

"Clever design and a go-anywhere build keep Tvan going on the toughest terrain"

Well known for its elegant use of technology and arresting looks, track trailer's Tvan is now available as four models: all based on the same suspension, chassis and body configuration that set the Tvan apart.

Some not immediately visible but nonetheless important changes have been made to the original design. These include new ceiling insulation to keep the temperature inside the camper at a comfortable level in both summer and winter, and a great new well equipped kitchen with improved wind deflectors fitted.

There is also even better dust sealing and new locks for the luggage compartment.

For action:

Tvan's performance is the result of a number of design strategies, for example, the mc2 asymmetric link suspension - an independent, coil sprung, trailing arm located setup, backed by Koni shock absorbers. The design gives great ground clearance, long travel and a soft and compliant ride.



The uniquely-designed chassis is hot dipped galvanised. The a-frame and shorter-than-usual length between the axle and the tow ball makes it track closely behind the tow vehicle - important for offloading.

Buyers can specify items such as number of jerry cans, batteries and gas bottles and one or two 70 litre water tanks. The axles are rated to 1600kg and stub axles are fitted with full-size bearings both on the inner or outer side of the stub axle housing. Electric brakes are standard, as is a fully articulated at 35 all-terrain tow coupling.

The Tvan body is a solid fibre glass wall-and-roof unit that encompasses the main sleeping area (a queen double bed), floor space and storage areas. At the rear is a fold-down floor or deck assembly and a large lift-up door/roof, all of which are either sprung or shock loaded. The roof carries the canvastent, which drops down and clips around the folded-out deck.

Standard electrical features on the base model include single 12v battery, electric water pump, two interior lights and two 12v power outlets, while the top-of-the-line version includes water tank gauges, 240v safety switch, a battery management system and extra lights and power outlets.

Dry weight of the tvan is around 750kg, and pay load is 500kg. Ball weight depends on how you load the camper (as with any trailer), but can vary between 80kg and 130kg.

To set up camp, first the deck is unclipped from its travelling position and lowered to the ground. Unfolding it once more extends the deck to its full length while easy slip-in legs support and level the deck.

For overnight stops, lifting the door/roof and simply climbing into bed is one option. The full tent can be deployed when camped in a caravan park, or for longer than one night

The tent drops from its zippered roof cavity. The door-side tent wall is fitted around the door opening, closing the interior off from the elements, while the tent floor is clipped into place around the deck.

The door is then allowed to rise to its full height with the internal frame supported by a few poles, which also support the breakfast bar at the far end.

It's not as quick as some campers, but can be done with practice in four to five minutes. Packing up is the reverse of the above and takes about the same amount of time, without any wet or dirty canvas getting near the double bed.

All canvas work uses first-class Australian-made, 60z dna-proof canvas, heavy-duty Ykk zips, fine fly wire, and robust, fire-retardant PVC vinyl flooring.



Summing up

Tvans have been seen everywhere in Australia and are great companions for a true off road trip. The accessible kitchen is ideal for a quick brew, an overnight stop, or a longer stay. Sleeping quarters are comfortable, easily accessed and have the solid walls, floor and roof for protection, no matter the weather