



# A Thing of BEAUTY

ELOQUENT YET AGGRESSIVE, EVERY ASPECT OF THE MOUNTAIN TRAIL EDX BEARS THE ARTISTS' MARK.

PICS MATT FEHLBERG AND NATHAN JACOBS



MOUNTAIN TRAIL  
EDX







WORDS DAVID 'COOKIE' COOK



## MEASURING UP

### HITS

- > Quality engineering and finish
- > All-Australian build
- > Quick setup
- > Auto open and close function
- > Superb kitchen

### MISSES

- > Can't think of a thing

C TA expects its test crew to rate various attributes of a camper with scores out of 10. I'm usually reluctant to give a top score, as it suggests I couldn't imagine it getting any better. Well, I have to say that, despite my instincts, I had no choice but to award the Mountain Trail EDX Touring Edition 10 out of 10 in several categories.

Before we go any further, you must understand that the Mountain Trail EDX Touring Edition is a premium camper. If you want quality, reliability and a camper that is super easy to use, and you have the budget to match, then this is it.

I own a rear-fold hardfloor camper so I am familiar with the design parameters we're dealing with here, yet I couldn't help but be impressed with the way Mountain Trail repackaged or subtly modified various aspects of the popular format for the better. Prior to its launch in 2013, the EDX's engineering fees exceeded \$200,000 with Mountain Trail investing a further \$200,000 on CNC machinery just to build it.

## GEARED FOR CONVENIENCE

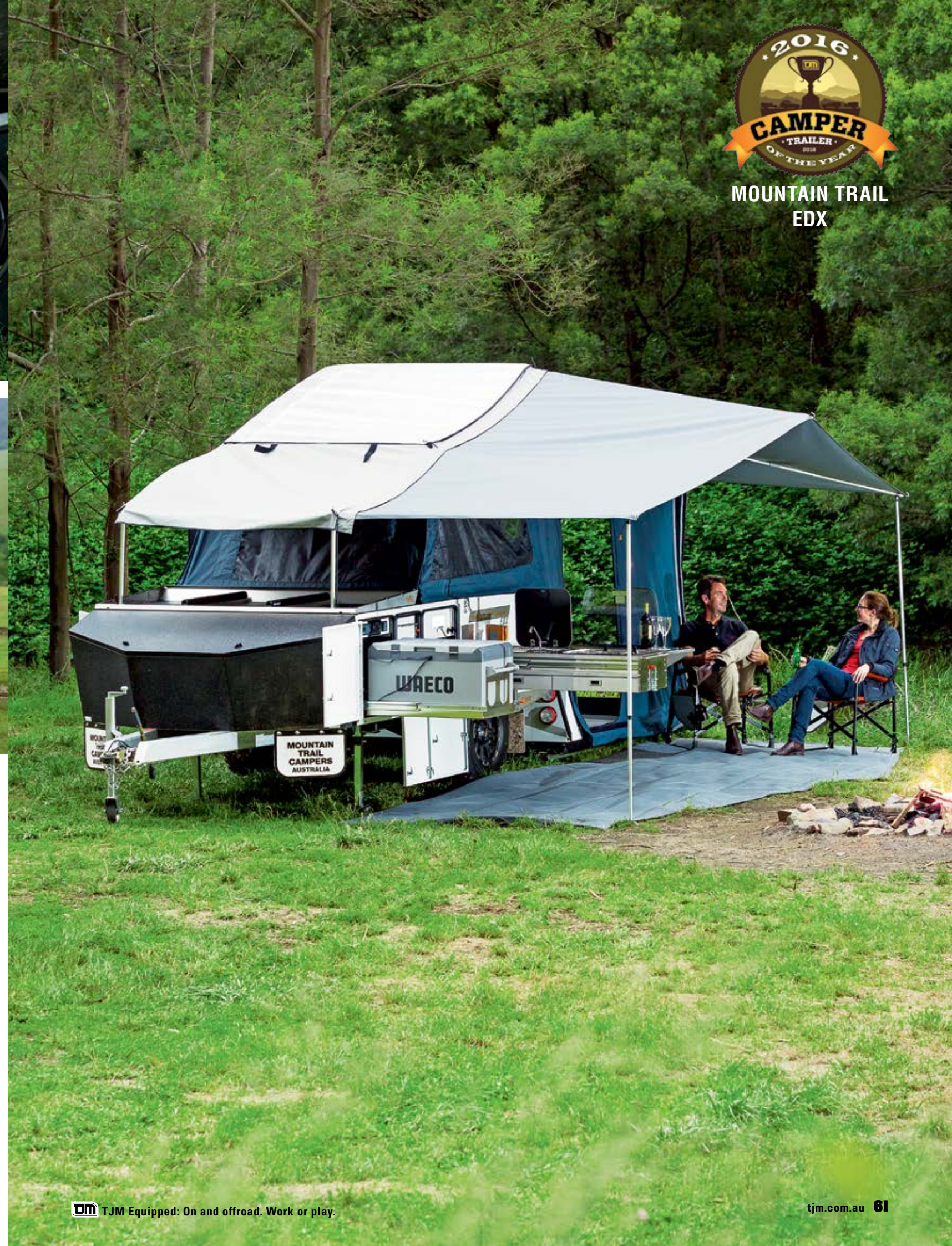
The whole camper seems to have been designed for convenience. Setting up a rear-fold camper is supposed to be easy, but the EDX is the best I've seen. We watched as Mountain Trail's Heidi Edwards set up the camper on her own, including the kitchen, fridge and pantry and the awning in three minutes and 40 seconds in steadily falling rain. A total setup with the ensuite, toilet and mesh floor under the awning takes less than 10 minutes for one person.

But there's more to this camper than functional convenience. The EDX is built similar to a standard automobile with replaceable panels and parts; an attractive feature for an offroad camper. In all, there are more than 300 separate laser cut components. Everything is built to last, with metal components made from either aluminium, stainless steel, Zincaanneal or galvanised steel.

The chassis is 150x50x3mm with a 125x75x3mm drawbar, all hot-dip galvanised. The independent trailing arm suspension is



MOUNTAIN TRAIL  
EDX







**CLOCKWISE FROM TOP LEFT:** Rhino lining and mud flaps shield the alloy toolbox from stones; Mountain Trail's independent suspension adjusts for tyre camber; The ensuite is discretely placed to the offside; Friction hinges allow the locker doors to remain ajar in light breezes; There's plenty of external storage for your gear; Roll-out drawers simplify external access to storage space under the bed.

Mountain Trail's own design, with replaceable stub axles, adjustable toe-in and out camber and 12in electric brakes. Custom King Springs and Monroe shocks were also designed for the EDX.

The 16x8in six-stud wheels are equipped with 265/75 R16 all-terrain tyres, and the spare is tucked under the chassis, with a Toyota LandCruiser 100 Series spare wheel carrier to raise and lower it.

The camper has a stylish look with its raked bodywork along the bottom, giving a 30° departure angle. That's more than what's offered on a LandCruiser 200 Series, so if your car can make the transition, then you'd expect the camper to as well Mountain Trail's Erok protection package stiffens the rear body edge, minimising damage to the bodywork by sharing imposed load with the adjacent chassis.

The body is made from 1.2mm Zincanneal steel bonded with Sikaflex and secured by concealed rivets for a stylish automotive outer finish. The camper we saw was finished in the standard white two-pack but Mountain Trail will colour match to your tow vehicle.

**LIVE LIKE A KING**

Probably the most notable feature of the setup and pack up processes is the auto opening and closing function. Press a button and the camper



steadily opens, pulling out the canvas as it moves; a process which takes about 45 seconds. You can stop it at any point in pack up mode to tuck in canvas but there's generally time to do what's needed without interrupting the process.

The electric actuators inside the camper near the foot of the bed are synchronised by a factory-programmed parallel controller. Fourteen parameters control and monitor soft start and close, amperage overload limits, pack up and setup speed and so on. You can disable the system and close the camper manually in a similar fashion to a typical rearfold hardfloor.

The actuators are pre-programmed for 1000kg of push/pull on either side and are



rated for 10,000 strokes before requiring a service.

The tent bows are square for strength and fixed at their usable length except for one at the back of the tent, which swings up and is braced by two upright poles. This arrangement extends the tent further than it would otherwise be possible and allows for a straight rear wall and a door that's close to the bed, leaving plenty of room for bunks or a table across the back.

The flip-over floor is made from a German honeycomb composite material with fibreglass laminates on either side. It weighs just 20kg and is finished with a quality marine grade carpet.

There is an in-built step for the queen-size bed across the back, making entry and exit a dream. The innerspring mattress has a full cover to protect against damp canvas if the weather has been unpleasant. There are reading lights and bedhead storage compartments with dual USB ports to charge a phone or iPad overnight.

Under the bed is a deep sturdy drawer with internal baffles that is accessible from outside when the camper is closed. At the foot of the bed are the internal double pole stereo, 240V outlets, 12V auxiliary socket, dual USB outlets and the upgraded 1000W pure sine wave inverter. The cabin heater duct is next to the other side of the drawer.



Even the stitch welded sections are laser cut and keyed together to ensure the EDX is built with the same structural integrity throughout.

**COOKING CLASS**

The stainless steel kitchen is well designed, sliding out and the top flipping over to provide a huge food preparation area. The whole structure is self-supporting, and automatically locks into place. The sink is large and the auto ignition three-burner cooktop will handle all your cooking needs. There are two large drawers and an enclosed storage compartment under the sink. Above the kitchen is a large LED touchlight built into the bulkhead. The end handle doubles as a towel rail.

There are two 240V powerpoints, a 12V auxiliary socket and two USB ports at the kitchen, and above the fridge is the full electrical heart of the trailer, with the Redarc battery monitor panel, the six circuit switches and the water level gauge.

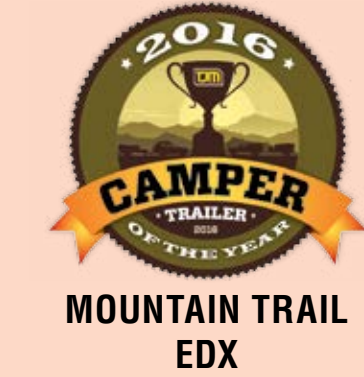
Water is carried in the 130L stainless steel tank with internal baffles underneath. The camper includes a three-way water valve for access to external water sources and connection of mains water if it is available.

Immediately adjacent are two roomy pantry drawers on soft-close slides, one 300mm deep to cater for wine bottles and similar and one shallower for spices and condiments. Next to that is a fridge slide with an 80L Waeco fridge/freezer that is firmly locked into place by the custom-built fridge slide that doesn't require tie-down straps.

All up, it's a very practical and well equipped kitchen which, being situated right at the front, leaves a large area towards the rear for other undercover activities.

All storage bays are fitted with friction hinges that rest at the angle they're opened to, preventing the locker doors from swinging shut or opening – just another feature that improves the camper's functionality as a whole.

All doors have a double return folded edge with



**STUPOT'S SAY:**

I've seen some amazing trailers at these CTOTY events but the EDX would have to be the best all-rounder.

Built over two years, with hundreds of thousands spent on R&D, it shows. It's strong, easy and incredibly well appointed. The fridge bolts to a laser cut panel, and the awning poles have elbows for a guy rope-free setup.

It's proudly Aussie-made to a brilliant finish with classy touches like friction hinges and touch LEDs. With all its comforts, the EDX is more than capable offroad at less than 5m long and 1300kg. Well done all round.



**BEAR'S SAY:**

The EDX's engineering, workmanship and choice of materials are amazing.

Aussie made, the EDX has Rhino-coat protection on all alloys, straight exterior wall, radial seals on the doors and engineered recovery points.

The fixed, strong tent frame requires very minor adjusting; it takes just minutes to set up for overnight and just a minute to fit the touring awning.

The camper has ample storage, 12in brakes, quality tyres, a lithium battery, and has quite a light Tare given the inclusions and construction.

CTA RATES MOUNTAIN TRAIL EDX HF	BORGY	STUPOT	BEAR	COOKIE
1 Suitability for intended purpose	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
2 Innovation	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
3 Self-sufficiency	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
4 Quality of finish	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
5 Build quality and construction	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
6 Bush-ability	★★★★★★★★	★★★★★★★★	★★★★★★★★	★★★★★★★★
7 Specifications and comforts	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
8 Ease of use	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★	★★★★★★★★★★
9 Value for money	★★★★★★★★	★★★★★★★★	★★★★★★★★	★★★★★★★★
10 X-factor	★★★★★★★★	★★★★★★★★	★★★★★★★★	★★★★★★★★





## CTA SPECS

### MOUNTAIN TRAIL EDX (TOURING EDITION)

#### > TRAILER

**Tare** 1300kg  
**ATM** 2000kg  
**Suspension** Trailing arm  
**Brakes** 12in electric drum  
**Coupling** Hitchmaster D035  
**Chassis** 150x50mm high tensile steel laminated  
**Drawbar** 125x75x3mm hot-dip galvanised  
**Body** 1.2mm Zincanneal  
**Wheel/tyre** 16x8 alloy rims with 265/75 R167 all terrain tyres  
**Style** Rear-fold hardfloor

#### > DIMENSIONS

**Box** 1920x4000mm  
**Length (hitch to tail lights)** 4950mm  
**Awning** 6000x2000mm

#### > ACCESSORIES

**Gas cylinders** 2x4.5kg  
**Water** 130L  
**Cooktop** Three-burner  
**Kitchen** Stainless steel  
**Battery** 100Ah lithium (equiv. to two 105Ah AGM)

#### > PRICE AS SHOWN

\$59,990

#### > ENQUIRIES

To enquire about this camper, visit [www.campertraileraustralia.com.au/spec](http://www.campertraileraustralia.com.au/spec) or phone (02) 8315 0755

#### > CAMPERTRAILERAUSTRALIA.COM.AU

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the return inner lip radius in the corners to match the pinchweld seals. This method of construction ensures the camper remains dust free as it proved to be on this test.

Above the pantry and fridge is a stainless steel Rhino-Rack channel bar system that allows you to fit Rhino-Rack accessories for carrying bikes, boats or whatever else you might want to transport. The braced top of the camper is also strong enough to carry trail bikes making it a versatile choice for those who enjoy getting active in the outdoors.

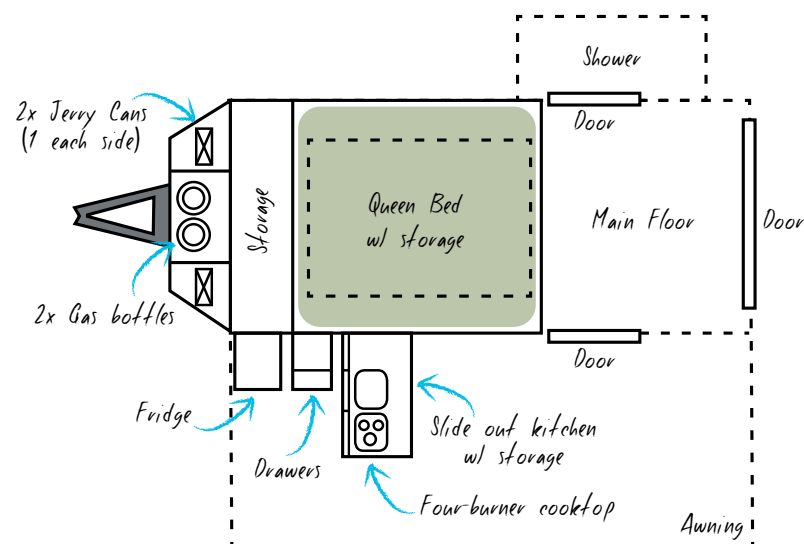
### SELF-SUFFICIENCY

Like other aspects of this trailer, the enclosed toolbox up front is well thought out. The one-piece unit is aluminium to keep weight down, and is coated in Rhino lining with mud flaps underneath to protect it against stones. There's a jerry can holder in the two outer bays, a diesel fuel tank for the hot water system in the right hand bay, and two 4.5kg gas cylinders in the centre. The perforated aluminium floor makes it ideal for firewood, garbage, wheel chocks or any dirty or wet items.

The LED in the tub, however, would probably be better fitted to the lid.

On the driver's side at the front are three storage bays, with friction hinge-equipped doors. There's a heap of storage here for the supplied portable toilet, a generator or anything else you'll need to make your camping comfortable and convenient.

Electrically, the EDX is well equipped. The once-standard dual 105Ah AGM batteries were replaced with an equivalent 100Ah lithium battery that charges from effective flat to full in 2.5 hours while shedding 50kg of weight. It is charged by the Redarc 30A battery management system (lithium version) with a



DC-DC charger and MPPT solar regulator.

There is a huge inventory of lights for the EDX, with 11 separate LED units included, six of which are inside. The main wiring harness is a complete sheathed electrically engineered automotive wiring loom with Doitch connectors for a simple plug and play installation.

### CANVAS ART

The tent is all Australian Dynaproof 12oz canvas, with thermal blanket insulation to the roof and a shower annexe which attaches adjacent to the driver's side rear door. It is made from a waterproof lightweight nylon, with a mesh floor and pockets for toiletries. It goes on with one zip, two poles and a spreader bar in two to three minutes.



There are two awnings available for the EDX. The Touring Edition comes standard with the touring awning which goes up on three radiating aluminium spreader bars that brace against the body and two short uprights on the 'pack rack' channel bar. When packing up, the thermal blanket and the awning can remain attached to minimise work at the next setup. A ground cover mesh is also included.

The Touring Edition comes standard with almost everything, including a diesel hot water

**CLOCKWISE FROM TOP LEFT:** Space is allocated for the included porta-potti; The bin interiors were clean as a whistle, thanks to the curved locker door infills that mould to the pinch-weld seals; The kitchen sits forward, maximising space under the awning; Soft-close drawers, top notch slides and sound hinges to extend the benchtop space; Diffused LED lighting illuminates the benchtop area; The EDX has a Redarc DC-DC charger and dedicated circuits for electrical accessories.





## MOUNTAIN TRAIL EDX



**CLOCKWISE FROM TOP:** The carpeted honeycomb fibreglass floor weighs just 20kg; The large tent makes it easier to access the drawer under the bed; Pockets for the ensuite are stitched for added convenience and there are few poles need adjusting within the tent.

system and space heater, shower, portable toilet, a lithium battery, the one-minute touring awning and provisions for a children's room.

For all the extras and luxuries included here, the Tare weight of 1300kg is not excessive and ,with an ATM of 2000kg there's a substantial load capacity of 700kg. The ball weight is 130kg which is a respectable for a camper of this size.

### THE VERDICT

The Mountain Trail EDX Touring Edition is one classy camper. There is no other way to put it. We could look at it and pick maybe a handful of minor areas where we thought that we might have preferred a different approach, but they are so trivial that they don't warrant a mention. Rest assured, if you have the money, the Mountain Trail EDX Touring Edition is a camper that will leave you well and truly satisfied. **OTA**