



Operations Manual

Keep this book with your Alaskan Camper at all times

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DISCLAIMER

PLEASE NOTE: Each Alaskan Camper is custom-built and may not conform precisely to the specifications listed in this manual. This generic owner's manual details the systems of standard Alaskan Campers. Please read your manual carefully and compare each system with your camper. Possible variations from the standard will be noted wherever applicable.

If you have any questions about your camper, please feel free to call Alaskan Campers at (360) 767-9271

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INTRODUCTION

Thank you for choosing Alaskan Campers for your outdoor adventures.

For decades, Alaskan Campers has been rooted in a simple philosophy: build rugged, reliable campers that allow you to go farther, stay longer, and explore with confidence. Designed and manufactured with durability at the forefront, our pop-up truck campers are engineered to perform in demanding environments while still providing the comfort and functionality of a well-built home on wheels.

What sets an Alaskan Camper apart is its proven lift system, thoughtful design, and commitment to quality craftsmanship. Every camper is built with attention to detail and a focus on long-term reliability—because we understand that your camper isn't just a product, it's a key part of your adventures.

This Owner's Manual is designed to help you get the most out of your camper. Inside, you'll find important information on operation, maintenance, storage, and safety. Taking the time to understand these guidelines will help ensure optimal performance and extend the life of your camper.

Whether you're heading off-grid, traveling cross-country, or enjoying a weekend getaway, your Alaskan Camper is built to support the journey.

Welcome to the Alaskan Campers community—we're glad to be part of your adventure!

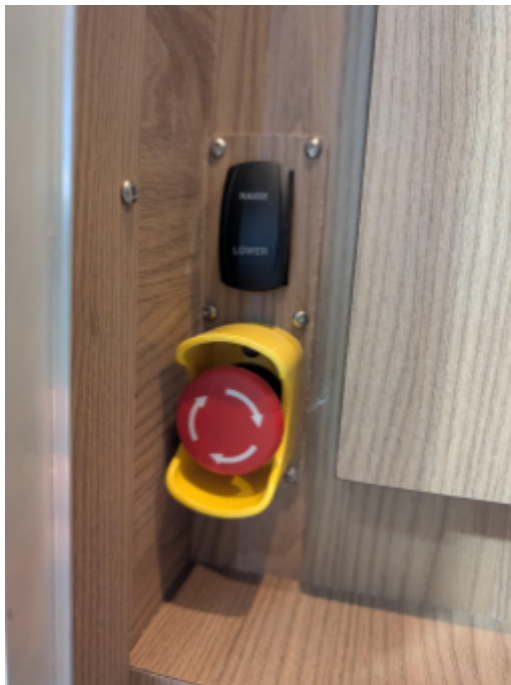
ELECTRIC LIFT SYSTEM

The four electric actuators are powered by a 4-channel motor synchronizer (actuator controller) with a touchscreen, located inside the camper, typically in a lower cabinet beneath the sink. The system also includes two control switches: a raise/lower switch and an emergency stop (E-stop) switch.

NOTE: *Keep the area in front of the actuator controller clear. Accidental contact with the touchscreen may cause unintended operation.*



Actuator Control Touchscreen



Lift Button and Emergency Stop

The controller synchronizes the four actuators so they travel at the same relative speed. This is done by a calibration routine performed at the factory. The process involves running the actuators to their fully extended and retracted lengths. The raise and lower heights are also set at the factory.

RAISING THE TOP

1. To raise the top, press the “RAISE” side of the raise/lower switch, located just inside the entry door on the left side. The switch will remain in position and automatically raise the top until it hits the correct height.

IMPORTANT: Monitor the top to ensure it is rising evenly. (If it is not rising evenly, see page 5, *Electric Actuator Troubleshooting*.)

2. When the top stops, raise and lock the cab-over doors.

LOWERING THE TOP

1. Before lowering the top, check that all countertops are clear and that the latrine lid is down. Lock the refrigerator and secure the lower cabinet drawers and doors. Turn off the water heater and furnace. Check the exterior for obstructions.
2. Unlock and lower the cab-over doors, ensuring the latches are fully retracted and locked. Turn off the lights.
3. Press and hold the “LOWER” side of the raise/lower switch. Continue pressing until the top stops; lowering will stop if pressure is released.
4. Lock the doors.
5. Turn off the propane.

NOTE: Know the location of the emergency stop (E-stop) button. To stop the top’s motion at any time, press the E-stop. This disconnects power to the control module and stops operation.

If the E-stop is pressed, you must follow the return-to-HOME procedures. (See below: Homing the Top.)

HOMING THE TOP

If the E-stop button is pressed, the top must be homed by traveling fully down. The following reset procedure must be followed:



1. Prepare the camper for lowering (clear countertops, lower cab-over doors, and lock latches).
2. Access the actuator controller touchscreen. Press anywhere on the screen to wake it up.
3. From the main screen, press the “ACTUATOR SETUP” button.
4. Press the “NEXT” button in the lower right corner.
5. Press the “HOME” button. This will activate the system and return the top to the home position. When homing is complete, you may hear beeps and clicking from the controller, and the screen will return to the main screen.
6. You may now operate the camper normally.

ELECTRIC ACTUATOR TROUBLESHOOTING

If issues arise, try the following steps first.

No response from the raise/lower button:

- Verify the batteries are connected and sufficiently charged.
- Verify the touchscreen wakes when touched.
- If the screen does not wake, check the fuse (see below for location). If the fuse is good, install the E-stop bypass fuse.

If necessary, use the touchscreen “MANUAL OPERATION” button to raise or lower the top.

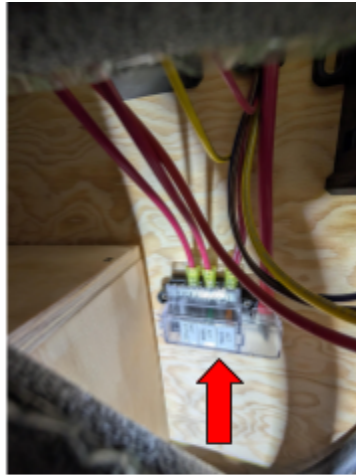
Top not raising/lowering evenly:

- Home the top (see Homing the Top).
- Has additional weight been added? If so, redistribute weight toward the rear.
- You may need to re-calibrate the actuators. Contact Alaskan Campers for details.

Fuse Location



Actuator Fuses



Actuator Fuses (Closeup)

The fuse is located in the cabinet, near the Control Touchscreen

HYDRAULIC LIFT SYSTEM

The four hydraulic cylinders are powered by a 12-volt hydraulic pump. The pump is located in the camper, typically inside a cabinet on the floor beneath the sink area, or under the passenger-side dinette on a flatbed model.



RAISING THE TOP

1. To raise the top, the gate valve must be closed. In a standard camper, this is the vertical position. The closed position is perpendicular to the hydraulic line. The gate valve is normally located inside the cabinet to the left when entering.
NOTE: *If any type of travel lock is installed, be sure to remove it prior to raising of the top. (see "RAISE AND LOWER CHECK LIST")*
2. Press the power button until the top reaches its stops. The power button for the pump is located on the cabinet face just inside the entry door on the driver's side.
NOTE: *Monitor the top to ensure it is rising evenly. (If it is not rising evenly, see page 9: Hydraulic Pump Adjustment.)*
3. Insert the pin in each of the pistons.
4. Open the gate valve to release pressure to lower the camper onto the pins.
5. Raise and lock the cab-over doors.

LOWERING THE TOP

1. Before lowering the top, check that all countertops are clear and the latrine lid is down. Lock the refrigerator. Secure the lower cabinet drawers and doors. Turn off the water heater and furnace.
2. Unlock and lower the cab-over doors, ensuring the latches are fully retracted and locked. Turn off the lights.
3. Make sure the gate valve is closed (handle down position). Press the power button to raise the camper off the pins. Pull the pins out.
4. Open the gate valve to lower the top. Leave the valve open when driving.
NOTE: *Ensure the top is as level as possible while it comes down.*
5. Lock the doors and insert the travel lock.



MAINTENANCE

There is not much in terms of maintenance on the hydraulic system. The fluid should never get hot enough to warrant changing. The only enemy would be moisture. If, by chance, you need to replace the fluid, you will need to use an evacuation pump to remove the fluid from the reservoir and replace it with new fluid. This must be done in the top down position.

To check the hydraulic fluid level, have the camper in the down position.

Take the fitting off the top of the reservoir.

The proper fluid level is approximately 1" down from the top. NOTE: The camper MUST be in the down position to check and/or add fluid.

The hydraulic system will perform best with a hydraulic fluid rated at -60°F or colder. Heavier fluids will cause the pump to labor in cold weather.

Bleeding the system is done by running the pump for 15 seconds in the down position with the gate valve in the open (or lowering) position.

RAISE AND LOWER CHECKLIST (Hydraulic System)

TO RAISE THE TOP

1. Remove the travel lock (hydraulic only).
2. Raise the camper to the stops.
3. Insert pins (all four) halfway into the pistons (hydraulic only).
4. Lower the camper onto the pins (hydraulic only).
5. Camp and enjoy!

TO LOWER THE TOP

1. Check all the countertops & latrine lid.
2. Lock the refrigerator.
3. Secure the lower cabinet drawers and doors.
4. Lower the vent/fan covers.
5. Unlock and lower the cab-over doors. Latches fully retracted.
6. Turn off the lights
7. Raise the camper (hydraulic only).
8. Pull the pins out (hydraulic only).
9. Lower the camper.
10. Turn off the propane.
11. Lock the doors.
12. Insert travel lock (hydraulic only).

HYDRAULIC PUMP ADJUSTMENTS

1. The **rear valve** controls the rear of the camper when raising.
2. The **front valve** controls the front of the camper when lowering.
NOTE: *This valve should remain fully open at all times.*
3. Make adjustments to the rear valve 1/8th of a turn at a time.
4. Clockwise slows the flow. Counterclockwise speeds the flow.
5. If batteries are low, having shore power plugged in or letting the engine idle may help the pump.

Note: Try bleeding system before adjusting. Make sure no air in the lines.

WATER SYSTEM

Your Alaskan Camper comes with two ways to provide water to the house system: a “City Water Connection” attachment and a water pump supplied by a water tank. There are two water tank sizes: a 27-gallon tank, and a 15-gallon tank on smaller models (650 and below).

The tank is located in the front of the camper, below the sliding window.



Water Tank Location



Water Fill

There is a 1-½” fill hole on top of the tank for flushing - you will need to remove the panel to expose the fill hole.



Water Pump



Water Pump Switch

There is a house water pump that provides house water pressure to the water system.

The pump is activated by an on-off switch located near the sink.

When the switch is on, the pump maintains system pressure. If all valves are closed, the pump will reach the set pressure and automatically shut off. It will turn back on automatically when a valve is opened.



Water Tank Sight Line

There is also a sight tube for monitoring the water level. It is located in the right-hand compartment, on the forward bulkhead, or in the latrine compartment on flatbed models.

On campers with Redvision, there is an additional tank level sensor. The sensor readout is displayed on the Redvision display.

If your camper is equipped with a tank warmer, when activated, it automatically turns on and off, keeping the water temperature between 40–50°F.

CITY WATER CONNECTION

This connection supplies the house water system with city water pressure.



You do not need to use the water pump when connected to city water. The system will not draw from or fill the water tank in this setup.

NOTE: We recommend using the provided water pressure regulator when connecting to the “City Water Connection.”

City Water Connect

FILLING THE WATER TANK

To fill the tank, attach a drinking water safe RV hose to the “Fresh Water Connection” attachment.



Fresh Water Connect

NOTE: We recommend using the provided water pressure regulator.

Turn the faucet on to start filling the tank.

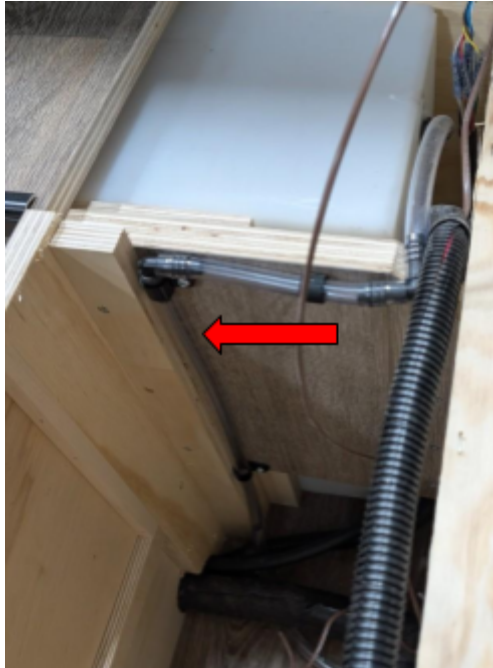


Overflow Spout

The overflow spout is located on the front driver's side of the camper, beneath the unit, ahead of the jack plate (if the camper has jacks).

When water begins to flow from the overflow, turn the water off.

NOTE: Overfilling the water tank can result in damage to the tank and camper.



Water Sight Line

Monitor the water level using the sight tube on the passenger side, under the seat on the forward wall (on flatbed models, in the latrine area on the forward wall).

Disconnect the hose.

The water will be drawn from the tank once the house water pump switch is turned on.

The pump will run until it reaches system pressure, then shut off.

It will turn back on automatically when pressure drops as a faucet is opened.



Water Drain Spout

The water can be drained by opening a faucet with the pump turned on, or by opening the drain valve on the rear passenger side of the camper, just above the threshold.

The Alaskan Camper does not have a grey water tank. The drain outlet is located on the driver's side of the camper. A short length of garden hose can be used to extend the drain to a portable greywater tank. This is a direct drain from the sink; no valve needs to be opened.



Water Drain Outlet



Water Drain Outlet (close up)

FLUSHING THE WATER TANK

Alaskan Campers recommends flushing the water tank periodically.

1. Prepare a vinegar/lemon solution by mixing 1 gallon of water with 2 cups of vinegar and 1 cup of lemon juice.
2. Pour 1 gallon of the solution into the tank for every 15 gallons of tank capacity.
3. Fill the tank completely with fresh water. Allow the solution to stand for three hours.
4. Drain and flush with potable fresh water.
5. To remove any excess taste or odor that might remain, prepare a solution of 1 quart of vinegar to 5 gallons of water, and allow it to agitate in the tank over several days during normal vehicle use. Drain the tank again and flush with potable fresh water.

SHOWER(S)

Your Alaskan Camper may be fitted with one or both of the following: an outside shower and an inside shower. Both are fed from the house water system.

OUTDOOR SHOWER



The outdoor shower is located on the driver's side of the camper.

The top must be raised to access it. Open the shower door and remove the shower handle. Adjust the water temperature as desired.

CAUTION: The hot water can be VERY hot!

Outdoor Shower

INDOOR SHOWER

The indoor shower is located in the entry of the camper. It consists of a teak grate, stainless steel shower pan and a small sump pump. The pump can be turned on at the switch.



Teak Grate



*Sump Pump Location
(under false floor)*



Sump Pump Switch

The grey water exits the rear of the camper on the passenger side (driver's side on a flatbed). Connect a short section of garden hose to the outlet and collect the water in an appropriate container.

Hooks are located in the ceiling to attach the shower curtain.

The shower head and hose connect to the inside sink faucet. Unscrew the tip of the sink faucet and attach the three-way valve in its place.



Indoor Shower Outlet



Indoor Shower Hooks



Shower Hose Connect

NOTE: The teak grate can be used for the outside shower if desired. Ensure it is placed on level, smooth ground. Oiling the teak grate periodically is recommended.

TANK WARMER



Heating Pad Switch

If equipped, you will have a tank warmer and an on/off switch.

The warming pad is attached to the water tank on the driver's side, aft side of the tank.

To operate, simply turn on the switch near the floor on the driver's side.

NOTE: The tank warmer is used to keep the water in the tank from freezing. Do not use it to heat the water.

WATER HEATER

If equipped, your 4-gallon water heater runs on propane and is ignited by battery power. It is typically located on the driver's side.

The water heater is activated by the on/off switch located near the floor on the driver's side, usually under the seat. When switched on, the red light will illuminate until the unit is operating. The light turns off once the unit is operating.



Water Heater Closed



Water Heater Open



Water Heater Switch

To operate the water heater:

- Ensure the top is fully raised.
- Make sure the heater tank is full.
 - Turn on the house water pump and open the hot water tap at the sink. Wait until the water is flowing in a steady stream, no air. (Alternatively, you can connect to city water.)
- Turn the power switch on. A red light will illuminate next to the switch. This indicates the heater is in the ignition phase. After ignition, the light will turn off.

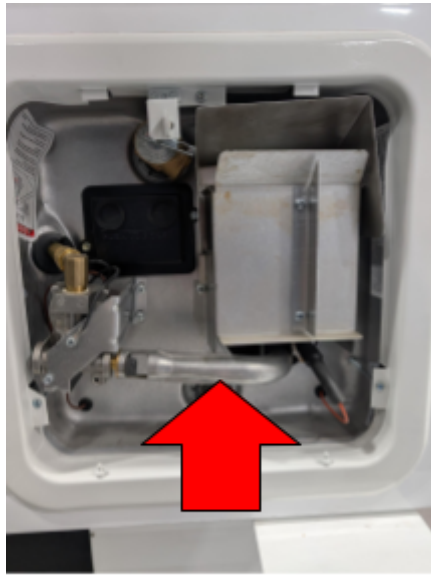
This is not an on-demand water heater. It can take approximately 20–30 minutes to reach full operating temperature.

At that point, the red light will come back on. For more details, consult the manufacturer's operation manual.

NOTE: Only run the water heater when the tank is full and the top is fully raised. The water heater exhaust is very hot and will cause damage to the camper if not ventilated properly. For this reason, the camper has a shut-off switch that disconnects the water heater when the camper is fully closed.

Troubleshooting

- Not Lighting
 - It is common if you've stored your camper for an extended period of time that spiders can leave spiderwebs clogging the system and restricting the flow of the gas.
Blow this out with an air hose or use a pipe cleaning brush to clear the line.
 - Check the water heater fuse and reset if needed.



Clear webs if clogged

WINTERIZING THE WATER SYSTEM

As temperatures drop, it's important to protect your Alaskan Camper, especially the plumbing system. Pipes that are not winterized can freeze and burst, causing significant damage. Winterizing also helps maintain the camper and prepare it for future use.

Winterizing is essential if you live in or travel to colder climates, as it helps prevent costly repairs.

WATER HEATER

- Before starting, ensure the water heater switch is in the "OFF" position.
- Drain the water heater by removing the drain plug (requires a 1-1/16" socket) and allowing all water to flow out.
- Once drained, keep the unit off, as running it dry can cause damage.

WATER TANK

- Drain the fresh water tank by locating and opening the drain valve.
- Ensure the tank is fully empty to prevent freezing and possible damage.

DRAIN LINES

- With the tanks empty, clear the water lines.
- Turn on the water pump and open all faucets (hot and cold), including the shower.
- Remove the filter at the pump to eliminate any remaining water. Allow the pump to run until only air is moving through the system.
- Using compressed air at approximately 30 PSI can help fully clear the lines and prevent freezing.

TOILET AND TANKS

- Ensure the toilet is fully drained.
- Flush to remove any remaining water from the bowl and tank, and empty the cassette toilet.
- Drain the gray water line from the sink to the exterior.
- For added protection, pour a small amount of undiluted RV antifreeze into the sink drain.

RV ANTIFREEZE

- As an alternative to leaving the system dry, add undiluted, non-toxic RV antifreeze to the drained water tank.
- Run the water pump until antifreeze flows from the sink and shower, replacing any remaining water in the lines.

NOTE: *The water heater has a 4-gallon capacity.*

PROPANE SYSTEM

The Alaskan Camper propane system consists of a 20-pound propane tank, a regulator, propane distribution piping, and various propane-powered appliances.



Propane Compartment



Propane Tank

The LP gas tank is located at the rear of the camper. The tank is equipped with a valve to control gas flow. A regulator reduces and controls the pressure from the tank to the appliances. The regulator is preset at the factory to maintain a pressure of 11" water column, or approximately 6½ ounces per square inch. All appliances are adjusted to operate at this pressure.



CO2 and Propane Alarm

NOTE: Your Alaskan Camper is also equipped with a dual gas detector. It monitors for propane and carbon monoxide (CO).

It is located near the floor toward the front of the camper. If it detects a problem, an alarm will sound. If this occurs, vacate the camper immediately.

Turn off the propane tank and do not re-enter the camper until the alarm has cleared.

This system is designed for liquefied petroleum (LP) gas only. Do not connect natural gas to this system. Before turning on the propane, ensure all gas connections are tight, all appliance valves are off, and any unused outlets are capped.

After turning on the propane, test the piping and appliances for leaks with soapy water, and light all pilots.

NOTE: When filling the tank, do not leave the end of the gas line (pigtail) open, even briefly. Bugs are attracted, die inside the tubing, and can clog the line. Tape the end of the tube shut while filling the tank.

TESTING FOR PROPANE LEAKS

Propane lines and fittings should be inspected and tested regularly for possible damage and leaks. Brush or spray a soapy water solution over all fittings and any damaged areas of the line. Bubbles will form or grow, indicating a leak.

If a propane odor is detected inside the camper, extinguish all flames and test for leaks. If the leaks cannot be detected, turn off the valve on the tank and contact your dealer's service department or a qualified gas appliance technician.

DO NOT CONTINUE TO USE YOUR PROPANE SYSTEM UNTIL THE LEAK IS LOCATED AND ELIMINATED.

FILLING THE LP TANK

1. Close the valve on the tank.
2. Loosen the spud fitting using a $\frac{7}{8}$ " wrench, turning clockwise. NOTE: These are opposite threads.
3. Place the regulator and hose assembly off to the side (cap the regulator opening if possible) and loosen the wing nut holding the tank down.
4. Remove the tank.
5. Reverse the process after filling and check for leaks.

FURNACE

Your furnace operates on propane. It also requires battery power to light it and run the fan.



Thermostat

The thermostat is located at the front of the camper, typically on the passenger side below the bunk on the bulkhead.

To operate the furnace:

- Ensure the top is fully raised.
- Slide the lever on top of the thermostat to the right to the desired temperature setting.
- The furnace fan should turn on.
- Within a few minutes, hot air will begin flowing from the vents.

ELECTRICAL SYSTEM

Your Alaskan Camper has two separate electrical systems: DC and AC.

The DC system is a 12-volt system composed of several components. The main components include batteries, chargers, and solar panels.

The AC system also includes several components, including a mains selector switch (inverter models only), converter (AC/DC charger), main AC breaker panel, and receptacles.

DC SYSTEM

The lights, USB receptacles, fans, refrigerator, furnace, stove, water heater, water pump(s), and air conditioner operate on 12V DC. This power is supplied by the standard equipment lithium batteries, solar panels, or the converter.



Truck Plug (Open)

The camper receives 12-volt power from the truck's charging system through the 7-pin connector located on the front wall of the camper.

NOTE: This plug will have 3 wires, not seven (7). The plug contains a +12V (aux) from the truck, a ground wire, and a running light wire. The +12V inside the camper is connected to the DC-DC converter through a 30A fuse.

NOTE: It is recommended that you carry spare ATO fuses with the camper, as some aftermarket devices may draw more power than expected. See "FUSES" section below for fuse sizes.

BATTERY

Your Alaskan Camper is equipped with lithium batteries. These are sophisticated electronic devices that require care in order to last a long time.

NOTE: Always refer to the manufacturer's recommendations for use and storage.

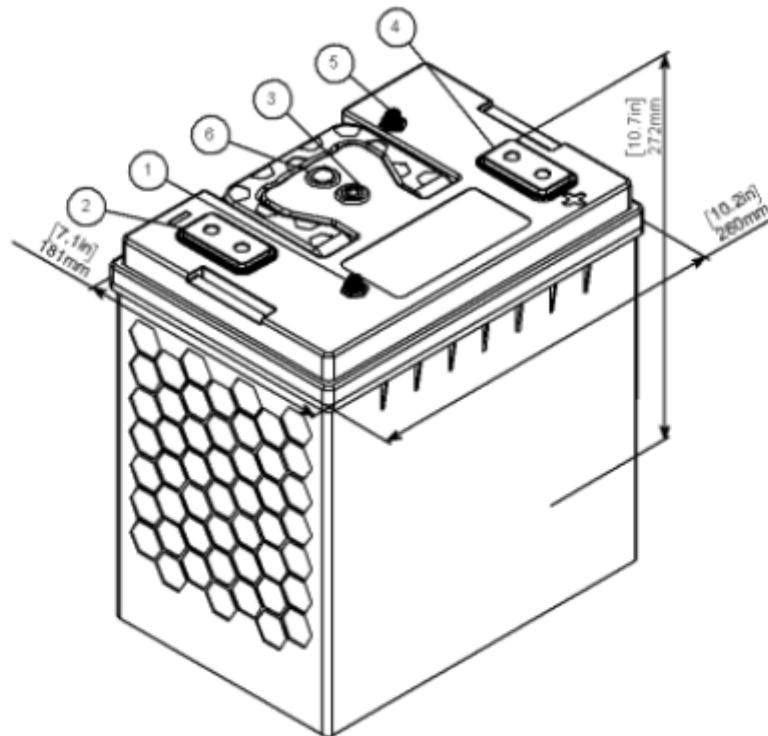


Figure 1: EX-GC2-12162-BCH

- | | | | |
|---|-------------------|---|-------------------|
| 1 | COMM2 Port | 4 | Positive Terminal |
| 2 | Negative Terminal | 5 | COMM1 Port |
| 3 | Power On/Off | 6 | Heater On/Off |

If equipped with Expion360 162Ah lithium batteries, they include an on/off button, an internal heater button, and a built-in BMS (battery management system).

BATTERY ON/OFF BUTTON

The on/off button turns the batteries on and off. When off (button raised or flush), the battery does not provide power to the system. When on (button depressed), the battery is connected to the system.

BATTERY HEATER (VHC) BUTTON

The heater button turns the internal battery heater on.

This system is automatic and self-regulates the battery's internal temperature in freezing conditions. The lithium battery will not accept a charge below freezing temperatures. It will continue to supply power.

It is recommended to keep the battery heater on at all times.

BATTERY BLUETOOTH

The Expion battery has an advanced BMS that includes Bluetooth communications. Download the Expion app and connect to your battery or batteries to view system information and live data.

It includes features to monitor the health of your battery or batteries. Refer to the user manual for connection details.

NOTE: Alaskan Campers recommends you familiarize yourself with the battery owners manual. The manual can be found on the [Expion 360 website](#) or by scanning the QR code below.



BATTERY MONITOR

Your Alaskan Camper is equipped with one of two battery monitors. These include the Expion battery monitor and the Redvision monitor.



Expion Battery Monitor

EXPION BATTERY MONITOR: This monitor uses a shunt located on the DC negative side of the system. It monitors all power flowing to and from the battery system, excluding internal VHC system usage.

It displays system capacity in multiple ways: a battery icon and numerically (available Ah). It also indicates the remaining run time based on current loads and shows whether the batteries are charging or discharging.

If the batteries are being charged (from shore power, solar, or the truck), the screen backlight will pulse on and off. When discharging, the backlight will remain steady. If the backlight is off, press the up arrow button to activate the display.

NOTE: See [instruction manual](https://tinyurl.com/2zyh4b44) (<https://tinyurl.com/2zyh4b44>) for the monitor for more details.



RedVision Battery Monitor

REDVISION BATTERY MONITOR: This monitor also uses a shunt located on the DC negative side of the system.

It monitors all power flowing to and from the battery system, excluding internal VHC system usage.

It displays system capacity in multiple ways: percent of total capacity and a battery icon.

To monitor battery charging and discharging, there is a trio of icons: BMS (charger), a light bulb (loads), and a battery.

Arrows indicate the direction of current flow. Amp values are displayed next to the arrows, indicating current in amps.

The icons are red when discharging and green when charging.

There is also a set of icons indicating the charge source: a truck, a sun (solar), and a plug (shore).

A green bar next to each icon indicates available power when that source is active.

NOTE: See the [Instruction/owners manual](https://tinyurl.com/mrxbv4yf) (<https://tinyurl.com/mrxbv4yf>) for more details.

BATTERY CHARGING

Battery charging is provided by multiple sources: shore power (120V converter), solar (MPPT), or the truck (DC-DC). If your camper is equipped with the Manager 30, all three charging functions are managed by the Manager 30. All chargers are multistage and designed for lithium batteries.

1. **SHORE POWER (Converter):** The converter primarily functions as a battery charger. It takes AC power (from shore power) and converts it to DC power, which is used to charge the lithium batteries. The converter also provides 12V DC power to other 12V appliances and systems in the camper when connected to AC power. This process is automatic.

Depending on the setup (inverter or no inverter), ensure the incoming AC power is routed correctly. (See AC SYSTEM for more details.)

- **Without an inverter:** Plug in the camper and make sure the 30A “MAIN” breaker is on as well as the “BATTERY CHARGER” breaker.



- **With an inverter:** Follow the above but also make sure the AC Selector Switch is in the “SHORE” position.



2. **SOLAR POWER (Charge Controller):** The solar charge controller is a DC-DC converter that maximizes power from the solar panel(s) to charge the battery or batteries. It is a Victron MPPT located in the upper cabinet on the driver's side, behind the AC breaker panel. It is a multi-stage, automatic charger.



Victron MPPT

The unit is not easily accessible.

It has many features that can be accessed via Bluetooth.

- Locate the Victron MPPT paperwork that includes the PIN code.
- Download the VictronConnect app.
- Select your MPPT module.
- Enter the PIN found in the paperwork.
- View current output and history.

In the battery settings menu, you can turn off the solar output. This can be useful if you need to disconnect all power from the system. Alternatively, you can remove the solar fuse from the upper fuse block
(NOTE: If equipped with RedVision, this fuse is not accessible, as it is integrated into the RedVision system).

3. **TRUCK POWER (DC-DC):** The DC-DC converter is available in one of two configurations:
- a. A single device, typically mounted in the front left corner.
 - b. The other is integrated into the Redvision Manager 30.



DCDC Converter



Manager 30 with Display

The DC-DC converter is essential to the battery system. It ensures the batteries are charged at the appropriate voltage. These chargers are automatic.

FUSES

The camper has two fuse blocks. One is located in the upper cabinet, and the other in a lower cabinet. The fuses protect the components connected to them. If a component has a fault, the fuse may open to protect the circuit.

LOWER FUSE BLOCK	
SIZE	DESCRIPTION
30A	Lift Pump
10A	Water Pump
10A	USB
10A	Furnace
2A	LP Detector
10A	Tank Heater (water)
5A	Water Heater
10A	Toilet
5A	Shower Sump Pump
5A	Refrigerator
5A	Stove Igniter

UPPER FUSE BLOCK	
SIZE	DESCRIPTION
5A	Lights (Cabin, Valance)
5A	Lights (Bunks)
5A	Lights (Porch)
30A	Solar
10A	Fwd Fan
10A	Rear Fan

AC SYSTEM

Your camper's AC system is powered by either shore power or an inverter.

Shore power is supplied through a standard extension cord. It is recommended to use a heavy-duty extension cord (e.g., 12-gauge). The inverter is powered by the battery bank.

AC PANEL



AC Panel

The AC panel, located in the upper cabinet, consists of a MAIN two-pole breaker and four (4) single-pole 15A breakers. All campers include BATTERY CHARGER and OUTLETS breakers. If equipped with a microwave, a MICROWAVE breaker is included. Green indicator lights next to the breakers indicate they are active.

SELECTOR SWITCH



Selector Switch

If your camper is equipped with an inverter, it will have a mains selector switch located in the upper cabinet.

The selector switch determines which power source (shore or inverter) supplies power to the main AC breaker panel.

This is a three-position switch with SHORE, OFF, and INVERTER.

There are power indicator lights next to the SHORE and INVERTER positions. They illuminate when power is available from that source.

NOTE: When in the INVERTER position, power to the converter is interrupted by a relay, preventing unwanted charging and discharging.

AC RECEPTACLES

The receptacles in the overhead cabinets provide power for 120V appliances. These receptacles can be used whenever the camper is plugged into shore power or when using the inverter (if equipped). See SELECTOR SWITCH.



GFI Outlet

The receptacles are protected by a GFCI outlet. This is located in the overhead cabinet on the driver's side toward the front of the camper.

The breaker is rated at 15 amps.

INVERTER

The inverter converts DC energy (battery power) to AC power (120V). This allows your camper to supply power to the receptacles when off-grid.



2000W Pure Sine Inverter



Inverter Remote

The inverter has a built-in GFCI receptacle mounted on the inverter.

A remote on/off panel is typically located on the passenger's side under the seat.

Using the inverter will drain the battery more quickly due to the conversion from DC to AC.

It is recommended to monitor the discharge rate while using the inverter and to turn it off when not in use.

To use the inverter:

1. Set the main selector switch to INVERTER.
2. Turn on the inverter using the remote switch. A red light will illuminate, indicating it is on.
3. After approximately 10 seconds, the green light next to INVERTER on the mains selector switch will illuminate. This indicates the inverter is supplying power to the system. Verify the main 30A AC panel breaker is on.

REDVISION

If your Alaskan Camper is equipped with Redarc RedVision, this section applies.



RedArc Rogue RedVision

The RedVision system includes the following:

1. Manager 30
2. Display
3. TVMS module
4. Shunt
5. Mobile app (optional)

1. Manager 30
 - a. The Manager 30 is the main charging component for your camper. It receives solar, truck, and shore power and distributes it to the battery system.
2. Display
 - a. The display shows system status and allows user control of functions such as lighting and tank levels.
3. TVMS module
 - a. This module controls lighting and tank level inputs. It is pre-programmed at the factory.
4. Shunt
 - a. The shunt measures current flowing to and from the battery system. This information is displayed on the system screen.
5. User App
 - a. The Redarc User app allows control of electrical systems, including lighting and battery monitoring. It also displays battery capacity and charging or discharging status.

LIGHTING

The lighting in your camper is divided into multiple zones. All lights are dimmable LED fixtures, divided into interior and exterior zones.

To turn the lights on and off, tap the center of the switch (it is not a mechanical pushbutton). To dim the zone, hold your finger over the lit portion of the switch. The lights will dim. Continuing to hold will cycle them back to full brightness.

INTERIOR

Your Alaskan Camper can be equipped with three interior zones: cabin lights (overhead), valence lights, and bunk lights. The switches are located near the entry door. The bunk light switch is located on the driver's side of the bunk area, on the back wall.

EXTERIOR

Your Alaskan Camper can be equipped with three exterior flood lights: driver's side, passenger's side, and rear. The switches are located near the entry door.

VENTILATION

FAN(S)

Your Alaskan Camper is equipped with at least one fan, or two if no air conditioner is installed. If equipped with air conditioning, there will be one fan located in the bunk area.



MaxxAir MaxxFan Deluxe

Fan Control

The fans may have electric or manual open/close operation. They feature forward and reverse airflow and adjustable fan speeds.

Some models may include a thermostat setting for automatic operation (with the vent lid open). Some models may include a rain sensor that automatically closes the lid if rain is detected.

NOTE: Refer to the fan user manual (located in your manuals packet) for more specific information.

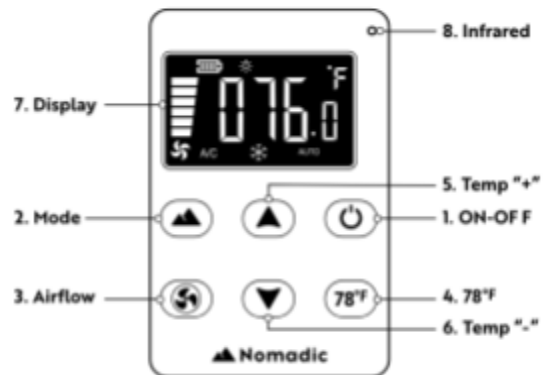
AIR CONDITIONER

Your Alaskan Camper air conditioner is an optional add-on for added comfort. The unit is DC-powered for full off-grid capability. It offers different operating modes for various conditions.



Nomadic AC Unit

Control Panel Legend



Nomadic Control Panel

NOTE: See [operations manual](https://tinyurl.com/3c2hvfwc) (<https://tinyurl.com/3c2hvfwc>) for more information.

- Snowflake: Max A/C. This mode provides maximum cooling.
NOTE: It is recommended not to run this mode for more than 20 minutes. Extended operation in this mode will significantly reduce runtime.
- Fan: Runs the fan only. Recirculates interior air with no outside intake.
- ECO: Provides cooling at a reduced output.



AC Fuse

NOTE: The fuse for the AC unit is not located with the other fuses. It is located in the front driver's side panel of the camper.

ACCESSORIES

ROOF RACK

The roof rack system can be used to carry items such as luggage, surfboards, and kayaks. The maximum recommended load is 300 lbs.



Roof Rack System

AWNING RAIL

Your Alaskan Camper is equipped with an awning rail on each side. This can be used with the supplied slide hooks, or for a custom-made awning or tarp setup.



AWNING

If your camper is equipped with an awning, it will be one of two types: a 270-degree or a Fiamma awning.

270-Degree Awning



270 Degree Awning

This style awning packs away in a storage bag on the passenger side.

It is mounted to the roof racks.

It includes ropes, stakes, and a power cord for the LED lights.

Fiamma Awning



Fiamma Awning

The Fiamma awning is mounted on the passenger side. It stows in its own housing.

It can be extended with the provided crank arm.

Fully extend the awning, lower the legs, and place them in the holders on the side of the camper.

Retract or extend the awning as needed to remove slack in the fabric.

L-TRACK

The L-TRACK is used to mount accessories. A variety of attachments are available for use with the L-TRACK. Most campers include a water jerry can and mounting bracket.



L-Track System



Jerry Can and Bracket

MAINTENANCE

GREASE AND LUBE

Greasing the slides and lubricating the locks and hinges is straightforward. Apply a small amount of white lithium grease to the slide guides as needed.

Using a light oil spray or powdered graphite, periodically lubricate the door locks, tumblers, and hinges. This will help extend component life and ensure proper operation.

WASHING

Wash your camper with mild soap, warm water, and a soft brush or mitt. Use a light spray to rinse (avoid high pressure in seams and openings). You can use the same method on the solar panels. It is recommended to towel/shammy the camper after washing to avoid hard water spots, especially on the solar panels.

To clean the seats, wipe them down with a soft rag and mild soap and warm water.

MOVING AND STORING

Your Alaskan Camper can be removed from your truck and stored when not in use. Follow the guidelines below to ensure proper handling and avoid damage.

REMOVING THE CAMPER

Use the corner jacks to carefully lift the camper off your truck. Raise the camper slowly and evenly, ensuring it remains level. Once the truck is clear, lower the camper onto a stable surface or support system.

IMPORTANT NOTE: Do not leave the camper supported on jacks for extended periods. Due to the camper's construction, prolonged support on jacks alone can stress the structure and may cause the floor or midsection to bow over time.

DOLLY FOR MOVING

To move your camper once it is off the truck, we recommend placing it on a heavy-duty dolly:

- Suggested size: **60" x 44"**

- Minimum weight capacity: **3,000 lbs**

We build these dollies in-house, but they can also be constructed using quality lumber and heavy-duty casters rated for the appropriate load. Ensure all materials and hardware are rated to support the full weight of the camper.

STORAGE

For long-term storage, support the camper from underneath rather than using the jacks.

Our Method:

- Use four support boxes, each measuring 12" x 12" x 12", constructed from 3/4" plywood.
- Position one box under each corner of the camper floor.
- Ensure the camper is level and fully supported across these points.

To transfer the camper from the dolly to the support boxes, use a floor jack to carefully lift and position the camper one side at a time.

WINTERIZING

WATER SYSTEM

See sub-section “WINTERIZING YOUR WATER SYSTEM” in the WATER SYSTEM section on page 25.

VENTILATION AND MOISTURE CONTROL

Store your Alaskan Camper in an enclosed space to reduce condensation. If outdoor storage is required, use a high-quality cover that is waterproof, UV-resistant, and breathable. Check under the cover periodically during winter storage to ensure conditions remain stable.

To maintain a dry interior and prevent mildew, ensure vents are closed to prevent drafts and moisture intrusion, and wipe away any interior condensation before storage.

Use desiccant packs or a dehumidifier to control moisture. Non-electric desiccant models or plug-in units may be used if power is available.

Monitor humidity with a hygrometer, maintaining levels between 30% and 50% to prevent mold.

REFRIGERATOR AND PROPANE

Turn off the refrigerator, clean it thoroughly, and leave the door slightly ajar to prevent odors and mildew. Turn off the propane supply to ensure safety and prevent leaks.

BATTERIES AND SOLAR PANELS

Proper battery care during storage helps extend lifespan and maintain reliability.

BATTERY CARE AND STORAGE

Fully disconnect or turn off the batteries, including AGM/lead acid batteries or lithium batteries without a power button, and shut down related systems to prevent power drain.

For lithium batteries, maintain a storage charge between 50%–80% and check state of charge monthly.

For AGM or lead acid batteries, store in an insulated space above freezing, as low temperatures reduce performance and lifespan.

If batteries are not removed, use a trickle charger or maintainer rated for the battery type.

SOLAR PANEL

Solar panels are designed to withstand winter conditions, including snow and hail, and do not require removal or adjustment.

Clear snow from the camper roof periodically during winter.