caravan is level as this is another common reason why gas fridges won't work.

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**Melbourne and Sydney are going to see \$2 a litre at the bowser over the next six to eight weeks leading into Christmas. In fact, it actually happened on Thursday 14th October 2021 in Sydney, where there were places in Sydney reporting \$2 a litre for unleaded petrol.**



These large stickers are now available for clubs to use to help promote their club and caravanning in general. The background colour is WHITE not a light grey as shown.

It's my poor photography. These stickers are 40cm wide by 10cm high.

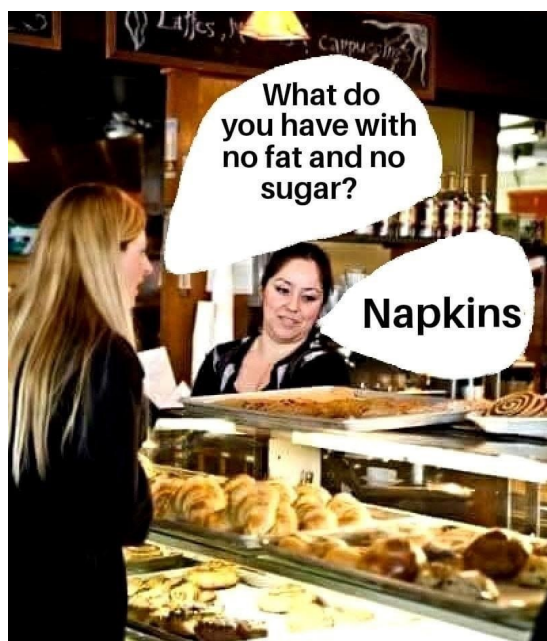
The quoted phone number is ACCVic's Secretaries number.

If your club would like some please phone 0459 232 136 and ask for Jen Lowe, who is the current ACCVic Secretary.

# JOIN A CARAVAN CLUB

[WWW.ACCVIC.ORG.AU](http://WWW.ACCVIC.ORG.AU)

## 0459 232 136



According to Albert Einstein, if honey bees were to disappear from earth, humans would be dead within 4 years.





This Spinifex Caravan goes off-road  
with no gas and no generator

This manufacturer can provide a caravan without gas and without a generator. They use Spinifex's new Safiery new 48 volt battery system. Consisting of a combination of 4 of the new batteries and 1600 watts solar panels. The inverter then converts power to 12 volt for internal use including compressor fridge, air-conditioning, induction cooktop, air fryer, TV and an electric hot water system.

Safiery also has an in-vehicle charger. When tested with the tow vehicle at idle the charger was putting out 1500 watts and 3000 watts at a fast idle. So an hour or so down the road and all batteries are fully charged.

Check out their web site for more information:- [Caravan Manufacturers in Australia](#) | [Spinifex Caravans](#)

## Audio Books for those long drives.

I was given my first Audio Book by my sister and yes I was a bit surprised by her taste. The books language was not what I expected from her!

But when you're driving for long enough, boredom is sure to kick in. And an excellent antidote for the boredom is an audiobook! Perfect for the whole family, (language excepted) audiobooks allow you to experience a story while travelling.

**Everyone was seated around the table as the food was being served. When little Johnny received his plate, he started eating straight away.**

**"Jonny, wait until we've said our prayer," his mother reminded him.**

**"I don't have to." – the little boy replied.**

**"Of course you do." – his mother insisted. "We say a prayer before eating at our house."**

**"That's at our house," Johnny explained, "but this is Grandma's house and she knows how to cook."**

The second CD based book I listened to was about two boys (both about 15) from Perth who wrongly thought they were in trouble with the law so set out across WA to Kalgoorlie then SA where they meet up with an aboriginal stockman etc.... It lasted for hours and was very enjoyable.

From memory it cost about \$35.00. I think it came from Sanity but any music store should have them.







Victorian owners of electric cars and other zero-emissions vehicles will be required to pay a road-user tax of 2.5 cents per kilometre driven from 1 July 2021 – and the precedent could trigger other states to follow. The Victorian Government argued the road-user charge needed to be introduced because zero emissions vehicles avoid fuel excise, a large portion of which goes towards roads.

That Electric Vehicle annual charge amounts to:-

10,000 kilometres	\$250.00 per annum
15,000 kilometres	\$375.00 per annum
20,000 kilometres	\$500.00 per annum

How does that compare to driving a Petrol or Diesel vehicle where the current Excise Fuel Duty is \$0.427 cents per litre. Yes the charge is the same for each fuel types.

Lets assume that your vehicle uses 10 litres per 100 kilometres.

10,000 kilometres uses 1,000 litres of fuel @ \$0.427 cents per litre = \$	427.00
15,000 kilometres uses 1,500 litres of fuel @ \$0.427 cents per litre = \$	640.50
20,000 kilometres uses 2,000 litres of fuel @ \$0.427 cents per litre = \$	854.00

Lets assume that your vehicle uses 15 litres per 100 kilometres—when towing.

10,000 kilometres uses 1,500 litres of fuel @ \$0.427 cents per litre = \$	640.50
15,000 kilometres uses 2,250 litres of fuel @ \$0.427 cents per litre = \$	960.75
20,000 kilometres uses 3,000 litres of fuel @ \$0.427 cents per litre = \$	1,281.00

Lets assume that your vehicle uses 20 litres per 100 kilometres—when towing.

10,000 kilometres uses 2,000 litres of fuel @ \$0.427 cents per litre = \$	854.00
15,000 kilometres uses 3,000 litres of fuel @ \$0.427 cents per litre = \$	1,281.00
20,000 kilometres uses 4,000 litres of fuel @ \$0.427 cents per litre = \$	1,708.00

You now have a good idea what you pay in Excise Fuel Duty each year.  
Also Electric Vehicles appear to be getting off cheap.



## What is Diesel Exhaust Fluid

### Also called? - Adblue or DEF

In efforts to keep diesel-fuelled engines on the right side of emissions laws, manufacturers are turning to more and more aggressive means of reducing the kind of bad stuff coming out of the tailpipe.

And when things like exhaust gas recirculation and diesel particulate filters aren't cutting the mustard, something called selective catalytic reduction (SCR) is employed.

Such technology is particularly prevalent in European vehicles, where ever-tightening emissions laws are forcing the hand of manufacturers.

So, what is it? And how does it work?

AdBlue is a trading name that has gone into common vernacular, like Hoover and Kleenex. A more common name is diesel exhaust fluid (DEF), which enables that process called selective catalytic reduction. In particular, it targets your exhaust's nitrogen oxide (NOx) content and looks to reduce it.

Essentially, a bunch of sensors in your exhaust system monitor the contents of your exhaust gasses. When required, a spray of DEF is injected into the exhaust system.

This fluid, which is a solution of urea and distilled water, causes a reaction. Urea contains ammonia, which reacts with the nitrogen oxide inside a catalyst and breaks it down. So, instead of nitrogen oxide leaving the tailpipe, it's nitrogen and water.

DEF consumption is typically very low, around 2–5 per cent of your fuel consumption. For example, a Ford Everest's 18-litre tank will cover 2400km of driving. Other vehicles will have enough range to only require top-ups at service time.

However, it's worth knowing that under law, a vehicle with an empty DEF fluid tank will not start. And under hard working conditions (like four-wheel driving and towing), consumption will increase along with your fuel consumption. Don't get caught out; it's just as bad as having no fuel.

This technology has allowed diesel-powered vehicles to remain on sale in some markets, but has also allowed manufacturers to turn up the wick, so to speak, with efficient and high-performance diesel-powered vehicles.

### **Other things to know**

While most vehicles have a filler point next to the fuel tank (as pictured above), they are sometimes tucked away in the boot. It's worth knowing where your filler point is, and knowing how to check the level. Often, it's hidden somewhere within your multifunction display.

Not all diesel-powered vehicles require this system, and it depends mostly upon emissions laws for particular vehicles in different markets.

Some service stations will have AdBlue available through a bowser, which often works out to be the cheapest way to top up. Other service stations (and auto stores) will have bottles in various sizes. This is handy if you want some spare in the boot for that long road trip you are planning.

Diesel exhaust fluid has a shelf life of 12 months. We aren't sure how bad out-of-date stuff is, but if you've got an ageing bottle sitting around, you might as well dump it in your tank and buy a fresh one.

Diesel exhaust fluid is another complication that serious 4WDers will need to accommodate. Along with calculating your fuel range on big trips, know how long you can comfortably go between DEF refills, and carry some extra with you.





# Number of vehicles sold in the USA

Since 2014 the number of vehicles sold in the USA has been decreasing from 7.7 million in 2014 to 3.4 sold in 2020. The average sales from 1950 to 2020 is about 8 million.

However on August 5th President Joe Biden took a step toward his goal of slashing greenhouse gas emissions with an executive order aimed at making half of all new vehicles sold in 2030 electric, a move made with backing from the biggest U.S. automakers.

The administration also proposed new vehicle emissions standards that would cut pollution through 2026, starting with a 10% stringency increase in the 2023 model year.

The actions are part of Biden's broader plan to fight climate change, in this case by targeting emissions from cars and trucks, while working to make the United States an industry leader as China moves to dominate the electric vehicle market.

Unfortunately the 50% target is not legally binding, however it did win the support of U.S. and foreign automakers, which said that achieving it would require billions of dollars in government funding. The goals of both Biden and the automakers include battery electric, fuel cell and plug-in hybrid vehicles that also have a gasoline engine.

Jeep plans to launch its first EV in 2023.

However there are a few flaws in the above as discussed by Toyota who state that even by 2040 places like Australia will still have about 80% of it's electricity generated by Coal and Gas. Electricity that would be used to recharge Electric Vehicles (EV's). Charging your EV from home using your own solar panels would be a great idea.



Jeep Wrangler Magneto concept

Also one of Australia's problems is that we do not have sufficient grid power for a rapid take up of EV's. Another problem is the time taken to recharge an EV compared to the time taken to fill your existing fuel tank. I currently spend longer in the queue at the service station than actually filling my tank.

You could also refer to a previous page where I discussed how much you are currently charged for Fuel Excise Tax compared to most states/territories that currently charge EV's nothing.

Toyota has been making its petrol-electric hybrid vehicles for the better part of a quarter of a century.

# DESIGN AND QUALITY PROBLEMS WITH NEW CARAVANS

It is most disappointing to *continually* hear of the *same* type of **Design** and **Quality** problems *still* being detected by caravan owners. It can only be *hoped* that the *new* requirements - as legislated in the **Road Vehicle Standards Act** - will *help* to prevent these defects from continuing... but as is now well-known, **not all** of these requirements will apply to **all** caravan manufacturers... especially the *smaller* manufacturers who are *highly disproportionately* represented in the number of problems reported.

It seems **incredible** that **all** caravan manufacturers are **not** required to abide by the same **stringent** obligations, as **mandated** for **motor vehicle** manufacturers.

Again, it can only be *hoped* that Government **business auditors** - and **vehicle inspectors** - will concentrate on *quickly* and *properly* ensuring that the **reasons** for the **defects occurring** in the **first** place, will be acted on, and that production **Inspection Check-Lists** will double-check to ensure that the issues have *indeed* been resolved.

The *List* of continuing annoying - and often serious - **defects** that are causing problems for 'vanners - roughly in the order of their *seriousness* and their *frequency* of - are:

## 1: **Ratings & Masses:** *Biggest caravan problem by far...*

*Stated Tare Mass* being:

*Significantly lower than the actual Tare Mass*

*A meaningless "generic", "typical", or "base-model" caravan figure*

The *mass* of the *empty* caravan when it leaves the *Manufacturer* - and **not** when it leaves the *Supplier* - and **not** fitted with *all* items that were listed on the **Sales Contract**.

## 2: **Ball-Loading:**

*Dangerously too low; too high; or too variable* (due to the two **adverse** combinations of contents (Empty or Full) of water tanks).

## 3: **Empty Ball-Loading:**

*Ludicrous "calculation" of "Empty Ball-Loading equals ATM Rating minus GTM Rating" ... or vice-versa.*

*How can a measured Actual Mass (at the Empty condition) possibly relate to two fixed allocated Ratings (applicable only to the Fully-Loaded condition)???*

## 4: **Trailer Plate:**

*Incorrect Masses... Tare Mass & Empty Ball-Loading appreciably under-stated*

*Incomplete information*

*Information illegible. Information should be professionally etched or stamped.*

## 5: **Electrical System & Gas System Installations:**

*Questionable Compliance with Australian Standards [AS/NZ 3000 & AS/NZ 3001 & AS 5601:2]*

*Poor workmanship... untidy wiring / hose / tubing layout and connections*

*Inadequate protection and securing... especially on "off-road" caravans.*

## 6: **Tyre Selection & Pressures:**

*Poor selection of tyre size, occasionally (dangerously) under-engineered, but all too often, grossly over-engineered - with load Ratings (capacities) far too high for the actual Loadings on the tyres*

*Recommended inflation pressures completely unsuitable for the tyre Loadings*

*Often the "recommended inflation pressure" is simply the "maximum permitted pressure" that is embossed on the tyre sidewall (in relation to the Load Rating)*

*Grossly-unsuitable pressures cause the 'van to significantly sway and wallow - or skip and bounce - leading to dangerous handling and stability problems on the road... and possible uncontrollable jack-knifing and over-turning*

## 7: ***Tyre Placard:***

Incomplete information... especially wheel & tyre specifications, where the **complete** size description is *not* provided

Wheel Specification must include: Diameter; Width; Profile

Tyre Specification must include: Width; Section %; Diameter; Type (P / C / LT) Information illegible: It should be professionally *etched* or *stamped*

## 8: ***Lamps not wired correctly:***

Worst situation... *left* and *right* turn-signal lamps *reversed*

Poor connections and exposed wires

## 9: ***Non-Load-Sharing Suspensions (Tandem-Axle 'Vans):***

Apparent *non-compliance* of the mandatory "**120% Safety Factor**"... based on the **ratio** between the *stated Axle-Group Rating* and the *stated GTM Rating*

## 10: ***Poor Workmanship:***

*Uneven* gaps around panels and appliances

Fasteners too *long*, not properly *tightened*, and not neatly *aligned*

Latches and hinges not accurately *positioned*

*Squeaks* and noticeable floor *flexing* when walking inside the 'van

Water *leaks* from hose fittings

**Defects** that become apparent only after the 'van has had a number of *trips* on different *roads*, and during different *climatic* - wet and dusty - conditions:

## 11: ***Water Leaks:***

Severe **water leaks**, that cause structural damage, from roof and wall joints, or around roof-mounted equipment, where the *sealant* has *not* been properly applied, or where continual vibrations have caused the sealing to fail

## 12: ***Dust Leaks:***

Ineffective **seals** around doors and windows that permit dust to enter the 'van

## 13: ***Wheels & Tyres:***

Excessive and uneven **tyre wear**

Often caused by improper (if any) wheel **alignment**

Often caused by wheels / tyres *not* being **balanced**

We can only *hope* that the horrible coronavirus pandemic and resulting lock-downs will not *hamper* the Manufacturers' efforts to *improve* the *quality* of their 'vans, while having to cope with critical production issues, such as severe shortages of necessary *components* and trained assembly *personnel*.

Please advise the *Caravan Council Australia* - via email - CaravanCouncil <caravancouncil@optusnet.com.au> if you are aware of any *other* serious problems with 'vans.

**Colin G Young** [P.Eng.]

Professional Automotive Engineer & Honorary Manager

